

STATE OF NEVADA

**BIENNIAL REPORTS**

OF THE

**Railroad and Public Service  
Commissions of Nevada**

**1917-1918**

J. F. SHAUGHNESSY - First Associate Commissioner  
W. H. SIMMONS - Second Associate Commissioner  
E. H. WALKER - - - - - Secretary  
F. O. BROILI - - - - - Chief Engineer



CARSON CITY, NEVADA

STATE PRINTING OFFICE : : : : JOE FARNSWORTH, SUPERINTENDENT

1919

STATE OF NEVADA

BIENNIAL REPORTS

OF THE

Railroad and Public Service  
Commissions of Nevada



J. F. SHAUGHNESSY - First Associate Commissioner  
W. H. SIMMONS - Second Associate Commissioner  
E. H. WALKER - Secretary  
E. O. BRODT - Chief Engineer



CARSON CITY, NEVADA

FOR PASSENGER INFORMATION

STATE PRINTING OFFICE

1919

# BIENNIAL REPORT OF RAILROAD COMMISSION AND PUBLIC SERVICE COMMISSION

OFFICES OF THE  
RAILROAD AND PUBLIC SERVICE COMMISSIONS OF NEVADA,  
CARSON CITY, NEVADA, December 31, 1918.

HONORABLE EMMET D. BOYLE, *Governor of Nevada, Carson City, Nevada.*

DEAR SIR: Since our last report was submitted to you, this Commission, and we feel that we may say the State of Nevada, has sustained the loss of one of its finest and ablest public men. Honorable Horace F. Bartine, Chief Commissioner of this Commission since its creation, died in the town of Winnemucca on August 27 last.

## RESOLUTIONS OF RESPECT AND SYMPATHY

At the meeting subsequent to Judge Bartine's death, the following resolutions were ordered spread upon the minutes:

WHEREAS, The death of our revered Chief Commissioner and Chairman, Honorable HORACE F. BARTINE, which occurred August 27, 1918, is deeply deplored by this Commission, in whose efforts and accomplishments his work was a most vital factor; and

WHEREAS, By his death not only the Commission but the State of Nevada has suffered the loss of a man whose public services were of inestimable value, and whose ability and integrity were of the highest character; now, therefore, be it

*Resolved.* That this Commission expresses its sincere sorrow at the loss of its beloved associate and its deepest sympathy with his bereaved family; and be it further

*Resolved.* That these resolutions be spread upon the minutes of this meeting and a copy hereof be forwarded to Mrs. Horace F. Bartine.

J. F. SHAUGHNESSY,

*First Associate Commissioner,*

W. H. SIMMONS,

*Second Associate Commissioner.*

E. H. WALKER, *Secretary.*

The following resolutions were adopted by the National Association of Railway and Utilities Commissioners assembled in convention at Washington, D. C., on November 14, 1918:

WHEREAS, This association has sustained a severe loss in the death during the last year of Honorable HORACE F. BARTINE, late Chief Commissioner of the Railroad Commission of Nevada:

*Resolved.* That the association hereby expresses its sorrow at his demise, its great regret at the loss of his valuable services and valued companionship, and its sympathy with his bereaved relatives. For many years he served his State ably and faithfully in public activity, and made a name of honor and a place of dignity for himself in public life;

*Resolved, further, That this resolution be adopted by a rising vote of this body, that it be spread on the minutes of the association and communicated officially to the Railroad Commission of Nevada.*

(Signed) JAMES B. WALKER, *Secretary.*

#### SUMMARY OF WORK

Since the death of Judge Bartine, the work of the Railroad and Public Service Commissions has been carried forward by Commissioners J. F. Shaughnessy and W. H. Simmons, who now have the honor to submit the biennial report of this body for the years 1917-1918.

During the past two years, two hundred and sixty-nine (269) cases were handled by the Commissions, both formal and informal. A detailed history of these cases follows later in the report. Practically all cases have at this time been decided. Action on a few cases dealing with freight rates and passenger fares have been held in abeyance during the current year because the United States Railroad Administration assumed jurisdiction over both state and interstate regulations for war-emergency purposes. As the successful winning of the war was paramount to every other consideration, we did not contest the jurisdictional right of control over its own internal commerce which, under the fundamental law of the land, is reserved to the State. Now that the war emergency has passed, this Commission will, from this time forward, assert and exercise its jurisdiction over the regulation of state commerce. This question will be covered in this report under the caption of "States' Rights."

Since the Commission was created, in 1907, there has been accomplished by it a marked improvement in service, a correction of improper practices and undue discrimination, and proper reductions made in unreasonable and unjust rates of the railroads and public utilities. Results, in this behalf, have accrued from year to year and are today a continuing beneficial relief from unjust exaction in charges, improper practices and inadequate service. Without the specialization that has been accorded this work by the Commission, it is not unfair to suggest that the relief which the people of our State now enjoy would be comparatively small. In this connection, the importance of maintaining this character of state administrative service for the future cannot be overemphasized. Otherwise, former discriminatory and unjust practices and charges might easily be reestablished and doubtless would be.

#### ESTIMATED ANNUAL SAVING IN CHARGES TO THE PUBLIC

Exemplifying what is said above, and without detailing the history of the cases leading up to the many orders and adjustments which have been made, there is set forth below the estimated yearly saving to the public in railroad and public utility charges which is being effected by the Commission.

Southern Pacific passenger fares .....	\$27,000.00
Verdi lumber rates .....	89,000.00
Hay rates, Mina to Goldfield .....	2,952.48
Hay, grain and flour rates, from Minden, Reno, Fallon, Lovelock and Wabuska to Tonopah and Goldfield .....	16,000.00
Southern Pacific class rates in Nevada .....	25,454.83
Coal rates, Reno to Carson .....	3,019.41
Wood rates, Reno to Virginia and Truckee Railway points .....	7,687.00
Carried forward .....	\$171,113.72

Brought forward.....	\$171,113.72
Nevada Northern Railway, freight rates.....	115,936.02
Nevada Northern Railway, passenger fares.....	43,128.00
Ice rates, Truckee to Dayton.....	900.00
Machinery and structural iron, San Francisco to Dayton.....	1,856.00
Express rates, Wells Fargo & Co. Express.....	14,100.00
Wood rates, Loyalton to Sparks.....	354.00
Virginia and Truckee Railway, passenger fares.....	16,650.00
Coal rates, Utah and Wyoming to Nevada.....	13,738.00
Telegraph rates, Western Union Telegraph Company.....	20,000.00
Express rates, American Express Company.....	500.00
Switching charges, Wabuska to Thompson.....	1,500.00
Fruit and vegetable rates.....	20,000.00
Empty carriers, second-hand, returned.....	2,225.00
Mineral-water rates.....	500.00
Flour rates adjusted to basis of \$1 per ton in excess of grain rates.....	3,000.00
Rates on flour, Reno to Western Pacific Railroad points.....	250.00
Fuel wood rates, Verdi to Reno.....	5,000.00
Freight rates, California points to Fallon and other Nevada and California Railway (Southern Pacific) branch points.....	1,000.00
Oré rates, advance of 10 per cent denied on Pioche Pacific Railroad.....	875.00
Total annual savings, Reno, or Nevada Rate Case.....	200,000.00
Total.....	\$632,634.74

#### INDIRECT SAVINGS SECURED

Further, as a result of the very substantial reductions secured by the Nevada Commission in 1910 in the west-bound transcontinental class rates, the Pacific Coast jobbers brought a counter case and secured reductions in the class rates between California and Nevada points. This action was taken for the purpose of offsetting the effects of the Nevada case and of maintaining in so far as possible the ability of the Sacramento and San Francisco jobbers to distribute eastern-manufactured goods in Nevada. But this reduction also covered the products of California, which are used throughout our State in large volume, and, therefore, as a result of the action in question, we have indirectly secured a saving in freight charges which amounts to approximately \$195,000 annually.

#### CASES ADJUSTED BY THE RAILROAD COMMISSION

Since its creation, the Railroad Commission of Nevada has handled one thousand two hundred and sixty-seven (1,267) cases, large and small, including one hundred and eighty-three (183) refunds, and five hundred and eighty (580) authorities for reduction in rates on less than statutory notice, and, therefore, by the administrative action of the Commission there has resulted a saving to the people of Nevada of \$632,634.74 annually, \$200,000 of which has been secured before the Interstate Commerce Commission in the Nevada rate case, covering west-bound transcontinental rates; in other words, by the elimination of the back-haul charges on this traffic destined to main-line Nevada points.

#### CASES ADJUSTED BY THE PUBLIC SERVICE COMMISSION

The Public Service Commission, which is officered and administered by the same official personnel as the Railroad Commission, and which was established in 1911, has, since its creation, handled one hundred and eighty three (183) cases of public utility rate and service regulation, which saves to the people of Nevada approximately \$90,000 annually.

### SAVING TO THE PEOPLE BY BOTH DEPARTMENTS OF THE COMMISSION

Combining these figures—namely, the \$632,634.74 shown for the railroad department, and the \$90,000 saved by the public service department—it will be noted that the Railroad and Public Service Commission has by direct action effected and is effecting a total annual saving to the people of Nevada of \$722,634.74.

### RAILROADS AND PUBLIC UTILITIES TREATED FAIRLY AND RATES ORDERED INCREASED WHERE JUSTICE DEMANDED

While these substantial and far-reaching benefits have been secured for the people of Nevada by the Commission, no arbitrary or unfair action has been taken against the railroads and public utilities. On the contrary, they have been treated fairly and with consideration. Subject to the qualification that charges must be reasonable to the public, they have, as justice demanded in each case, been granted fair earning returns on either the investment, physical or present commercial value of their property. In this behalf, rate increases as well as reductions have been ordered, and this is the policy of just and reasonable regulation which has been adopted and followed by the Commission. Under this policy the railroads and public service utilities of the State have prospered and the development thereof has in no wise been retarded. This is evidenced by the fact that since 1907, when the Railroad Commission was created, the railroads have increased by the construction of new lines from 1,536 miles to 2,317 miles for the period ending December 31, 1917. Again, the gross earnings creditable to this Nevada mileage during said period have increased from \$20,000,000 in 1907 to \$27,422,000 for the year 1917; and, in the same connection, the prosperity of the public utilities of the State under regulation is evidenced by the fact that, whereas their gross earnings for the year 1911, when the Public Service Commission was created were \$1,810,000, they show a growth to \$2,233,000 for the year ending December 31, 1917.

### COST CONTRASTED WITH SAVINGS

The cost of performing this important and beneficial service to the people of Nevada has averaged approximately \$25,000 per annum for salaries and appropriations for necessary expenses.

### COST OF OTHER STATE COMMISSIONS

Compared with this cost, the annual appropriations of other States covering similar railroad and public utility commission service are as follows:

Arizona.....	\$26,500
California.....	350,000
Colorado.....	48,460
Idaho.....	29,215
Montana.....	41,400
New Mexico.....	30,000
Oregon.....	40,000
Utah.....	25,000
Washington.....	87,750

### COST OF NEVADA COMMISSION PER CAPITA TO PEOPLE

Our expenditures may be viewed from another standpoint. The total property assessment valuation for the current year in Nevada is

\$198,000,000, from which it follows that the annual cost of the Railroad and Public Service Commission, namely, \$24,250, amounts to the payment in taxes of only 1.2 cents on each \$100 of assessed valuation, or a tax of 12 cents on each \$1,000 of assessed valuation, for the protection afforded by the Railroad and Public Service Commission. Compared with this cost, the reductions in rates which have been directly brought about by the Commission, and not counting the aforesaid indirect reduction on California products, is resulting in an estimated annual saving to our State of \$722,634.74, or a per capita saving of \$6.45 based on Nevada's estimated population of 112,000.

#### APPROPRIATIONS NEEDED AND REASONS THEREFOR

These figures speak for themselves and indicate clearly that the Railroad and Public Service Commission is more than self-supporting in the rendering of a highly essential and necessary service to the people of the State.

The service rendered by the Nevada Commission before the Interstate Commerce Commission and the United States Railroad Administration, where we have, upon complaint of shippers or communities or in behalf of the State at large, acted in the capacity of attorneys in fact, is authorized by the Railroad Commission Act, and incidentally is one of the most important and difficult duties which is placed upon the members of this Commission. In this connection, it may be stated that there is also raised for consideration at the present time the highly important question whether all power over railroad rate and service regulation shall be surrendered to the States and centralized in the hands of federal tribunals made up of officers largely from other sections, who are not familiar with our peculiar conditions and who would not be sympathetic with our efforts to gain rate equality with large industrial and commercial centers. These tribunals have favored such centers in the past and doubtless will, in so far as possible, do so in the future. Legislation with this object in view will doubtless soon be proposed in Congress and when it is under hearing and consideration it is important that Nevada should be represented. There is also the long-and-short-haul legislation, the passage of which must be urged, and, in the event of further hearing being held, it is vitally necessary that Nevada should have a representative or representatives present. Further, because of the present war control and operation of the railways, and which by law continues for twenty-one months after peace is signed, an increasing amount of business must be transacted at Washington, Chicago, and other regional centers from time to time. In this behalf, if Nevada is to secure the best results for its producers and consumers, adequate provision must be made so that it can be represented at various regional and nation-wide conferences of state representatives for the purpose of formulating a concerted plan of action in presenting cases to the Railroad Administration. This is necessary because, under the plan of regulation adopted by the Railroad Administration, action is now being proposed covering large sections or regions of the country, and not by States, as in the past. Therefore, under federal control, questions of the gravest importance are being raised for consideration and solution. In this behalf, there is an immense volume of study, research and difficult work that must be given to an adequate preparation of these cases

dealing with the future welfare of our State and, thereafter, their presentation before the proper federal tribunals.

The maintenance of an effective Commission will be as necessary, under permanent federal control and centralization, if it is brought about, as was formerly the case under the separate regulation of state and interstate commerce.

The data, the records and the information that the Commission has available on the railroad question are invaluable, and care should be taken not to treat the value of this service lightly. In this behalf, it is interesting to note that the railways will, for the future, as they have in the past, continue to maintain within the State their executive, traffic, statistical and legal organizations, including an exposition of the railroad side of the question through the medium of the news and advertising columns of the press, from time to time. Therefore, the shippers, producers and consumers of Nevada will need the authoritative information and the official representation which have been accorded to them by the Commission in the past.

The proposed centralization of power covering regulation of the railroads in the hands of the Railroad Administration at Washington, made up almost entirely of former railway executives and attorneys, to the exclusion of the sovereign power of the various States, will not be found, we are sure, a panacea for all the troubles which arise on the public side of the question.

Pending the solution of this question and also the imperative necessity of adequate representation on behalf of the State, for the reasons above outlined it is important to bear in mind that the cost of railroad fares, the cost of living, the cost of materials and supplies, and, in fact, the cost of everything entering into the administration of the Commission is, because of the abnormal conditions created by the war, very much greater than in former years, and that, therefore, the appropriation for the work of the Commission will not reach as far as it formerly did.

The traveling expenses of the Commission, incurred in the prosecution of business outside of the State during the past two years, have amounted to approximately \$3,000. These expenditures have been urgently necessary in prosecuting cases before the Interstate Commerce Commission, the United States Railroad Administration, and before Congress, at Washington, D. C., in the matter of transcontinental rates and in support of long-and-short-haul legislation. In this behalf, many other State Commissions are given specific appropriations by their Legislatures to defray the cost of conducting such cases at Washington for the protection of their people. As much as \$7,500 per annum is specifically appropriated for this purpose in Iowa, and all other State Commissions use such amounts from their general appropriations as are necessary to carry on such cases properly.

Incidentally, the railroads, in the defense of these Washington cases, are represented by able officers and counsel. These men invariably have superior accommodations at the higher class hotels, the cost of which ranges from 50 to 100 per cent above the \$5-per-day limitation which is placed upon the members of the Nevada Railroad Commission. While adequate to cover expenses on official business within the State, \$5 per day is insufficient when public officers are required to travel and transact business in a representative capacity outside the State.

In order to enable our chief executive, members of the Legislature, state officers, and Railroad Commissioners, when required to leave the State in a representative capacity, to make a showing equally creditable to that made by other state representatives and the opposing forces which our representatives must meet, this limitation should be removed and the matter entrusted to the State Board of Examiners for just and reasonable administration.

The appropriation for the Railroad and Public Service Commission for the ensuing two years should be made \$12,000 per annum, including \$500 per annum for said period to cover Nevada's proportion of the support of the National Association of Railway and Utilities Commissioners' Valuation Committee, which is located at Washington, D. C., for the purpose of securing the federal valuation of railways by state lines.

This appraisal has been under way for the past several years, and it is estimated by the Interstate Commerce Commission that it will take until and including 1920 to complete it. The valuation is of great importance to our State for condemnation, taxation and rate-fixing purposes, and, as all States are participating in the cost of maintaining the committee in question, in proportion as their resources justify, Nevada should do its share by continuing the appropriation referred to. The said amount of \$500 per annum was appropriated for this purpose for the years 1917-1918 and has been contributed to said valuation committee in support of the work in question.

#### SALARIES OF THE OFFICIAL FORCE

The salaries paid to the official force of the Railroad and Public Service Commission are as follows:

	<i>Per annum</i>
Chairman .....	\$5,000.00
First Associate Commissioner .....	4,000.00
Second Associate Commissioner .....	2,500.00
Secretary and Rate Expert .....	3,000.00
Chief Engineer .....	2,500.00
Assistant Secretary .....	1,620.00
Statistician and Stenographer .....	1,500.00
Stenographer .....	1,500.00

The Chairman and First Associate Commissioner devote all of their time to the work, whereas the law provides that the Second Associate Commissioner may devote a portion of his time to other business.

Considering the value of the service to the public and the character of the service rendered, these salaries are very moderate. In fact, the work has been carried forward with economy when compared with the cost of service of similar importance in other lines of endeavor.

#### EXPENDITURES OF OTHER STATE COMMISSIONS IN SALARIES

In this connection, it may be said that California employs five railroad and public service commissioners at annual salaries of \$8,000 each, and the following official force:

	<i>Per annum</i>
1 general secretary at a salary of .....	\$4,500.00
1 attorney .....	5,000.00
1 assistant secretary .....	2,700.00
1 chief engineer .....	5,000.00
1 hydraulic engineer .....	3,600.00
1 electrical engineer .....	3,300.00

10 assistant engineers .....	each	\$1,800.00
1 rate expert .....		4,200.00
1 assistant rate expert .....		2,400.00
4 rate clerks .....	each	1,800.00
1 chief auditor .....		5,000.00
1 assistant auditor .....		2,700.00
5 statisticians .....	each	1,800.00
2 official reporters .....	each	4,200.00
20 stenographers .....	each	1,200.00

There are also examiners, inspectors and other assistants which bring the total number of employees of the California Commission to something more than one hundred.

It may also be added that New York has two railroad and public service commissions of five members each—one located in New York City and the other in Albany. These commissioners are paid annual salaries of \$15,000 each.

#### NEVADA COMMISSIONERS COMPETE WITH HIGH-SALARIED OFFICIALS

Further, it may be said that in the conduct of cases before the Interstate Commerce Commission, the United States Railroad Administration and Congress, the Nevada Commissioners are brought into competition with railroad and corporation representatives drawing salaries ranging from \$7,500 to \$25,000 per annum, who are aided by high-class engineers, superintendents, rate experts, clerks, auditors and statisticians.

#### ECONOMICAL AND EFFICIENT ADMINISTRATION OF COMMISSION

While, of course, California is a larger State than Nevada, the foregoing statement of officers, employees and salaries serves to show, considering the results accomplished, how we have consolidated the work and how economically it has been carried forward in the matter of both expert assistance and salaries. The foregoing references also serve to show that the far-reaching results secured by the Nevada Commission have been made possible only because the members of the Commission and its Secretary have from the first been well versed in the branches with which we were dealing and because they have applied themselves assiduously. In fact, they have done practically all of the work themselves, instead of having a varied number of assistants and experts to aid them in the preparation of cases, as is the case in many other States and in all industrial organizations dealing with work of similar magnitude and importance.

#### HEARINGS ON LONG-AND-SHORT-HAUL LEGISLATION BEFORE THE NEWLANDS COMMITTEE AND THE SENATE AND HOUSE COMMITTEES ON INTERSTATE COMMERCE.

During the past two years, the Chairman and the First Associate Commissioner of the Nevada Railroad Commission, associated with Railroad Commissioners and representatives of chambers of commerce and commercial clubs throughout the Intermountain States and sections of the Pacific Coast States, appeared in Washington before the Interstate Commerce Commission in April, 1917; before a special Congressional

investigating committee known as the Newlands Committee at San Francisco during November; and at Washington during December, 1917; and before the Senate and House Committees on Interstate Commerce during March, 1918.

These appearances were made for the purpose of securing the elimination of long-and-short-haul discrimination in west-bound trans-continental rates from eastern defined points to Nevada and all intermountain main-line points in the intermountain rate case, which has been before the Interstate Commerce Commission for so many years, and for the purpose of inducing Congress to pass an absolute long-and-short-haul amendment to the Act to regulate commerce, whereby, for the future, railroads shall be prevented from making a greater charge for a shorter haul than for longer transportation service when such service is over the same line and in the same direction.

Following the hearing and argument before the Interstate Commerce Commission in April, 1917, the Federal Commission, after finding that there was not then any effective or forceful water competition upon which it had theretofore relied for justification in permitting long-and-short-haul discrimination against Nevada and other intermountain points, issued an order effective June 30, 1917, by which the fourth section of the Act to regulate commerce was to be literally enforced and all long-and-short-haul discrimination to be removed; in other words, it was ordered that no greater charge should be made to intermountain short-haul main-line points than to the longer-haul Pacific Coast terminal points.

#### **DECISION QUALIFIED AND RELIEF NOT PERMANENT**

In taking this action, however, the order was qualified by the following statement on the part of the Interstate Commerce Commission:

When the water competition again becomes sufficiently controlling in the judgment of the carriers to necessitate the reduction of the rates to the coast cities to a lower level than can reasonably be applied at intermediate points, the carriers may bring the matter to our attention for such relief as the circumstances may justify.

As this order merely required the removal of the discrimination without regard to the manner in which it should be removed or the reasonableness of the rates, the railroads filed tariffs which provided that the discrimination should be removed in part by increasing the rates at the Pacific Coast terminals to the level of the higher intermediate rates in Nevada and other interior States, and, in part, by reducing certain of said intermediate rates to the level of the Pacific Coast terminal rates. At or about this time, Congress amended the fifteenth section of the Act to regulate commerce to provide "that no increased rates shall for the future be filed by the railroads without first securing the consent of the Interstate Commerce Commission," and there was, therefore, raised for the consideration of the Interstate Commerce Commission the investigation of said increased rates proposed by the railroads for the removal of the discrimination in the intermountain rate case.

### **NEVADA AND OTHER STATE COMMISSIONERS AND REPRESENTATIVES SECURE ACTION BY APPEARANCE BEFORE NEWLANDS COMMITTEE**

Pending such investigation, therefore, the order in question was indefinitely postponed and, notwithstanding that there had been no water competition since 1915, because of slides in the Panama Canal and the European war, it was not until after the Railroad Commissioners and chamber of commerce representatives of the Intermountain States had appeared before the Newlands Committee and made a vigorous protest against the unreasonable delay in securing the removal of said discrimination that we finally, on January 21, 1918, secured an order from the Interstate Commerce Commission, effective on March 25, 1918. This order removed the discrimination by authorizing the railroads to, in large part, increase the rates to the Pacific Coast terminals to the higher level of the shorter-haul rates in Nevada and other Intermountain States.

### **REASONABLENESS OF RATES NOT PASSED UPON**

While the discrimination was thus removed and we now have main-line rates equally as good as those named to farther distant Pacific Coast terminals, and very substantially lower than those in effect originally, the order resulted in denying to the intermediate points the reduction in rates which they had sought, by contending and proving that the former Pacific Coast terminal rates, if applied at the intermediate shorter-haul points would be amply compensatory for the services rendered when the lesser service was considered.

### **IN RE GRADED RATES**

Since that time, however (during July, 1918), the associated representatives of the Intermountain States appeared before the appropriate committees of the Railroad Administration and made a strong case in behalf of the establishment of graded rates on west-bound trans-continental traffic to the shorter-haul intermountain points; in other words, it was urged that all intermediate territory be given rates in proportion to the length of the haul, or a lower rate than to the Pacific Coast points, the exact converse of the old, discriminatory long-and-short-haul system of rates.

Exemplified, this means that, whereas a rate from Chicago to San Francisco might be \$1 per 100 pounds, the graded rate to Nevada main-line points would be approximately 85 cents.

We have the promise of Director-General McAdoo, in response to our petition and showing, that such graded rates will be made effective, and we are informed that the various regional committees are working diligently with this end in view. From information at hand, it appears that if the recommendation of said rate committees is adopted by the Railroad Administration, it will, while providing for said gradation, establish rates throughout Nevada, Arizona and eastern Oregon and Washington zone averaging about 18 per cent higher than the rates in effect prior to June 25, 1918, when by order No. 28 the Railroad Administration increased the rates 25 per cent for war-emergency purposes.

**RAILROADS INVITED TO REESTABLISH LONG-AND-SHORT-HAUL RATES**

As a result of the delays and the qualification in said opinion and order of June 30, 1917, by the Interstate Commerce Commission, which did not insure permanency, and in fact invited the railroads to reestablish long-and-short-haul rates when, in their judgment, the conditions warranted, the Nevada Railroad Commission, the Reno Commercial Club and associated commercial clubs throughout the State, also the Railway Commissions, chambers of commerce, commercial clubs and traffic bureaus throughout all of the Intermountain States, were greatly disappointed. In the face of the announcement of such a governmental policy the cause of our people could not be safely rested, for the reason that there was no certainty or security upon which industrial investments might be made within intermediate territory. It was, therefore, decided to appeal to Congress for the passage of an absolute long-and-short-haul law which would forever prevent the railway traffic managers and the Interstate Commerce Commission from establishing long-and-short-haul rates for the future. Appearances were then made before the Newlands Committee at San Francisco during November, 1917, and at Washington during December, 1917, and January, 1918. This committee is composed of five members from the Senate and five from the House and is created for the purpose of investigating the railway question in general and reporting its conclusions to Congress, which, due to pressure of war legislation, it has thus far been unable to do. Thereafter long-and-short-haul bills were introduced in Congress and during March, 1918, hearings were held thereon before the Senate and House Committees on Interstate Commerce at Washington, D. C.

At these hearings a strong showing was made by the associated representatives of the Intermountain States in support of the passage of an absolute long-and-short-haul amendment. Those interested in the question are respectfully invited to write to our Senators and Representative in Congress for copies of the reports covering the Newlands Committee hearing and also the hearings on the long-and-short-haul bills before the Senate and House Committees on Interstate Commerce.

Briefly stated, the issues upon which the Intermountain States were in unanimous agreement and the facts forming the basis upon which the evidence was presented for said Congressional committees are made entirely clear by reference to Nevada Senate Joint and Concurrent Resolution No. 10, passed by the State Legislature March 13, 1917. See reports of hearings before Newlands Committee and before Senate and House Committees on Interstate Commerce.

**SHOWING BY THE INTERMEDIATE RATE ASSOCIATION BEFORE THE SENATE AND HOUSE COMMITTEES**

Following the Newlands hearing the State Railroad Commissions, commercial and shipping clubs and traffic associations of Intermountain and Pacific Coast States organized the Intermediate Rate Association and, after electing Commissioner Shaughnessy president of the association, opened headquarters at Washington, D. C. The headquarters of the association were maintained and the work carried on from the capital by Commissioner Shaughnessy until September 25, 1918, when, following the death of Chairman H. F. Bartine, he returned to Nevada.

### OBJECT OF THE ASSOCIATION

The object of the association is to more fully coordinate the efforts of the respective States and to bring to the support of the long-and-short-haul legislation in question the Southern States which, for many years, have suffered the same character of discrimination that has been imposed against the Intermountain States. This object is being rapidly accomplished. Many sections of the Southern States are now members of the association and are actively and energetically carrying on a campaign of education and petitioning their representatives in Congress to support the passage of said long-and-short-haul legislation.

### APPEARANCES ENTERED

Upon hearing of the bills before the Senate and House Committees beginning March 13, and running continuously until and including March 31, 1918, the association was enabled to enter the appearances of thirty different organizations representing as many different sections of Southern and Western States.

The parties of record are as follows:

Joseph L. Bristow, former Panama Canal Commissioner and United States Senator from Kansas; H. F. Bartine and J. F. Shaughnessy, for the Nevada Railroad Commission, the Reno Commercial Club and other associated Nevada clubs; F. A. Jones, for the Arizona Railroad Commission; Hugh H. Williams, for the Railroad Commission of New Mexico; Alison Mayfield, for the Railroad Commission of Texas; A. L. Freehafer and Leonard Way, for the Public Utilities Commission of Idaho; James Galeeran, secretary of the Railroad Commission of Mississippi; H. H. Corey, for the Railroad Commission of Oregon; Carl S. Motte, Secretary of the Public Service Commission of Indiana; O. P. Gothlin, formerly President of the National Association of Railway Commissioners; Daniel Boyle, for the Railroad Commission of Montana; John G. Richards, for the Railroad Commission of South Carolina; Frank Lyon, attorney for the Luckenback Steamship Company; W. S. McCarthy, for the Traffic Bureau of Utah and the Railroad Commission of Utah; J. B. Campbell and J. A. Ford, for the Spokane Chamber of Commerce; W. R. McIntosh, for the Chamber of Commerce of Monterey, Cal.; H. H. Howard and J. H. Haracer, for the Chamber of Commerce of Bozeman, Mont.; H. G. Pickett and L. H. Ream, for the Commercial Club of Helena, Mont.; R. L. Varney, for the Retail Merchants' Association of Helena, Mont.; A. L. Reeves, for the Merchants' Exchange, of Helena, Mont.; C. C. Taylor and Garland Daniel, for the Chamber of Commerce of Greensboro, N. C.; J. A. T. Slater, for the Chamber of Commerce of Columbia, S. C.; A. J. McGhee, for the Association of Commerce of Jackson, Tenn.; Charles W. Smith, secretary of the Intermediate Rate Association; S. A. Thompson, secretary of the National Rivers and Harbors Congress; John R. Corey, for the Chamber of Commerce of Hastings, Neb.; George B. Graff, for the Boise Commercial Club, Idaho; Ed. P. Byers, for the Freight Traffic Bureau of Fort Worth, Tex.; Hamlin Palmer, for the Commercial Club of Amarillo, Tex.; W. M. Maxwell, for the Chamber of Commerce of Dallas, Tex.; the Chamber of Commerce of Lewiston, Mont., and the Chamber of Commerce of Butte, Mont.

Honorable Joseph L. Bristow, former Panama Canal Commissioner under President Roosevelt, and former United States Senator from

Kansas, appeared upon request of the association, and made a strong showing in support of an absolute long-and-short-haul amendment to the present fourth section of the Act to regulate commerce.

Senators Henderson of Nevada, Poindexter of Washington, and Shafroth of Colorado, and Congressman Hayden of Arizona introduced the desired long-and-short-haul bills in the Senate and the House. These Senators, and also Senators Myers of Montana and Pomerene of Ohio, rendered valuable assistance and encouragement during the Senate Committee hearing, to all representatives of Western and Southern States, who appeared and gave testimony. During the hearings before the House Committee, Judge Sims of Tennessee, the chairman, by his unfailing courtesy, his deep understanding of the railroad question, his ready grasp of the points presented and his ability to concisely and effectively elucidate obscure points by cross-examination, won for himself the respect and commendation of all who appeared at the hearings.

An exceedingly strong case in support of the remedial legislation desired was made before said committees and the matter is now submitted for consideration, with good prospects of an early passage of the legislation in question.

In addition to voluminous rate examples and rate analyses, which were introduced as showing the grave and unwarranted injustice under which Western and Southern States have so long suffered and which was not successfully controverted by the representatives of the railways and the corporation and jobbing representatives of the large industrial and waterway cities, who appeared on behalf of the railways at said hearings, the following pleadings and historical side of the question were presented by the Intermediate Rate Association:

#### **HISTORY OF LONG-AND-SHORT-HAUL REGULATION**

It was shown that, as far back as 1887, when Congress, following the lead of some of the more progressive States which had established Railroad Commissions, passed the original Act to regulate commerce, whereunder the Interstate Commerce Commission was created and empowered, effort was made to establish a wise and just governmental policy by providing, in section four of the Act, that no greater charge should be made for a shorter than for a longer haul when rendered under substantially similar circumstances and conditions. For approximately two years thereafter, the railroads filed tariffs in conformity with the absolute long-and-short-haul rule, but later, tariffs were filed reestablishing long-and-short-haul rates again and, because of the qualifying language in said section regarding "dissimilarity of circumstances and conditions," the Federal Courts held that the carriers might violate the long-and-short-haul rule. Therefore, under the original section, where circumstances and conditions could be shown to be dissimilar, the right to initiate and name discriminatory rates was placed within the discretion of the railroads.

#### **FOURTH SECTION AMENDED IN 1910**

That, thereafter, these violations continued unrestrained, very much as if no law had ever been passed by Congress, until 1910, at which time the fourth section was amended by reaffirming the long-and-short-haul rule, but it was again qualified by giving to the Interstate Com-

merce Commission jurisdiction in exceptional or "special cases" to authorize the carriers to depart from the absolute provision of said rule.

That the major portion of the long-and-short-haul discriminatory rates were found in Southern and Western States; that in due time the carriers filed thousands of applications for exemptions from the amended section, and, therefore, all existing long-and-short-haul rates remained as they were, pending investigation and determination by the Commission; and that said railroad applications for authority to continue the violation of said absolute rule as amended were consolidated and decided under what are known as the Southeastern Cases, 30 I. C. C. 153 (1914) and the Intermountain Rate Cases, 21 I. C. C. 329; 234 U. S. 476 (1914). Both of these cases were finally passed upon by the Commission and the courts during the year 1914, or approximately four years after the passage of the amended fourth section in 1910. As a result of this action, some short-haul rates higher than the longer-haul rates were corrected; some were modified and some were not touched at all, and, therefore, the entire rate fabric throughout these great inland territories at this time is honeycombed with artificial fourth-section violations. But, as above shown, the decisions have been so qualified that there has come no certainty or permanency in the relief contemplated by Congress when it amended said section in 1910.

**DECLARATION OF CONGRESS NECESSARY TO ESTABLISH CONFIDENCE, ENCOURAGE NEW INVESTMENTS AND PREVENT CONFISCATION.**

It was further shown that, notwithstanding the legislative intent to make said amended long-and-short-haul provision practically absolute, the proviso, or exception, in said section has become the general rule in the administration of the law; that action by the Interstate Commerce Commission has been exceedingly slow, expensive and unsatisfactory, because decisions contained qualifying language, and, therefore, that character of permanency and security upon which local and outside capital may be solicited in competition with large industrial and commercial centers for new industrial enterprises throughout intermediate sections is not afforded, from which it follows that the development of the Western and Southern States and their growth in population and wealth are seriously retarded; that, in this behalf, even though the discrimination complained of may be removed by the Interstate Commerce Commission or by rates graded in proportion to distance, as promised by the Director-General of Railroads during the period of federal control and operation, the same apprehension and uncertainty will exist in the minds of investors because said federal control is limited by law, and upon a return to private operation the railways will doubtless quickly confiscate any new industrial investments made at intermediate points by reestablishing the former long-and-short-haul rates in the interest of long-, double- and treble-haul transportation, which they have for sale and are interested in disposing of; and that, therefore, a declaration by Congress making the section absolute, in order to remove said abuse of administrative discretion, is vitally necessary.

**INDUSTRIAL INTERESTS ARRAYED ON SIDE OF RAILROADS AND AGAINST INTERMEDIATE PRODUCING STATES**

It was further shown that the great intermediate and producing territory of the United States, although numerically superior in voting population to the preferentially favored industrial and commercial centers, lacks organization, whereas, on the other hand, the large industrial and commercial interests have always been, and are today, strongly organized and, heretofore, have been closely affiliated with the railroads in promoting their own growth and prosperity; and also, incidentally, that of the railroads, by promoting long- and double-haul business, all of which has been largely at the expense of the great interior and producing districts.

That, heretofore, when the Western and Southern States have appeared before the Interstate Commerce Commission in sectional groups, asking for the enforcement of the absolute rule, they have found arrayed against them and on the side of the railroads, strong industrial attorneys and representatives from railroad rate-favored sections opposing the relief they sought, and strenuously contending that the "proviso" of said section should be made effective to the exclusion of the absolute rule; and that, when Congress is appealed to, as in the present instance, from administrative long-and-short-haul decisions under which they enjoy preferential rates at the expense of the country at large, danger signals are displayed indicating that the remedial legislation in question, if granted, may encourage the bringing of numerous rate questions before Congress for initial action, and therefore, as a substitute, proposal is made "that Congress indicate only a general policy, and that broad powers be granted to the Interstate Commerce Commission in order that all questions may be determined upon their merits, etc."

That this was attempted by Congress in 1887 and again in 1910, but these interests failed to make good their pretensions and if, as they now claim, the Act to regulate commerce needs strengthening, they were never heard to initially raise or support a movement therefor before Congress, in behalf of the public, for the general good of all. On the contrary, they have opposed as long as they could any such movements, and the reason therefor is not difficult of ascertainment.

In this behalf, it was shown that the large industrial interests of the country are interested in maintaining the present railroad-rate system for the reason that they are more largely concerned in retaining the rates covering their own particular lines of traffic established very largely by agreement with the railroads, and, therefore, not by the national rate-making tribunal about which they are evidencing such deep concern at the present time—than they are in working out a system of reasonable and nondiscriminatory rates for the public.

**FAILURE TO TAKE ADVANTAGE OF GOD-GIVEN OPPORTUNITIES**

These interests also strongly contended that, because of water-compelled (?) rates, industry, capital and population have been centralized at the established centers which they represent; that the channels of trade have thus become established and should not be disturbed; that, because of the strategical location of these industrial and commercial centers on navigable water, either inland or ocean, they have

a "God-given" and, therefore, a "vested right" in a lower scale of rates than is granted to intermediate- and producing-point territory; and that they are entitled to the benefits that they might have secured by the development and effective utilization of the Nation's natural waterways, but which they have not taken advantage of, yet, because of the potentiality of their location on these waterways, upon which the Nation at large has expended, as of July 1, 1916, \$898,500,000 on rivers and harbors, and \$450,000,000 on the construction of the Panama Canal, in aid of the development of waterway transportation by private capital, these great industrial and commercial interests contend that they should be accorded the benefit of preferential all-rail rates; and this in spite of the low water rates and dependable service which they might have enjoyed if advantage had been taken of their "God-given opportunities," and they had participated in developing, patronizing and making waterway transportation an effective and efficient instrumentality.

#### **WISE NATIONAL DEVELOPMENT POLICY DEMANDS THAT GOVERNMENT PROTECT UNORGANIZED PRODUCING SECTIONS AGAINST EXPLOITATION**

It was further shown that, as a matter of wise and beneficial national policy, the intermediate States may more properly contend, and with much better grace make the argument for these all-rail preferential rates than the large industrial and commercial centers, on the ground that such rates are necessary to equalize the natural advantages of the latter, which can be and, in some cases are, afforded by waterway transportation from and to all the markets of the world, and thus insure a more uniform development of the Nation's resources by promoting an equitable distribution of industry, population and wealth.

#### **WATER TRANSPORTATION FACILITIES NOT AVAILABLE WHEN URGENTLY NEEDED FOR WAR PURPOSES**

It was further shown that, in the face of the world-wide war, the Government found that much needed water transportation, both inland and ocean, was lacking, and largely only something to talk about, and that adequate facilities therefor were not in existence when vitally needed to relieve the congestion incident to the war; that in this connection, as it is now the announced policy of the Nation to protect and promote the building up of waterway transportation, it was urged that one of the first and most necessary steps in this direction is the passage of an absolute long-and-short-haul law; and that, otherwise, there can be no real or thorough-going security, in fact, not even reasonable security against radical changes in rates to meet water or rail competition and, therefore, the enormous sums of money necessary for the promotion and the building of modern and efficient waterway transportation lines cannot be secured from private investors.

#### **LONG-AND-SHORT-HAUL LEGISLATION WILL PROTECT WATER TRANSPORTATION**

It was further shown that Congress must provide for a safe and honest national policy, whereby waterway transportation and industrial enterprises for intermediate-point territory may be assured of reasonable national consideration and protection following the close of

the war, and that they must be protected from almost certain destruction by the expedient of a ruinous railway rate war at the expense of intermediate-point territory; such, for example, as was staged under the present fourth section of the Act to regulate commerce immediately following the opening of the Panama Canal in 1914, when, as shown by the hearings, the rates were reduced to the Pacific Coast and the amount of the rate discrimination against Nevada and other Inter-mountain States increased from 15 to 54 per cent on the basis of Interstate Commerce Commission's former order.

#### **TAXATION AND WATERWAY APPROPRIATIONS WASTED FROM TRANSPORTATION STANDPOINT**

It was further shown that the aforesaid expenditures of public money, aggregating over one and one-third billions of dollars, for river and harbor improvements and canal construction, came from taxation of all the people of the Nation; that these appropriations, improvements and betterments are authorized by Congress on petition from waterway cities under the plea of promoting inland and coastwise waterway transportation; that, thereafter, the potentiality of these improved waterways is used in justification of the maintenance of preferential long-and-short-haul railroad rates; that in this behalf representatives of large financial, industrial and commercial enterprises located at the large waterway terminals are satisfied to forego the development and service of water transportation in consideration of the privileges afforded by said preferential railway rates; that, as before indicated, they appear with the railroads before the Interstate Commerce Commission and Congress whenever effort by the intermediate States is made to have these discriminatory rates eliminated, and contend that, under present law and administrative policy, "potential water competition" is sufficient to justify the railways in maintaining said preferential long-and-short-haul rates to said waterway terminals; and, when closely pressed, some of these large industrial representatives contend that, as the railway property investment of the Nation is so great—for example, twelve and one-half billion dollars, if estimated at an appraised valuation of \$50,000 a mile—it should receive superior protection even to the exclusion of the development of waterway transportation on any scale that might adversely affect said railway investments.

In view of these considerations, therefore, the argument that railroad rates are actually controlled by an honest and forceful water competition is, of course, without merit and disingenuous, to say the least.

#### **MONOPOLISTIC TRUSTS FOSTERED AND PROTECTED WITHOUT VIOLATION OF THE SHERMAN ANTITRUST ACT**

It was further shown that, under the said water competitive theory, the railways have skilfully praeled our country into producing zones, on the one hand, and manufacturing zones, on the other, for the purpose of promoting the sale of the maximum volume of transportation. In this behalf, the railways have transportation for sale. It is the commodity in which they deal, and they are, therefore, interested in disposing of as much of it as possible. Manifestly, if the law of the land permits the railways to promote the sale of transportation on a basis which will produce the maximum of long, double and treble hauls,

we must expect them to take full advantage thereof. We must also expect large combinations of capital invested in industrial enterprises to cooperate with the railways in this policy, because, by so doing, it automatically results in the most practical scheme of monopoly that may be devised, without at the same time doing violence to the inhibitions of the Sherman Antitrust Act. And, in this behalf, it may be stated that the most stringent form of monopoly of industrial activity, including high prices of manufactured goods to the consumers, is effectuated under the aforesaid policy of federal railroad rate regulation.

#### MONOPOLY IN RESTRAINT OF TRADE AND STATE DEVELOPMENT

It was further shown that the practical effect of these artificial transportation conditions, created by the large industrial and railway interests and made possible by this uneconomic and unjust policy sanctioned by the Government, causes centralization of population and traffic and subsidizes and legalizes monopoly of trade and industry at said rate-favored water points by compelling the location of industrial enterprises thereat to the exclusion of their location at or near the points of supply; that this, in turn, furnishes an excuse for and, in fact, makes necessary the building and maintenance of large railway terminals at those preferentially rated centers; that the building of such terminals adds enormously to the investment in railroads, and the cost of operation for terminal, storage and switching of traffic and equipment; that expensive switching to private industrial tracks is furnished free of cost to the beneficiaries of the aforesaid preferential rates; that the return upon these large terminal investments and the cost of the free service furnished is included within and made a part of the line-haul rates, from which it follows that, without compensating advantage, a mileage pro rate of this burden is assessed against the already prejudicially rated short-haul intermediate States; that, therefore, these benefits and privileges, when added to the preferential line-haul rates accorded to these terminal points, nourishes and perpetuates said *industrial monopoly in restraint of trade and state development throughout the Nation* in proportion as the resources and energies of the various States and the people would otherwise justify; that the intermediate sections are compelled to contribute toward the maintenance of this indefensible monopoly by the payment of higher transportation rates, and, therefore, higher prices for practically all articles of consumption than would otherwise be necessary if there was a wider distribution of industrial enterprise and, consequently, a more economical distribution of traffic instead of the present wasteful congestion of railway traffic at large terminals, resulting in car shortages and a frightful slowing up of transportation and commerce during certain periods of practically every year; and that, because of the aforesaid disabilities, the intermediate short-haul States lose from community upbuilding and taxation that proportion of the population and industrial property which is rightfully theirs, but which, under the present authorized governmental policy, must be located at said large terminals for the concentration, manufacture, and fabrication of the products from the resources of said intermediate States.

It therefore follows that monopoly levies a heavy tax on the people of these States by requiring them to pay through the medium of hereto-

fore unregulated, trust-fixed prices of commodities and said high and prejudicial freight rates, a sufficient tribute to enable it to enjoy exclusive terminal facilities and to dictate the location of industrial activities. Further, that our public transportation highways, under the plea of an adequate reward for the unregulated expenditures of private capital invested in costly and extravagant standards of track and equipment, and the alleged necessity of meeting water, market and rail competition in the past, have been used under governmental sanction to create the monopolistic conditions herein complained of and entirely too little attention has been given to state welfare and development. The paramount consideration has been the question of railway development and prosperity, and because of it the people of the far Western and Southern States have paid a heavy tribute for long and double hauls on those products which would bear such charges. These tributes are increasing and the consideration for the sovereignty and welfare of the various States is growing markedly less among the railway, the industrial and the large banking interests on Wall Street.

#### **SAN FRANCISCO AND OTHER PORT CITIES IN THE ROLE OF JOBBING OR CLEARING-HOUSES FOR THE RAILROADS AND LARGE INDUSTRIAL MONOPOLIES**

It was further shown that the aforesaid conditions are the result of long-established railroad, industrial and commercial practices, and that under the practical working of the system, protection and prosperity are afforded to certain favored cities, which, because of their "regional" location at great railway terminals and inland and ocean waterway ports, have been selected, to the exclusion of other cities on the Atlantic and Pacific Coasts having equal waterway possibilities, to act as commercial centers; in other words, to act as the clearing-houses or jobbers for the railroads and the large eastern industrial trusts.

In this connection, it was shown that practically no effort has, prior to the war, been made by San Francisco and other great Pacific and Gulf ports, to establish manufacturing enterprises and serve the great western and southern empires tributary thereto, and the rapidly growing South American and Asiatic trade; that, on the contrary, they have been content, largely, to act as clearing-houses for the railroads and the large eastern manufacturers because, under the operation of long-and-short-haul rates, they have been given control of the jobbing business throughout vast areas of the shorter-haul intermediate sections. In other words, by long-haul preferential rates and special back-haul distributing rates, they have been enabled to warehouse western and southern products, but of eastern manufacture, after railway hauls across the entire continent and back, averaging from 4,000 to 6,000 miles, and thereafter to job, or backhaul, them into the intermediate points of production throughout the great Pacific Coast, Intermountain and Southern States.

#### **MONOPOLISTIC SYSTEM ILLUSTRATED BY THE DISABILITY UNDER WHICH NEVADA LABORS**

In this behalf, under prewar, or normal, conditions, the advantages which San Francisco enjoys, and the disabilities under which Nevada labors may be used to illustrate the practical working of the method

by which industry is controlled and transportation is sold. From the producer to the consumer, there is added to the cost of copper wire for combined railway charges to and from New Jersey manufacturing points, at Ely, Nevada, where the raw copper is produced, respectively \$47.20 per ton, or \$1.416 for a thirty-ton carload; whereas the jobber at San Francisco purchases copper wire through the same source and is required to pay a combined railway charge for a five-hundred-mile longer haul of only \$29 per ton, or \$870 for said carload; in other words, a differential of \$546 per car in favor of San Francisco.

On the other hand, the small dealers or consumers at Ely, Nevada, because of the rate structure, must purchase their ton or less-than-carload lots of copper wire from the San Francisco jobber at combined railway charges covering three transportation hauls amounting to \$62.20 per ton. This effect is produced because if they purchased directly from the New Jersey manufacturers, the combined railway charges would be \$65 per ton and, therefore, San Francisco is made the purchasing market and built up at the expense of and to the exclusion of intermediate producing territory.

In this connection, San Francisco and other Pacific Coast and Gulf ports have, *to the exclusion of intermediate sections, an exceedingly wide range of railroad distributing rates, population, waterway facilities, and the wealth by which they could, if desired, establish diversified manufacturing, and thereby furnish nearby markets for the products of the soil, the mines and the forests, and as a consequence, very greatly reduce the costs to the consumers by a saving in wasteful and unnecessary transportation.*

Within the combined railway charges heretofore shown, of \$62 for ton-lot shipments to the consumers at Ely, under normal conditions, and of \$87.50 under the present war-emergency 25-per-cent increase in rates, there should be ample leeway in which to complete the manufacture of copper articles at San Francisco and, at the same time, save to the consumers of Nevada and other intermediate territory from \$20 to \$40 per ton in the cost of copper wire. But, as stated before, these large terminals have been and are satisfied to remain in the role of resident selling agents for the railroads and the eastern industrial monopolies.

Again, it may be suggested that there is no good reason why the manufacture of these articles could not be completed at or near the points where they are smelted in Nevada and other mining States, thus furnishing for shipment to the East the manufactured copper articles instead of copper matte, as at present, and at the same time save to the local consumers the cost of said wasteful and unnecessary long-, double- and treble-haul transportation. But the present industrial arrangement affords business for the railroads and as the copper-smelting combine is made up of outside capital in which the people of the mining States have no voice, and as the consumer must, in the last analysis, pay the bill anyway, the policy of centralizing all industrial activity throughout the East, to the exclusion of the western and southern producing sections of the country, goes merrily on.

#### **UNJUST TAXATION IMPOSED IN VIOLATION OF EQUALITY CLAUSES OF CONSTITUTION**

That the railroad discrimination under which the intermediate sections labor has been greatly intensified by the aforesaid 25-per-cent

horizontal increase in rates made by the Government, is emphasized by its effect on the charges covering the movement of said Ely copper products. For example, the said \$29 combined railroad charge to San Francisco was, under authorization of the Interstate Commerce Commission, increased to \$34 per ton on March 25, 1918, and therefore, when said 25-per-cent increase was applied on June 25, a war-emergency contribution of only \$8.50 per ton was taken from the San Francisco jobbers and consumers, whereas the Ely consumers were required to pay a contribution of \$11.80 per ton in carload quantities and of \$15.55 in less-than-carload quantities. Likewise, the vice of the present governmental policy is further intensified and emphasized by the application of the 3-per-cent war-emergency tax levied upon all freight charges, and from which it will be found that, by its application, the San Francisco jobbers and consumers are taxed only \$1.27 per ton on the aforesaid railroad charges paid on their copper wire, whereas the consumers of Ely and other intermediate points similarly located are required to pay a tax of \$2.40 per ton. Therefore, the Government is, by its own authorized policy, gathering taxes in an unjust and unequal manner in violation of the equality clauses of the Constitution.

#### THE MONTANA SUGAR-RATE CASE

The working of the system may be further illustrated by referring briefly to the decision of the Interstate Commerce Commission in the case of the *Butte Wholesale Grocery Co., et al. v. Butte, Anaconda and Pacific Railway Co., et al.*, decided February 11, 1918, which covers the movement of sugar from the California terminals over the circuitous routes through Montana and the Dakotas to St. Paul, where it meets the direct or short-line rate of 55 cents per hundred or \$11 per ton, whereas the rate at the intermediate Montana points is 85 cents per hundred, or \$17 per ton. The short-line route from San Francisco through Ogden and Omaha to St. Paul is 2,150 miles, while the average distance over the circuitous northern lines is approximately 2,600 miles, or 21 per cent in excess of the short-line distance. On the other hand, the average distance from San Francisco to all Montana points is but 1,400 miles, and upon complaint and investigation covering the reasonableness of the \$17 Montana rate, as well as its discriminatory features when compared with the \$11 St. Paul rate, the Commission, on February 11, 1918, dismissed the proceeding and validated the carriers' practice of assessing the rates in this manner.

Upon any basis of progression, if \$17 per ton, or \$510 per car, for a 30-ton load is a just and reasonable rate for the movement of sugar to these Montana points, for an average distance of 1,400 miles, then it must fairly be assumed that for the 2,600-mile haul to St. Paul the normal rate should be not less than \$25 per ton or \$750 per car. The reasonableness of the rate, however, may be found by testing the cost of moving this traffic upon some fair basis. If we apply the "trans-state" trainload cost of 2.74 mills per ton per mile, which is analyzed hereinafter, the cost of moving this sugar for the 2,600 miles to St. Paul is \$7.12 per ton, whereas for the 1,400-mile haul to Montana points it would be \$3.86 per ton; or, even if we estimate the cost of the Montana service to be as much as 5 mills per ton per mile, we still find the cost is only \$7 per ton. Therefore, the application of the St. Paul rate of

\$11 per ton, or \$330 per car, to the Montana points would be highly compensatory.

While the Commission found that this \$17 rate, blanketed for a distance of 408 miles through Montana, was not excessive or unreasonable, yet on the question of the reasonableness of the rate they convict themselves, for when the Dakotas are reached the rate decreases proportionately as the distance increases in the approach to St. Paul, where the \$11 rate is met. In other words, the rates to these longer-haul intermediate points in the Dakotas and Minnesota are constructed upon the basis of the \$11 rate to St. Paul, plus the local rate back, and this produces a rate at Fargo, N. D., for example, of \$15 and of \$12.60 to Aberdeen, S. D., as compared with the \$17 rate at said shorter-haul Montana points.

#### THE INSIDIOUS RAILROAD SLOGAN

The railroads stand on the insidious slogan that, if they raise their rates at the Pacific Coast and other water ports, they will lose a large amount of business because the steamship lines will get it; that this will cause a reduction in their income returns and therefore justify higher rates at the shorter-haul interior points in order to pay returns on their properties. But this would have the highly beneficial effect of equalizing the rates throughout the country and would place all communities upon an absolute equality; in other words, it would enable the intermediate sections to manufacture in competition with the eastern industrial sections, and even though there might not be any ultimate reduction in freight rates, or even if there were some increase therein, we would have obtained the highest advantage because of community betterment and prosperity which would then result from the establishment of manufacturing and the spending of our own money at home, instead of allowing it to go to the far eastern industrial centers as in the past and as at present. Such industrial development and activity would greatly increase our population, wealth and taxable property from the money which is now going outside the State to enrich and build up the railroads and the rate-favored industrial centers of the Far East. This is a complete answer to the railroad bugaboo, which is always held up to frighten the people at the prejudicially rated intermediate points, "that their rates would be increased unless the railroads are permitted to continue carrying goods on through their territory to the preferentially rate-favored industrial and commercial centers, at less than fully compensatory rates, etc." It does not follow at all, under the adjudicated principles long established by the United States Supreme Court, that the railroads will be permitted to cast the burden of that portion of the property which is or was used in performing the transportation of traffic which ultimately may be lost or taken away by other transportation agencies. This principle is so elementary and self-evident that it needs no elucidation.

Supplementing what has been said hereinbefore regarding the insecurity afforded and the vice of the present governmental policy, attention is directed to the last paragraph of the fourth section of the Act to regulate commerce, which provides that said preferential rates at favored regional water points, when once established to meet water competition, shall be maintained and that the burden thereof shall be

cast upon the prejudicially rated intermediate sections. The paragraph reads as follows:

Whenever a carrier by railroad shall in competition with a water route or routes reduce the rates on the carriage of any species of freight to or from competitive points, it shall not be permitted to increase such rates unless after hearing by the Interstate Commerce Commission it shall be found that such proposed increase rests upon changed conditions other than the elimination of water competition.

**LONG-AND-SHORT-HAUL RATES AND UNJUST TAXATION  
EXEMPLIFIED**

Exemplifying the character of the long-and-short-haul discrimination herein complained of, and the far-reaching territorial effect of this governmental policy, and how it operates preferentially in favor of selected terminal points and prejudicially against the producing sections throughout the country, including how the Government requires the latter sections to pay the prejudicially high rates and, at the same time, bear an unconscionable discrimination in their tax contributions for the benefit of the aforesaid privileged class at said preferentially selected terminals, there is set forth in the following tables a comprehensive analysis of said charges and taxes.

From	To	Rate	Notes
Chicago, Ill.	St. Louis, Mo.	...	...
St. Louis, Mo.	St. Paul, Minn.	...	...
St. Paul, Minn.	Chicago, Ill.	...	...
Chicago, Ill.	St. Paul, Minn.	...	...
St. Paul, Minn.	Chicago, Ill.	...	...
Chicago, Ill.	St. Paul, Minn.	...	...
St. Paul, Minn.	Chicago, Ill.	...	...

TABLE OF V LEM EVITROVD KVAJEE VAD JHEIE HELI  
 GOLEKEMEKAVT JOLYI  
 IOKVA IOK EYIE DICKIMINAVIIOI

**PICTURE OF A FEW RAILROAD RATES AND THEIR EFFECT, AUTHORIZED UNDER PRESENT  
GOVERNMENTAL POLICY**

**Notes for Rate-Discrimination Tables**

- 1—Mileage to Virginia cities is based on average distances from point of origin shown, to Norfolk, Richmond, Roanoke and Lynchburg.  
 2—Rate also applies from other North Pacific Coast points.  
 3—Average mileage from Reno, Minden, Lovelock, and Elko.  
 4—Mileage from Portland, Oreg., via Sacramento, Cal., and El Paso, Tex., to Memphis, Tenn.  
 5—Average mileage from San Francisco, Sacramento, Stockton and Fresno, Cal., to New Orleans, La.  
 6—Short-line mileage to central Texas points, mileage from Portland, Oreg., to Waco, Tex., used.  
 7—Mileage from Nevada points to Boston, Mass., represented by mileage from Beowawe, Nevada, to Boston, Mass.  
 8—Average mileage from San Francisco, Cal., to Great Falls, Missoula, Bozeman, Helena, Livingston, and Lewiston, Mont.  
 9—Mileage via St. Louis, Mo., and Missouri Pacific System to destination.  
 10—Mileage via Missouri Pacific System and Texas Pacific Railroad.  
 11—Mileage via Illinois Central Railroad.  
 12—Mileage via City of Memphis, Tenn., and Southern Railway.

**First-Class Rate Discrimination**

Item	From—	To—	Long-and-short-haul mileage	Railroad charges per ton, prior to June 25, 1918	Unequal contribution per ton levied by the Government's 25% increase in freight rates, June 25, 1918	Total or present railroad charges per ton, including 25% increase	Total or present railroad charges per car, including 25% increase, 15-ton carload	Unjust application of Government's 3% war tax, amount levied per carload
First-class rate.....	New York, N. Y.....	New Orleans, La.....	1,372	\$24.60	\$6.15	\$30.75	\$461.25	\$13.84
	New York, N. Y.....	Jackson, Miss.....	1,228 }	28.60	7.15	35.75	536.25	16.09
	New York, N. Y.....	Winona, Miss.....	1,150 }					
	New York, N. Y.....	Westpoint, Miss.....	1,072 }					
Extent of discrimination.....				\$4.00	\$1.00	\$5.00	\$75.00	\$2.25
First-class rate.....	New York, N. Y.....	Savannah, Ga.....	845	\$16.80	\$4.20	\$21.00	\$315.00	\$9.45
	New York, N. Y.....	Asheville, N. C.....	705	23.80	5.95	29.75	446.25	13.39
Extent of discrimination.....				\$7.00	\$1.75	\$8.75	\$131.25	\$3.94
First-class rate.....	New York, N. Y.....	Memphis, Tenn.....	1,157	\$21.80	\$5.45	\$27.25	\$408.75	\$12.26
	New York, N. Y.....	Grand Jct., Tenn.....	1,106 }	28.60	7.15	35.75	536.25	16.09
	New York, N. Y.....	Corinth, Miss.....	1,066 }					
Extent of discrimination.....				\$6.80	\$1.70	\$8.50	\$127.50	\$3.83

First-class rate.....	New York, N. Y.....	Memphis, Tenn.....	1,157	\$21.80	\$5.45	\$27.25	\$408.75	\$12.26
	New York, N. Y.....	Bristol, W. Va.....	605	22.10	5.55	27.65	414.75	12.44
Extent of discrimination.....				\$0.30	\$0.10	\$0.40	\$6.00	\$0.18
First-class rate.....	New York, N. Y.....	Memphis, Tenn.....	1,157	\$21.80	\$5.45	\$27.25	\$408.75	\$12.26
	New York, N. Y.....	Knoxville, Tenn.....	736	24.00	6.00	30.00	450.00	13.50
Extent of discrimination.....				\$2.20	\$0.55	\$2.75	\$41.25	\$1.24
First-class rate.....	New York, N. Y.....	Memphis, Tenn.....	1,157	\$21.80	\$5.45	\$27.25	\$408.75	\$12.26
	New York, N. Y.....	Harriman Jct., Tenn.....	788	25.20	6.30	31.50	472.50	14.18
	New York, N. Y.....	Chattanooga, Tenn.....	847					
	New York, N. Y.....	Sheffield, Ala.....	1,014					
Extent of discrimination.....				\$3.40	\$0.85	\$4.25	\$63.75	\$1.92
First-class rate.....	New York, N. Y.....	New Orleans, La.....	1,372	\$24.60	\$6.15	\$30.75	\$461.25	\$13.84
	New York, N. Y.....	Meridian, Miss.....	1,142	26.80	6.70	33.50	502.50	15.08
	New York, N. Y.....	Hattiesburg, Miss.....	1,228					
Extent of discrimination.....				\$2.20	\$0.55	\$2.75	\$41.25	\$1.24
First-class rate.....	New York, N. Y.....	New Orleans, La.....	1,372	\$24.60	\$6.15	\$30.75	\$461.25	\$13.84
	New York, N. Y.....	Birmingham, Ala.....	990	26.20	6.55	32.75	491.25	14.74
	New York, N. Y.....	Montgomery, Ala.....	1,051					
Extent of discrimination.....				\$1.60	\$0.40	\$2.00	\$30.00	\$0.90
First-class rate.....	New York, N. Y.....	New Orleans, La.....	1,372	\$24.60	\$6.15	\$30.75	\$461.25	\$13.84
	New York, N. Y.....	Seneca, S. C.....	756	25.30	6.35	31.65	474.75	14.24
	New York, N. Y.....	Spartansburg, La.....	685					
Extent of discrimination.....				\$0.70	\$0.20	\$0.90	\$13.50	\$0.40
First-class rate.....	New York, N. Y.....	Savannah, Ga.....	845	\$16.80	\$4.20	\$21.00	\$315.00	\$9.45
	New York, N. Y.....	Columbia, S. C.....	703	21.60	5.40	27.00	405.00	12.15
Extent of discrimination.....				\$4.80	\$1.20	\$6.00	\$90.00	\$2.70
First-class rate.....	New York, N. Y.....	Savannah, Ga.....	845	\$16.80	\$4.20	\$21.00	\$315.00	\$9.45
	New York, N. Y.....	Charlotte, N. C.....	608	20.60	5.15	25.75	386.25	11.59
	New York, N. Y.....	Salisbury, N. C.....	565					
Extent of discrimination.....				\$3.80	\$0.95	\$4.75	\$71.25	\$2.14
First-class rate.....	Chicago, Ill.....	New Orleans, L. A.....	912	\$23.00	\$5.75	\$28.75	\$431.25	\$12.94
	Chicago, Ill.....	Roseland, La.....	858	28.00	7.00	35.00	525.00	15.75
Extent of discrimination.....				\$5.00	\$1.25	\$6.25	\$93.75	\$2.81

FIRST-CLASS RATE DISCRIMINATION—Continued

Item	From—	To—	Long-and-short-haul mileage	Railroad charges per ton, prior to June 25, 1918	Unequal contribution per ton levied by the Government's 25% increase in freight rates, June 25, 1918	Total or present railroad charges per ton, including 25% increase	Total or present railroad charges per car, including 25% increase, 15-ton carload	Unjust application of Government's 3% war tax, amount levied per carload
First-class rate (See Note 10)	St. Louis, Mo. ....	New Orleans, La. ....	1,287	\$18.00	\$4.50	\$22.50	\$337.50	\$10.13
	St. Louis, Mo. ....	Dallas, Texas. ....	708	25.40	6.35	31.75	476.25	14.29
	St. Louis, Mo. ....	Fort Worth, Texas. ....	740					
	St. Louis, Mo. ....	Texarkana, Ark. ....	494					
Extent of discrimination				\$7.40	\$1.85	\$9.25	\$138.75	\$4.16
First-class rate	Kansas City, Mo. ....	New Orleans, La. ....	1,049	\$18.00	\$4.50	\$22.50	\$337.50	\$10.13
	Kansas City, Mo. ....	Dallas, Texas. ....	517	25.40	6.35	31.75	476.25	14.29
	Kansas City, Mo. ....	Fort Worth, Texas. ....	507					
	Kansas City, Mo. ....	Texarkana, Ark. ....	487					
Extent of discrimination				\$7.40	\$1.85	\$9.25	\$138.75	\$4.16
First-class rate	St. Louis, Mo. ....	New Orleans, La. ....	699	\$18.00	\$4.50	\$22.50	\$337.50	\$10.13
	St. Louis, Mo. ....	Little Rock, Ark. ....	349	20.00	5.00	25.00	375.00	11.25
	St. Louis, Mo. ....	Pine Bluff, Ark. ....	392					
Extent of discrimination				\$2.00	\$0.50	\$2.50	\$37.50	\$1.12
First-class rate	Kansas City, Mo. ....	New Orleans, La. ....	880	\$18.00	\$4.50	\$22.50	\$337.50	\$10.13
	Kansas City, Mo. ....	Little Rock, Ark. ....	527	20.00	5.00	25.00	375.00	11.25
	Kansas City, Mo. ....	Pine Bluff, Ark. ....	570					
Extent of discrimination				\$2.00	\$0.50	\$2.50	\$37.50	\$1.12
First-class rate	Chicago, Ill. ....	Pensacola, Fla. ....	912	\$23.00	\$5.75	\$28.75	\$431.25	\$12.94
	Chicago, Ill. ....	Georgiana, Ala. ....	808	30.00	7.50	37.50	562.50	16.88
	Extent of discrimination				\$7.00	\$1.75	\$8.75	\$131.25
First-class rate	New Orleans, La. ....	Tampa, Fla. ....	828	\$24.40	\$6.10	\$30.50	\$457.50	\$13.73
	New Orleans, La. ....	Ocala, Fla. ....	717	28.80	6.70	35.50	502.50	15.08
Extent of discrimination				\$2.40	\$0.60	\$3.00	\$45.00	\$1.35
First-class rate	New Orleans, La. ....	Atlanta, Ga. ....	496	\$18.80	\$4.70	\$23.50	\$352.50	\$10.58

	New Orleans, La.	La Grange, Ga.	425	26.00	6.50	32.50	487.50	14.63
Extent of discrimination				\$7.20	\$1.80	\$9.00	\$135.00	\$4.05
First-class rate	New Orleans, La.	Augusta, Ga.	667	\$19.80	\$4.95	\$24.75	\$371.25	\$11.14
	New Orleans, La.	Buck Head, Ga.	571	27.20	6.80	34.00	510.00	15.30
Extent of discrimination				\$7.40	\$1.85	\$9.25	\$138.75	\$4.16
First-class rate	Memphis, Tenn.	New Orleans, La.	396	\$13.00	\$3.25	\$16.25	\$243.75	\$7.31
	Memphis, Tenn.	Jackson, Miss.	183	16.60	4.15	20.75	311.25	9.34
Extent of discrimination				\$3.60	\$0.90	\$4.50	\$67.50	\$2.03
First-class rate	Memphis, Tenn.	Mobile, Ala.	384	\$13.00	\$3.25	\$16.25	\$243.75	\$7.31
	Memphis, Tenn.	Hattiesburg, Miss.	303	18.60	4.65	23.25	348.75	10.46
Extent of discrimination				\$5.60	\$1.40	\$7.00	\$105.00	\$3.15
First-class rate	Memphis, Tenn.	Savannah, Ga.	699	\$18.20	\$4.55	\$22.75	\$341.25	\$10.24
	Memphis, Tenn.	Augusta, Ga.	589	20.60	5.15	25.75	386.25	11.59
Extent of discrimination				\$2.40	\$0.60	\$3.00	\$45.00	\$1.35
First-class rate	Memphis, Tenn.	Savannah, Ga.	699	\$18.20	\$4.55	\$22.75	\$341.25	\$10.24
	Memphis, Tenn.	Montgomery, Ala.	347	18.80	4.70	23.50	352.50	10.58
Extent of discrimination				\$0.60	\$0.15	\$0.75	\$11.25	\$0.34
First-class rate	Memphis, Tenn.	Tampa, Fla.	948	\$18.20	\$4.55	\$22.75	\$341.25	\$10.24
	Memphis, Tenn.	Atlanta, Ga.	418	20.60	5.15	25.75	386.25	11.59
	Memphis, Tenn.	Macon, Ga.	508					
Extent of discrimination				\$2.40	\$0.60	\$3.00	\$45.00	\$1.35
First-class rate (See Note 9)	Memphis, Tenn.	New Orleans, La.	637	\$13.00	\$3.25	\$16.25	\$243.75	\$7.31
	Memphis, Tenn.	Little Rock, Ark.	150	14.00	3.50	17.50	262.50	7.88
	Memphis, Tenn.	Pine Bluff, Ark.	194					
Extent of discrimination				\$1.00	\$0.25	\$1.25	\$18.75	\$0.57
First-class rate (See Note 9)	Memphis, Tenn.	New Orleans, La.	637	\$13.00	\$3.25	\$16.25	\$243.75	\$7.31
	Memphis, Tenn.	Texarkana, Ark.	294	23.40	5.85	29.25	438.75	13.16
Extent of discrimination				\$10.40	\$2.60	\$13.00	\$195.00	\$5.85
First-class rate	St. Louis, Mo.	Savannah, Ga.	905	\$23.00	\$5.75	\$28.75	\$431.25	\$12.94
	St. Louis, Mo.	Atlanta, Ga.	611					
	St. Louis, Mo.	Macon, Ga.	714	26.00	6.50	32.50	487.50	14.63
	St. Louis, Mo.	Augusta, Ga.	782					
Extent of discrimination				\$3.00	\$0.75	\$3.75	\$56.25	\$1.69

FIRST-CLASS RATE DISCRIMINATION—Continued

Item	From—	To—	Long-and-short-haul mileage	Railroad charges per ton, prior to June 25, 1918	Unequal contribution per ton levied by the Government's 25% increase in freight rates, June 25, 1918	Total or present railroad charges per ton, including 25% increase	Total or present railroad charges per car, including 25% increase, 15-ton carload	Unjust application of Government's 3% war tax, amount levied per carload
First class rate.....	Cincinnati, O.....	New Orleans, La.....	835	\$19.60	\$4.90	\$24.50	\$367.50	\$11.03
	Cincinnati, O.....	Atlanta, Ga.....	488					
	Cincinnati, O.....	Birmingham, Ala.....	481	21.40	5.35	26.75	401.25	12.04
	Cincinnati, O.....	Montgomery, Ala.....	605					
	Cincinnati, O.....	Corinth, Miss.....	438					
Extent of discrimination.....				\$1.80	\$0.45	\$2.25	\$33.75	\$1.01
First-class rate.....	Cincinnati, O.....	New Orleans, La.....	835	\$19.60	\$4.90	\$24.50	\$367.50	\$11.03
	Cincinnati, O.....	Meridian, Miss.....	633	25.20	6.30	31.50	472.50	14.18
	Cincinnati, O.....	Hattiesburg, Miss.....	718					
Extent of discrimination.....				\$5.60	\$1.40	\$7.00	\$105.00	\$3.15
First-class rate.....	Cincinnati, O.....	Savannah, Ga.....	755	\$19.00	\$4.75	\$23.75	\$356.25	\$10.69
	Cincinnati, O.....	Columbia, S. C.....	602					
	Cincinnati, O.....	Spartanburg, S.C.....	569	21.00	5.25	26.25	393.75	11.81
	Cincinnati, O.....	Seneca, S. C.....	640					
Extent of discrimination.....				\$2.00	\$0.50	\$2.50	\$37.50	\$1.12
First-class rate.....	New Orleans, La.....	Savannah, Ga.....	661	\$18.20	\$4.55	\$22.75	\$341.25	\$10.24
	New Orleans, La.....	Pittsview, Ala.....	397	23.80	5.95	29.75	446.25	13.39
	New Orleans, La.....	Cottonton, Ala.....	387					
Extent of discrimination.....				\$5.60	\$1.40	\$7.00	\$105.00	\$3.15
First-class rate.....	New Orleans, La.....	Savannah, Ga.....	661	\$18.20	\$4.55	\$22.75	\$341.25	\$10.24
	New Orleans, La.....	Helena, Ga.....	546	27.20	6.80	34.00	510.00	15.30
Extent of discrimination.....				\$9.00	\$2.25	\$11.25	\$168.75	\$5.06

**THE TEXAS SITUATION**  
**Special or Commodity Carload Rates**

Item	From—	To—	Long-and-short-haul mileage	Railroad charges per ton, prior to June 25, 1918	Unequal contribution, per ton, levied by the Government's 25% increase in freight rates, June 25, 1918	Total or present railroad charges per ton, including 25% increase	Total or present railroad charges per car, including 25% increase	Unjust application of Government's 3% war tax, amount levied per carload
Canned goods .....	Kansas City, Mo.	Shreveport, La. ....	560	\$6.60	\$1.65	\$8.25	<i>30-ton carload</i> \$247.50	\$7.43
	Kansas City, Mo.	Dallas, Tex. ....	517	9.20	2.80	11.50	345.00	10.35
Extent of discrimination .....				\$2.60	\$0.65	\$3.25	\$97.50	\$2.92
Paper, printing .....	Kansas City, Mo.	Shreveport, La. ....	560	\$8.00	\$2.00	\$10.00	<i>30-ton carload</i> \$300.00	\$9.00
	Kansas City, Mo.	Dallas, Tex. ....	517	11.00	2.75	13.75	412.50	12.38
Extent of discrimination .....				\$3.00	\$0.75	\$3.75	\$112.50	\$3.38
Structural iron .....	Pittsburgh, Pa. ....	Houston, Tex. ....	1,437	\$11.98	\$3.00	\$14.98	<i>30-ton carload</i> \$449.40	\$13.48
	Pittsburgh, Pa. ....	Ft. Worth, Tex. ....	1,361	16.02	4.00	20.02	600.60	18.02
	Pittsburgh, Pa. ....	Dallas, Tex. ....	1,329					
Extent of discrimination .....				\$4.04	\$1.00	\$5.04	\$151.20	\$4.54
Fruit jars .....	Pittsburgh, Pa. ....	Houston, Tex. ....	1,437	\$11.78	\$2.95	\$14.73	<i>20-ton carload</i> \$294.60	\$8.84
	Pittsburgh, Pa. ....	Dallas, Tex. ....	1,329	19.02	4.75	23.77	475.40	14.26
	Pittsburgh, Pa. ....	Ft. Worth, Tex. ....	1,361					
Extent of discrimination .....				\$7.24	\$1.80	\$9.04	\$180.80	\$5.42
Agricultural implements, hand .....	Ft. Madison, Ia. ....	Houston, Tex. ....	1,019	\$15.20	\$3.80	\$19.00	<i>20-ton carload</i> \$380.00	\$11.40
	Ft. Madison, Ia. ....	Dallas, Tex. ....	911	18.40	4.60	23.00	4.60	13.80
	Ft. Madison, Ia. ....	Ft. Worth, Tex. ....	943					
Extent of discrimination .....				\$3.20	\$0.80	\$4.00	\$80.00	\$2.40
Canned goods, fish, vegetables, etc. ....	Detroit, Mich. ....	Houston, Tex. ....	1,304	\$11.92	\$2.98	\$14.90	<i>30-ton carload</i> \$447.00	\$13.41
	Detroit, Mich. ....	Dallas, Tex. ....	1,196	13.58	3.40	16.98	509.40	15.28
	Detroit, Mich. ....	Ft. Worth, Tex. ....	1,228					
Extent of discrimination .....				\$1.66	\$0.42	\$2.08	\$62.40	\$1.87

THE TEXAS SITUATION—Continued

Item	From—	To—	Long-and-short-haul mileage	Railroad charges per ton, prior to June 25, 1918	Unequal contribution per ton levied by the Government's 25% increase in freight rates June 25, 1918	Total or present railroad charges per ton, including 25% increase	Total or present railroad charges per car, including 25% increase	Unjust application of Government's 3% war tax, amount levied per carload
Glass lamp chimneys	Steuvenville, Ohio	Houston, Tex.	1,394	\$16.50	\$4.13	\$20.63	20-ton carload \$412.60	\$12.38
	Steuvenville, Ohio	Dallas, Tex.	1,286					
	Steuvenville, Ohio	Ft. Worth, Tex.	1,318	21.76	5.45	27.21	5.42	16.33
Extent of discrimination				\$5.26	\$1.32	\$6.58	\$131.60	\$3.95
Wheelbarrows	Chicago, Ill.	Houston, Tex.	1,100	\$13.80	\$3.45	\$17.25	20-ton carload \$345.00	\$10.35
	Chicago, Ill.	Dallas, Tex.	992					
	Chicago, Ill.	Ft. Worth, Tex.	1,024	17.60	4.40	22.00	440.00	13.20
Extent of discrimination				\$3.80	\$0.95	\$4.75	\$95.00	\$2.85
Cement	St. Louis, Mo.	Houston, Tex.	816	\$5.70	\$1.45	\$7.15	40-ton carload \$286.00	\$8.58
	St. Louis, Mo.	Dallas, Tex.	708					
	St. Louis, Mo.	Ft. Worth, Tex.	740	7.00	1.75	8.75	350.00	10.50
Extent of discrimination				\$1.30	\$0.30	\$1.60	\$64.00	\$1.92
Woven wire fencing	Nashville, Tenn.	Houston, Tex.	847	\$9.50	\$2.49	\$11.99	30-ton carload \$357.00	\$10.71
	Nashville, Tenn.	Dallas, Tex.	789					
	Nashville, Tenn.	Ft. Worth, Tex.	771	11.60	2.90	14.50	435.00	13.05
Extent of discrimination				\$2.10	\$0.50	\$2.60	\$78.00	\$2.34
Cotton piece goods	St. Louis, Mo.	Houston, Tex.	816	\$17.80	\$4.45	\$22.25	20-ton carload \$445.00	\$13.35
	St. Louis, Mo.	Dallas, Tex.	708					
	St. Louis, Mo.	Ft. Worth, Tex.	740	26.40	6.60	33.00	660.00	19.80
Extent of discrimination				\$8.60	\$2.15	\$10.75	\$215.00	\$6.45

### THE SOUTHERN STATES SITUATION Special or Commodity Carload Rates

Item	From—	To—	Long-and-short-haul mileage	Railroad charges per ton, prior to June 25, 1918	Unequal contribution per ton levied by the Government's 25% increase in freight rates, June 25, 1918	Total or present railroad charges per ton, including 25% increase	Total or present railroad charges per car, including 25% increase	Unjust application of Government's 3% war tax amount levied per carload
Sugar and molasses (See Note 11) .....	New Orleans, La. ....	Memphis, Tenn. ....	400	\$3.00	\$0.75	\$3.75	<i>30-ton carload</i> \$112.50	\$3.38
	New Orleans, La. ....	Jackson, Miss. ....	183	4.20	1.05	5.25	157.50	4.73
Extent of discrimination .....				\$1.20	\$0.30	\$1.50	\$45.00	\$1.35
Sugar and molasses (See Note 10) .....	New Orleans, La. ....	Memphis, Tenn. ....	608	\$3.00	\$0.75	\$3.75	<i>30-ton carload</i> \$112.50	\$3.38
	New Orleans, La. ....	Walnut Lake, Ark. ....	400	4.80	1.20	6.00	180.00	5.40
	New Orleans, La. ....	Little Rock, Ark. ....	458					
Extent of discrimination .....				\$1.80	\$0.45	\$2.25	\$67.50	\$2.02
Sugar and molasses (See Note 10) .....	New Orleans, La. ....	Memphis, Tenn. ....	608	\$3.00	\$0.75	\$3.75	<i>30-ton carload</i> \$112.50	\$3.38
	New Orleans, La. ....	Longview, Tex. ....	391	8.80	2.20	11.00	330.00	9.90
Extent of discrimination .....				\$5.80	\$1.45	\$7.25	\$217.50	\$6.52
Sugar and molasses (See Note 10) .....	New Orleans, La. ....	Kansas City, Mo. ....	900	\$6.40	\$1.60	\$8.00	<i>30-ton carload</i> \$240.00	\$7.20
	New Orleans, La. ....	Dallas, Tex. ....	515	8.80	2.20	11.00	330.00	9.90
	New Orleans, La. ....	Ft. Worth, Tex. ....	547					
Extent of discrimination .....				\$2.40	\$0.60	\$3.00	\$90.00	\$2.70
Sugar and molasses .....	New Orleans, La. ....	Cincinnati, O. ....	835	\$5.00	\$1.25	\$6.25	<i>30-ton carload</i> \$187.50	\$5.63
	New Orleans, La. ....	Sheffield, Ala. ....	400					
	New Orleans, La. ....	Atlanta, Ga. ....	496	6.40	1.60	8.00	240.00	7.20
	New Orleans, La. ....	Chattanooga, Tenn. ....	634					
Extent of discrimination .....				\$1.40	\$0.35	\$1.75	\$52.50	\$1.57

THE SOUTHERN STATES SITUATION—Continued

Item	From—	To—	Long-and-short-haul mileage	Railroad charges per ton, prior to June 25, 1918	Unequal contribution per ton levied by the Government's 25% increase in freight rates June 25, 1918	Total or present railroad charges per ton, including 25% increase	Total or present railroad charges per car, including 25% increase	Unjust application of Government's 3% war tax amount levied per carload	
Sugar and molasses	New Orleans, La.	Cincinnati, O.	835	\$5.00	\$1.25	\$6.25	30-ton carload \$187.50	\$5.63	
	New Orleans, La.	Danville, Ky.	718	7.80	1.95	9.75	292.50	8.78	
Extent of discrimination				\$2.80	\$0.70	\$3.50	\$105.00	\$3.15	
Sugar and molasses	New Orleans, La.	Cincinnati, O.	835	\$5.00	\$1.25	\$6.25	30-ton carload \$187.50	\$5.63	
	New Orleans, La.	Bowling Green, Ky.	608	6.60	1.65	8.25	247.50	7.43	
Extent of discrimination				\$1.60	\$0.40	\$2.00	\$60.00	\$1.80	
Sugar and molasses	New Orleans, La.	Norfolk, Va.	1,093	\$4.00	\$1.00	\$5.00	30-ton carload \$150.00	\$4.50	
	New Orleans, La.	Asheville, N. C.	737						
	New Orleans, La.	Fayetteville, N. C.	886		8.80	2.20	11.00	330.00	9.90
	New Orleans, La.	Raleigh, N. C.	918						
	New Orleans, La.	Greensboro, N. C.	857						
Extent of discrimination				\$4.80	\$1.20	\$6.00	\$180.00	\$5.40	
Sugar and molasses	New Orleans, La.	Norfolk, Va.	1,093	\$4.00	\$1.00	\$5.00	30-ton carload \$150.00	\$4.50	
	New Orleans, La.	Bristol, Va. & Tenn.	685	7.60	1.90	9.50	285.00	8.55	
Extent of discrimination				\$3.60	\$0.90	\$4.50	\$135.00	\$4.05	
Sugar and molasses	New Orleans, La.	Norfolk, Va.	1,093	\$4.00	\$1.00	\$5.00	30-ton carload \$150.00	\$4.50	
	New Orleans, La.	Spartansburg, S. C.	688	8.00	2.00	10.00	300.00	9.00	
Extent of discrimination				\$4.00	\$1.00	\$5.00	\$150.00	\$4.50	
Sugar and molasses	New Orleans, La.	Savannah, Ga.	661	\$5.00	\$1.25	\$6.25	30-ton carload \$187.50	\$5.63	
	New Orleans, La.	Anniston, Ala.	392		6.40	1.60	8.00	240.00	7.20
	New Orleans, La.	Lagrange, Ga.	365						
Extent of discrimination				\$1.40	\$0.35	\$1.75	\$52.50	\$1.57	

Harness, bridles and collars (See Note 1)	Buford, Ga.	Virginia cities	505	\$10.20	\$2.55	\$12.75	20-ton carload	\$255.00	\$7.65
	Buford, Ga.	Greensboro, N. C.	323	12.40	3.10	15.50		310.00	9.30
Extent of discrimination				\$2.20	\$0.55	\$2.75		\$55.00	\$1.65
Mill stuffs (See Note 1)	Memphis, Tenn.	Virginia cities	857	\$4.20	\$1.05	\$5.25	30-ton carload	\$157.50	\$4.73
	Memphis, Tenn.	Greensboro, N. C.	740	4.60	1.15	5.75		172.50	5.18
Extent of discrimination				\$0.40	\$0.10	\$0.50		\$15.00	\$0.45
Canned vegetables (See Notes 1 and 12)	New Albany, Ind.	Virginia cities	998	\$4.40	\$1.10	\$5.50	30-ton carload	\$165.00	\$4.95
	New Albany, Ind.	Greensboro, N. C.	834	5.60	2.15	10.75		322.50	9.68
Extent of discrimination				\$4.20	\$1.05	\$5.25		\$157.50	\$4.73
Canned goods (See Notes 1 and 12)	San Francisco, Cal.	Virginia cities	3,277	\$14.50	\$3.65	\$18.15	30-ton carload	\$544.50	\$16.34
	San Francisco, Cal.	Greensboro, N. C.	3,179	18.50	4.65	23.15		694.50	20.84
Extent of discrimination				\$4.00	\$1.00	\$5.00		\$150.00	\$4.50

### WESTERN AND SOUTHERN TERRITORIAL SITUATION Special Class or Commodity Carload Rates

Dried beans (See Notes 1 and 12)	San Francisco, Cal.	Virginia cities	3,277	\$15.00	\$3.75	\$18.75	35-ton carload	\$468.75	\$14.06
	San Francisco, Cal.	Greensboro, N. C.	3,179	18.40	4.60	23.00		575.00	17.25
Extent of discrimination				\$3.40	\$0.85	\$4.25		\$106.25	\$3.19
Dried fruits (See Notes 1 and 12)	San Francisco, Cal.	Virginia cities	3,277	\$20.00	\$5.00	\$25.00	30-ton carload	\$750.00	\$22.50
	San Francisco, Cal.	Greensboro, N. C.	3,179	24.40	6.10	30.50		915.00	27.45
Extent of discrimination				\$4.40	\$1.10	\$5.50		\$165.00	\$4.95
Canned salmon (See Notes 1 and 12)	San Francisco, Cal.	Virginia cities	3,277	\$14.40	\$3.60	\$18.00	35-ton carload	\$630.00	\$18.90
	San Francisco, Cal.	Greensboro, N. C.	3,179	18.40	4.60	23.00		805.00	24.15
Extent of discrimination				\$4.00	\$1.00	\$5.00		\$175.00	\$5.25
Flour (See Notes 2 and 3)	Portland, Oreg.	Memphis, Tenn.	2,483	\$11.00	\$1.20	\$12.20	40-ton carload	\$488.00	\$14.64
	Nevada milling pts.	Memphis, Tenn.	2,135	14.00	1.20	15.20		608.00	18.24
Extent of discrimination				\$3.00		\$3.00		\$120.00	\$3.60

## WESTERN AND SOUTHERN TERRITORIAL SITUATION—Continued

Item	From—	To—	Long-and-short-haul mileage	Railroad charges per ton, prior to June 25, 1918	Unequal contribution per ton levied by the Government's 25% increase in freight rates, June 25, 1918	Total or present railroad charges per ton, including 25% increase	Total or present railroad charges per car, including 25% increase	Unjust application of Government's 3% war tax, amount levied per carload
Flour (See Notes 4 and 5) .....	Portland, Oreg.	New Orleans, La. ....	3,103	\$12.00	\$1.20	\$13.20	40-ton carload \$528.00	\$15.84
	San Francisco, Sacramento, Stockton, and Fresno, Cal. ....	New Orleans, La. ....	2,374	14.00	1.20	15.20	608.00	18.24
Extent of discrimination .....				\$2.00		\$2.00	\$80.00	\$2.40
Flour (See Note 6) .....	Portland, Oreg.	New Orleans, La. ....	2,739	\$12.00	\$1.20	\$13.20	40-ton carload \$528.00	\$15.84
	Portland, Oreg.	Central Texas pts. ....	2,192	15.00	1.20	16.20	648.00	19.44
Extent of discrimination .....				\$3.00		\$3.00	\$120.00	\$3.60

EAST-BOUND TRANSCONTINENTAL SITUATION  
Special Class or Commodity Carload Rates

Wool (See Note 7) .....	San Francisco, Cal.	Boston, Mass. ....	3,313	\$20.00	\$5.00	\$25.00	20-ton carload \$500.00	\$15.00
	Nevada points .....	Boston, Mass. ....	2,805	39.60	9.90	49.50	990.00	29.70
Extent of discrimination .....				\$19.60	\$4.90	\$24.50	\$490.00	\$14.70
Sugar .....	San Francisco, Cal.	Chicago, Ill. ....	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Reno, Nevada .....	244	10.10	2.55	12.65	506.00	15.18
	San Francisco, Cal.	Lovelock, Nevada .....	345					
Extent of discrimination .....				\$0.50				
Sugar .....	San Francisco, Cal.	Chicago, Ill. ....	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Fallon, Nevada .....	304	11.70	2.95	14.65	586.00	17.58
Extent of discrimination .....				\$2.10		\$0.65	\$26.00	\$0.78

				\$1 '30	\$1 '30	\$1 '30	\$20 '00	\$1 '30
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Winnemucca, Nev.	417	11.00	4.40	15.40	616.00	18.48
	San Francisco, Cal.	Elko, Nevada.	556					
Extent of discrimination				\$1.40		\$1.40	\$56.00	\$1.68
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Phoenix, Ariz.	902	12.00	4.40	16.40	656.00	19.68
Extent of discrimination				\$2.40		\$2.40	\$96.00	\$2.88
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Salt Lake City, Utah	818	11.00	4.40	15.40	616.00	18.48
Extent of discrimination				\$1.40		\$1.40	\$56.00	\$1.68
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Cheyenne, Wyo.	1,267	11.00	4.40	15.40	616.00	18.48
Extent of discrimination				\$1.40		\$1.40	\$56.00	\$1.68
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Boise City, Idaho	1,185	15.00	4.40	19.40	776.00	23.28
Extent of discrimination				\$5.40		\$5.40	\$216.00	\$6.48
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Denver, Colo.	1,376	11.00	4.40	15.40	616.00	18.48
Extent of discrimination				\$1.40		\$1.40	\$56.00	\$1.68
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Albuquerque, N. M.	1,200	11.00	4.40	15.40	616.00	18.48
Extent of discrimination				\$1.40		\$1.40	\$56.00	\$1.68
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Topeka, Kan.	1,943	11.00	4.40	15.40	616.00	18.48
Extent of discrimination				\$1.40		\$1.40	\$56.00	\$1.68

RAILROAD AND PUBLIC SERVICE COMMISSIONS

## EAST-BOUND TRANSCONTINENTAL SITUATION—Continued

32

Item	From—	To—	Long-and-short-haul mileage	Railroad charges per ton, prior to June 25, 1918	Unequal contribution, per ton, levied by the Government's 25% increase in freight rates, June 25, 1918	Total or present railroad charges per ton, including 25% increase	Total or present railroad charges per car, including 25% increase	Unjust application of Government's 3% war tax, amount levied per carload
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Kansas City, Mo.	1,986	11.00	4.40	15.40	616.00	18.48
Extent of discrimination				\$1.40		\$1.40	\$56.00	\$1.68
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Des Moines, Ia.	1,932	11.00	4.40	15.40	616.00	18.48
Extent of discrimination				\$1.40		\$1.40	\$56.00	\$1.68
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	Omaha, Neb.	1,786	11.00	4.40	15.40	616.00	18.48
Extent of discrimination				\$1.40		\$1.40	\$56.00	\$1.68
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload \$560.00	\$16.80
	San Francisco, Cal.	St. Paul, Minn.	2,091	11.00	4.40	15.40	616.00	18.48
Extent of discrimination				\$1.40		\$1.40	\$56.00	\$1.68
Sugar	San Francisco, Cal.	St. Paul, Minn.	2,091	\$11.00	\$4.40	\$15.40	40-ton carload \$616.00	\$18.48
	San Francisco, Cal.	Helena, Mont.	1,256	17.00	4.40	21.40	856.00	25.68
Extent of discrimination				\$6.00		\$6.00	\$240.00	\$7.20
Sugar	San Francisco, Cal.	St. Paul, Minn.	2,091	\$11.00	\$4.40	\$15.40	40-ton carload \$616.00	\$18.48
	San Francisco, Cal.	Fargo, N. D.	2,061	15.00	4.40	19.40	776.00	23.28
Extent of discrimination				\$4.00		\$4.00	\$160.00	\$4.80
Sugar	San Francisco, Cal.	St. Paul, Minn.	2,091	\$11.00	\$4.40	\$15.40	40-ton carload \$616.00	\$18.48
	San Francisco, Cal.	Aberdeen, S. D.	2,036	12.40	4.40	16.80	672.00	20.16
Extent of discrimination				\$1.40		\$1.40	\$56.00	\$1.68

BIENNIAL REPORT

Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload	\$560.00	\$16.80
	San Francisco, Cal.	La Crosse, Wis.	2,161	12.00	4.40	16.40		656.00	19.68
Extent of discrimination				\$2.40		\$2.40		\$96.00	\$2.88
Sugar	San Francisco, Cal.	Milwaukee, Wis.	2,364	\$12.00	\$4.40	\$16.40	40-ton carload	\$556.00	\$19.68
	San Francisco, Cal.	Portage, Wis.	2,276	14.00	4.40	18.40		736.00	22.08
	San Francisco, Cal.	Madison, Wis.	2,249						
Extent of discrimination				\$2.00		\$2.00		\$80.00	\$2.40
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload	\$560.00	\$16.80
	San Francisco, Cal.	Little Rock, Ark.	2,207	12.00	4.40	16.40		656.00	19.68
Extent of discrimination				\$2.40		\$2.40		\$96.00	\$2.88
Sugar	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload	\$560.00	\$16.80
	San Francisco, Cal.	Oklahoma City, Okl.	1,849	12.60	4.40	17.00		680.00	20.40
Extent of discrimination				\$3.00		\$3.00		\$120.00	\$3.60
Sugar (See Note 8)	San Francisco, Cal.	New York, N. Y.	3,191	\$15.90	\$4.40	\$20.30	40-ton carload	\$812.00	\$24.36
	San Francisco, Cal.	Montana points	1,400	17.00	4.40	21.40		856.00	25.68
Extent of discrimination				\$1.10		\$1.10		\$44.00	\$1.32
Sugar (See Note 1)	San Francisco, Cal.	Virginia cities	3,137	\$15.30	\$4.40	\$19.70	40-ton carload	\$788.00	\$23.64
	San Francisco, Cal.	Chattanooga, Tenn.	2,672	18.60	4.40	23.00		920.00	27.60
Extent of discrimination				\$3.30		\$3.30		\$132.00	\$3.96
Sugar (See Note 1)	San Francisco, Cal.	Virginia cities	3,137	\$15.30	\$4.40	\$19.70	40-ton carload	\$788.00	\$23.64
	San Francisco, Cal.	Nashville, Tenn.	2,521	16.00	4.40	20.40		816.00	24.48
Extent of discrimination				\$0.70		\$0.70		\$28.00	\$0.84
Sugar (See Note 1)	San Francisco, Cal.	Virginia cities	3,137	\$15.30	\$4.40	\$19.70	40-ton carload	\$788.00	\$23.64
	San Francisco, Cal.	Lexington, Tenn.	2,472	17.50	4.40	21.90		876.00	26.28
	San Francisco, Cal.	Jackson, Miss.	2,464						
Extent of discrimination				\$2.20		\$2.20		\$88.00	\$2.64

## EAST-BOUND TRANSCONTINENTAL SITUATION—Continued

Item	From—	To—	Long-and-short-haul mileage	Railroad charges per ton, prior to June 25, 1918	Unequal contribution per ton levied by the Government's 25% increase in freight rates, June 25, 1918	Total or present railroad charges per ton, including 25% increase	Total or present railroad charges per car, including 25% increase	Unjust application of Government's 3% war tax, amount levied per carload
Sugar (See Note 1)	San Francisco, Cal.	Virginia cities	3,137	\$15.30	\$4.40	\$19.70	40-ton carload \$788.00	\$23.64
	San Francisco, Cal.	McKenzie, Tenn.	2,369					
	San Francisco, Cal.	Paris, Tenn.	2,386	18.00	4.40	22.40	896.00	26.88
	San Francisco, Cal.	Perryville, Tenn.	2,389					
	San Francisco, Cal.	Hollow Rock Jet.	2,396					
Extent of discrimination				\$2.70		\$2.70	\$108.00	\$3.24
Sugar	San Francisco, Cal.	Memphis, Tenn.	2,325	\$12.00	\$4.40	\$16.40	40-ton carload \$656.00	\$19.68
	San Francisco, Cal.	Santa Fe, N. M.	1,300	13.00	4.40	17.40	696.00	20.88
	San Francisco, Cal.	Amarillo, Tex.	1,575					
Extent of discrimination				\$1.00		\$1.00	\$40.00	\$1.20
Sugar	San Francisco, Cal.	Memphis, Tenn.	2,235	\$12.00	\$4.40	\$16.40	40-ton carload \$656.00	\$19.68
	San Francisco, Cal.	Monroe, La.	2,250					
	San Francisco, Cal.	Fort Worth, Tex.	1,915	17.00	4.40	21.40	856.00	25.68
	San Francisco, Cal.	Dallas, Tex.	1,945					
Extent of discrimination				\$5.00		\$5.00	\$200.00	\$6.00
Coffee, roasted	Galveston, Tex.	Kansas City, Mo.	806	\$8.80	\$2.20	\$11.00	30-ton carload \$330.00	\$9.90
	Galveston, Tex.	Oklahoma City, Okl.	551	12.80	3.20	16.00	480.00	14.40
Extent of discrimination				\$4.00	\$1.00	\$5.00	\$150.00	\$4.50
Coffee, green	Galveston, Tex.	Kansas City, Mo.	806	\$5.80	\$1.45	\$7.25	30-ton carload \$217.50	\$6.53
	Galveston, Tex.	Oklahoma City, Okl.	551	11.50	2.90	14.40	432.00	12.96
Extent of discrimination				\$5.70	\$1.45	\$7.15	\$214.50	\$6.43

Beans .....	San Francisco, Cal.	New York, N. Y.	3,191	\$15.00	\$3.80	\$18.80	40-ton carload	\$752.00	\$22.56
	San Francisco, Cal.	Chicago, Ill.	2,279	29.00	7.25	36.25		1,450.00	43.50
	San Francisco, Cal.	Goldfield, Nevada	514						
Extent of discrimination .....				\$14.00	\$3.45	\$17.45		\$698.00	\$20.94
Asphaltum .....	San Francisco, Cal.	Chicago, Ill.	2,279	\$10.00	\$2.50	\$12.50	40-ton carload	\$500.00	\$15.00
	San Francisco, Cal.	Goldfield, Nevada	514	14.60	3.65	18.25		730.00	21.90
Extent of discrimination .....				\$4.60	\$1.15	\$5.75		\$230.00	\$6.90
Asphaltum .....	San Francisco, Cal.	New York, N. Y.	3,191	\$12.00	\$3.00	\$15.00	40-ton carload	\$600.00	\$18.00
	San Francisco, Cal.	Goldfield, Nevada	514	14.60	3.65	18.25		730.00	21.90
Extent of discrimination .....				\$2.60	\$0.65	\$3.25			\$3.90
Canned goods .....	San Francisco, Cal.	New York, N. Y.	3,191	\$14.50	\$3.65	\$18.15	30-ton carload	\$544.50	\$16.34
	San Francisco, Cal.	Chicago, Ill.	2,279	29.00	7.25	36.25		1,087.50	32.63
	San Francisco, Cal.	Goldfield, Nevada	514						
Extent of discrimination .....				\$14.50	\$3.60	\$18.10		\$543.00	\$16.29
Barley .....	San Francisco, Cal.	Chicago, Ill.	2,279	\$10.00	\$1.20	\$11.20	40-ton carload	\$448.00	\$13.44
	San Francisco, Cal.	Goldfield, Nevada	514	11.75	1.20	12.95		518.00	15.54
Extent of discrimination .....				\$1.75		\$1.75		\$70.00	\$2.10
Packing-house products .....	San Francisco, Cal.	Chicago, Ill.	2,279	\$33.00	\$8.25	\$41.25	20-ton carload	\$825.00	\$24.75
	San Francisco, Cal.	Goldfield, Nevada	514	29.00	7.25	36.25		725.00	21.75
Extent of discrimination .....									
Packing-house products .....	San Francisco, Cal.	Denver, Colo.	1,376	\$28.00	\$7.00	\$35.00	20-ton carload	\$700.00	\$21.60
	San Francisco, Cal.	Goldfield, Nevada	514	29.00	7.25	36.25		725.00	21.75
Extent of discrimination .....				\$1.00	\$0.25	\$1.25		\$25.00	\$0.75
Sugar .....	San Francisco, Cal.	Chicago, Ill.	2,279	\$9.60	\$4.40	\$14.00	40-ton carload	\$560.00	\$16.80
	San Francisco, Cal.	Goldfield, Nevada	514	29.00	4.40	33.40		1,336.00	40.08
Extent of discrimination .....				\$19.40		\$19.40		\$776.00	\$23.28

### Passenger-Fare Discrimination Against Nevada, Arizona, and New Mexico

Item	From—	To—	Mileage	Passenger fare per mile (in cents)	Railroad charges per passenger prior to June 25, 1918	Unequal contribution levied by the Government's war emergency increase for Pullman service	Total charges per passenger, including Government increase	Unjustly discriminatory application of Government's 8% war tax on charges per passenger
First-class fare .....	Reno, Nevada .....	Mina, Nevada .....	175	4-5	\$8.30	\$1.39	\$9.69	\$0.78
	Sacramento, Cal. ....	Shasta, Cal. ....	225	3	6.75	1.13	7.88	0.63
Extent of discrimination .....					\$1.55	\$0.26	\$1.81	\$0.15
First-class fare .....	Reno, Nevada .....	Montello, Nevada .....	420	4	\$16.90	\$2.80	\$19.70	\$1.57
	Boise, Idaho .....	Salt Lake City, Utah .....	478	3	14.34	2.39	16.73	1.34
Extent of discrimination .....					\$2.56	\$0.41	\$2.97	\$0.23
First-class fare .....	Caliente, Nevada .....	Jean, Nevada .....	170	44	\$8.00	\$1.33	\$9.33	\$0.75
	San Francisco, Cal. ....	Fresno, Cal. ....	205	3	6.14	1.02	7.16	0.57
Extent of discrimination .....					\$1.86	\$0.31	\$2.17	\$0.18
First-class fare .....	Needles, Ariz. ....	Williams, Ariz. ....	200	4	\$8.00	\$1.33	\$9.33	\$0.75
	Bakersfield, Cal. ....	Stockton, Cal. ....	233	3	7.00	1.17	8.17	0.65
Extent of discrimination .....					\$1.00	\$0.16	\$1.16	\$0.10
First-class fare .....	Bowie, Ariz. ....	Yuma, Ariz. ....	400	4	\$16.00	\$2.67	\$18.67	\$1.49
	Bakersfield, Cal. ....	Dunsmuir, Cal. ....	525	3	15.75	2.63	18.38	1.47
Extent of discrimination .....					\$0.25	\$0.04	\$0.29	\$0.02
First-class fare .....	Gallup, N. M. ....	Raton, N. M. ....	405	4	\$16.20	\$2.70	\$18.90	\$1.51
	Ogden, Utah .....	Cheyenne, Wyo. ....	500	3	15.00	2.50	17.50	1.40
Extent of discrimination .....					\$1.20	\$0.20	\$1.40	\$0.11

First-class fare.....	Rio Grande, N. M. ..	Lordsburg, N. M. ..	150	4	\$6.00	\$1.00	\$7.00	\$0.56
	Burbank, Cal. ....	Edison, Cal. ....	150	3	4.50	0.75	5.25	0.42
Extent of discrimination.....					\$1.50	\$0.25	\$1.75	\$0.14

NOTE—Because of Railroad Administration Order No. 28, effective June 25, 1918, the above passenger fares were increased 16½ per cent where standard sleeping-car service was taken, thus increasing the fares to 4.66 cents per mile on the main line and to 5.83 cents on the branch lines; further, said order eliminated from use all scrip-books and round trips, privileges which were formerly enjoyed under private operation. In this behalf the prewar \$90 scrip books gave the owners thereof the equivalent of a 2½-cent passenger fare

on the main lines and of a 3-cent fare on the branch lines, including the privilege of standard sleeping-car service at regular rates. It therefore follows that the effect of Order No. 28 resulted in increasing passenger fares in Nevada, Arizona, and New Mexico from 25 to 86.4 per cent. Aside from the increase for Pullman-car service, which has recently been canceled, the increases and discrimination herein referred to are still being perpetuated by the Government.

OFFICE OF THE COMMISSIONER OF PUBLIC UTILITIES

REPORT

The aforesaid statistical analysis is typical of the prewar and present situation throughout the Intermountain and Southern States. While only a few of the many long-and-short-haul rates have been reviewed, they illustrate and supplement what has been said before regarding how the Pacific Coast and Gulf terminals have been built up at the expense of the intermediate sections, and they show the reasons why these sections have been, and are, unable to advance industrially and commercially.

Further, aside from the unjust and unequal burden of taxation which has been levied against said sections by the Government for the support of the war, it illustrates how the railroad long-and-short-haul charges are constructed in order to control the channels of industry and trade and thereby produce long-, double- and treble-haul transportation, and this without regard to the fact that it involves an additional and wasteful railroad service throughout all intermediate territory. For example, throughout Nevada and other intermountain territory this waste comprises two heavy operations over the Sierra Nevada and Cascade Mountains, one of the heaviest ranges in the entire United States. Manifestly, if there were a wise national policy which would enable the intermediate sections of the Western and Southern States to manufacture and supply themselves, very substantial economy to the producers and consumers would be effected by the elimination of this unnecessary and expensive back-haul transportation, covering distances ranging from 250 to 1,500 miles to and from the Pacific Coast and Gulf terminals.

#### **"OUT-OF-POCKET-COST" THEORY**

It was further shown that the "out-of-pocket-cost" theory, about which so much is said by the railroads in characterization and justification of said preferentially low rates maintained at favored industrial and commercial centers, would not stand fair analysis. "Out-of-pocket-cost" rates, as defined by the railroads, are said to represent merely something above the expenditure incurred for carrying that class of competitive traffic which it is claimed could not be secured under a fully compensatory rate. Without cost analysis, the statement is made by the carriers that, as all overhead expenses are fixed, the revenues which will accrue from the establishment of the said out-of-pocket-cost rate or rates will thus add to the income of the carrier or carriers. This theory is the main justification advanced by the carriers for the maintenance of preferentially low rates at industrial and commercial centers. Therefore, these rates cover an enormous volume of business instead of a small pickup, or incidental, business, which the aforesaid term and its definition readily conveys to the average mind.

The impression has been skilfully conveyed that the business is purely incidental and that its cost is not susceptible of determination. In this connection, it was shown that the long-and-short-haul rates to the Pacific Coast terminals on west-bound transcontinental business, instead of representing merely out-of-pocket-cost revenue, were, in fact, highly compensatory based on the cost of the service, when measured by data put in evidence by the Nevada Railroad Commission before the Interstate Commerce Commission, and which was made a part of its opinion in the transcontinental rate cases, decided June 22, 1911 (21 I. C. C. 239).

On this question, Commissioner J. F. Shaughnessy, testifying before the House Committee on Interstate Commerce, said:

As to the other statement, that out-of-pocket-cost rates cannot be determined, and that the carriers cannot tell what they are, I want to say, in challenging this statement, that there is absolute confusion and misconception in the use of the term "out-of-pocket cost." What is meant, when properly defined, is the segregated or actual cost. In other words, a fair proportion of all costs assignable, considering load factor per train and per car and the distance hauled. Now, then, I contend that transcontinental traffic moving in trainload and carload lots can be established as to its cost just as well as it can in a manufacturing industry or any other industry in which cost data must be carefully allocated in order to segregate and fix the selling prices of different contract work. It can be done, and we have done it on behalf of the Nevada Railroad Commission and put it in evidence before the Interstate Commerce Commission. The Railroad Commission of Wisconsin has done it also, not perhaps before the Interstate Commerce Commission but before its own body. It has most elaborate cost data, not only as to the moving of traffic in trainload lots, but in carload lots, and even in less than carload lots. Now, I want to say that it is the rule of the railroads themselves to make up this cost data, and they do make it up in the form of a monthly exhibit of operations, and they know, within a very close approximation, just what it costs them to handle their traffic on a per unit of traffic basis, either per ton-mile or per engine-mile or per train-mile, or in trainload lots, or in carload lots, or any way they want to figure it.

During the course of the Intermountain Rate Cases, I submitted a brief before the Interstate Commerce Commission in which I analyzed the cost of moving trans-state traffic in trainload lots from Ogden, Utah, to San Francisco, and showed that the actual or full cost of operation was 2.74 mills per ton per mile. This figure is probably higher than the actual cross-continent cost from ocean to ocean, because the level haul mileage is so much greater that it would substantially reduce the constructive mountain mileage cost that I used in the ratio of two to one over the Sierra Nevada Mountains, a distance of 158 miles out of 786, the total mileage used in the calculation.

But applying this factor (2.74 mills) the actual cost of operation from New York City to San Francisco, a distance of 3,200 miles, is \$8.17 per ton. From Pittsburgh to San Francisco, a distance of 2,750 miles, the actual cost of operation is \$7.53 per ton. From Chicago, a distance of 2,270 miles, the actual cost of operation is \$6.25 per ton. From Kansas City, or other Missouri River points, an average distance of 1,800 miles, the actual cost is \$4.93 per ton. (See my testimony on this question before the Senate Committee.)

Compared with these costs, the average carload rate authorized on the basis of the Commission's Schedule "C" order of January 29, 1915, from all of this territory to San Francisco was \$15.63 per ton, carloads, and \$30 per ton, less than carloads, whereas to Reno it was \$19.77 per ton, carloads, and \$37.55 per ton, less than carload. Contrast the cost with these average rates authorized by the Commission in 1915, and which have since been substantially increased, and it must be apparent how highly profitable the Pacific Coast traffic is and how outrageously unjust and unnecessary it is to assess the higher rates at the intermediate shorter-haul points. Keep in mind also that these figures as to the cost of handling this traffic are not less than fairly representative when it is remembered that the carriers have classified their business and fixed their rates on purely local business within each State and between neighboring States on a high level in order to compensate for the high cost of these relatively short-haul movements. Conversely, therefore, the low cost must apply on this exceedingly long-haul transcontinental traffic, which, by the way, is not ordinary interstate traffic between one State and another. On the contrary, it is "trans-state traffic," moving entirely across many States, as if over a bridge, and as the compensation gathered per mile-unit of traffic is exceedingly low and in no way comparable with the state and interstate local traffic, manifestly its cost is correspondingly low. Now then, if the cost analysis establishes the compensatory character of these so-called forced and compelled rates to the Pacific Coast terminals, and I maintain that it does, there has never in fact been any reason, other than railroad policy, for the charging of higher rates at the shorter-haul

intermediate points. And this being true, there was never, nor is there now, or for the future, any reason why the rail carriers cannot meet water competition reasonably and effectively without violating the long-and-short-haul rule of the fourth section.

In connection with this segregation of the cost of performing this long-haul service, keep in mind the fact that every local community in this country is paying relatively high rates on all local short-haul traffic to take care of the cost of the service incident thereto and to enable this long-haul, trans-state traffic to move at exceedingly low rates.

Now, the basis from which these cost figures are taken was put in evidence before the Interstate Commerce Commission and the reasonableness of our rates before the Commission was fully made upon such testimony as that. That is only a small résumé of it. That cost testimony stands today absolutely uncontradicted. It has never been met. The railroads have been challenged to meet it over and over again. They elect not to meet it. They will continue not to meet it. They go upon the theory that their rates can be better initiated, better maintained and better justified upon the basis of rate comparisons, sufficiency of income, and other considerations than they can upon a cost basis; and, therefore, that is the reason why they have never met them. But when they come before your honorable committee and tell you that they cannot establish the segregated or actual cost of moving any particular class of their traffic that moves in as substantial volume as does transcontinental traffic, I must respectfully disagree with them.

#### **UNITED STATES SUPREME COURT HOLDS THAT EACH CLASS OF TRAFFIC MUST BEAR ITS FULL SHARE OF ALL COSTS**

Further, when effort was made by the State of South Dakota to apply this railroad theory of "out-of-pocket cost" to its domestic commerce, it failed to stand the test of fair analysis by the United States Supreme Court because violative of the following fundamental principles:

Where the State has attempted to fix a rate for the transportation of a commodity under which, taking the results of the business to which the rate is applied, the carrier is compelled to transport the commodity for less than cost or without substantial compensation in addition to cost, \* \* \* all the outlays which pertain to it must be considered. We find no basis for distinguishing in this respect between so-called "out-of-pocket-costs" or "actual" expenses, and other outlays which are none the less actually made because they are applicable to all traffic, instead of being exclusively incurred in the traffic in question. Illustrations are found in outlays for maintenance of way and structures, general expenses, and taxes. It is not a sufficient reason for excluding such, or other expenses, to say that they would still have been incurred had the particular commodity not been transported; the common carrier is under a duty to carry, and the expenses of its business at a particular time are attributable to what it does carry. The State cannot estimate the cost of carrying coal by throwing the expense incident to the maintenance of the roadbed, and the general expenses, upon the carriage of wheat; or the cost of carrying wheat by throwing the burden of the upkeep of the property upon coal and other commodities. This, of course, does not mean that all commodities are to be treated as carried at the same rate of expense. The outlays that exclusively pertain to a given class of traffic must be assigned to that class, and other expenses must be fairly apportioned. It may be difficult to make such an apportionment, but, when conclusions are based on costs, the entire costs must be taken into account. (*Northern Pacific Ry. v. North Dakota*, 236 U. S. 596.)

#### **ARTIFICIAL STIMULUS UNDER PRESENT GOVERNMENT POLICY CONDEMNED BY JUDGE COOLEY**

The administrative policy of the Government and its prejudicial effect upon the intermediate States was made clear by reference to various decisions of the Interstate Commerce Commission. For example, Judge Cooley, speaking upon the question of long-and-short-haul

discrimination at page 32 of the second annual report of the Interstate Commerce Commission, said:

It was impossible that it should be made to seem right to the common mind that such distinction should exist; the sense of justice received a shock when one was told that the small dealer in the country town was made to pay three times as much for the carriage of his goods as the city merchant paid upon the like quantity, for even a greater distance; and a well-founded feeling of discontent arises among any people when it can see things done under the protection of its law which seem to be plainly and unmistakably unjust.

It will probably not be claimed by any one that it is desirable to give by law or through the use of public convenience an artificial stimulus to the building up of cities at the expense of the country. In great cities great social and political evils always concentrate, grow, strengthen, and the larger the cities are the more difficult it is to bring these evils under legal or moral restraints. This fact is so generally recognized that the feeling may be said to be practically universal that the interest of any country is best consulted when public measures and the employment of public favor are devoted to the diffusion of population and the profitable employment of energy everywhere, rather than the concentration of population in few localities.

#### VICE OF GOVERNMENTAL POLICY AS NOTED BY THE INTER-STATE COMMERCE COMMISSION

In the Sacramento-San José-Santa Rosa case (29 I. C. C. 65) the Commission said, regarding the advantage enjoyed by the preferentially selected Pacific Coast ports:

There can be no question about the great commercial advantages which accrue to the towns having these rates. In the contest for new factories, to the industries looking for locations on the Pacific Coast the town with these rates has an advantage which cannot be overcome by its rivals not blessed with such rates. In one sense, the competition between cities for new factories and industries is more important than the competition between factories and industries already in those towns for trade.

New factories mean more workers, more money, more houses, and more people in general. After all, the struggle between these Pacific Coast cities and towns is essentially one for population. The record in these cases shows that, although the fact that the railroads have published tariffs eliminating San José, Santa Clara and Marysville from the coast or terminal points has been known only a few months, already these three points have felt the disadvantage of the possibility of ultimately losing such rates.

San José, for example, has been unable to secure certain new industries because of the uncertainty of its terminal-rate position.

In the Shreveport case (48 I. C. C. 370) the Commission, while authorizing long-and-short-haul discrimination from northern and eastern centers to Shreveport, La., argues against such discrimination in its effort to justify its order removing what may be termed local discrimination between cities of Louisiana and Texas, and which arose because the Texas Railroad Commission endeavored to offset the effect of said inbound long-and-short-haul discrimination at Shreveport by reducing its local distributive rates between points within the State of Texas to a lower basis than those from Shreveport to said Texas points. The Commission said:

If a single city in Texas, whether large or small, in the border of the State, or near its center, were denied the benefit of the equality of rates from and to all points that is accorded to all other cities in that State, no possible doubt could exist regarding the resulting undue prejudice and disadvantage.

It would manifest itself in the difficulty of attracting to such cities commercial houses, industries and population. To limit or restrict the area to and from which such city could ship on equal terms with other near-by points,

while the entire area of the State was open to all other cities, would be to put upon such locality a hopeless disadvantage.

Further, the repeated declaration of the railway and industrial interests, that preferential rates maintained to and from favored terminals do not act as a burden upon the intermediate sections, was shown to be erroneous by reference to the decision of the Interstate Commerce Commission in the intermountain rate cases (46 I. C. C. 236), wherein it said:

*It is perfectly clear that the Pacific Coast cities have always paid lower transportation rates than they would have paid were it not for the facilities they have enjoyed for bringing manufactured articles from eastern manufacturing districts and for sending east the products of the coast cities by water. It is also clear that the intermountain section of the country has paid and now pays rates for the transportation of these manufactured articles which are higher proportionately than are paid by the coast cities and probably higher than it would be necessary to maintain if the rates to the coast cities could be maintained at a level more nearly proportionate to the service given.*

#### ADMINISTRATIVE POLICY FURTHER EXEMPLIFIED

The administrative policy of the Government was further exemplified by referring to the Southeastern Cases, 30 I. C. C. 262, wherein, for example, the Federal Commission, in dealing with the Mississippi River Valley section of the Southern States, made a remarkable finding which confirms what is said hereinbefore regarding the position that has always been taken by said railroad, industrial and jobbing interests.

*Neither is it true at present that there is any regular water service between New Orleans and Memphis. It cannot, therefore, be asserted that there is any actual active water competition existing at present between New York and Memphis. There is a disconnected service between New Orleans and Memphis, regular boats plying between Natchez and Vicksburg and Memphis. The water competition is to be regarded as potential but not actual, and the testimony in this case indicates that any material advance in the rates from New York City to Memphis would, without doubt, result in reestablishment of active competition on the Mississippi River.*

It is evident that the rates and facilities afforded by the rail lines have had the effect of eventually attracting to these lines nearly all of the long-distance traffic between Ohio River points, upper Mississippi River points, and Missouri River points on the one hand, and New Orleans on the other. There is no reason for believing that the rates to New Orleans when established by the rail lines in 1887 and since maintained were not necessitated by an active compelling water competition. Without doubt, the changing demands of commerce, the increased facilities of the railroads, their better organization and regularity of service, have been influential in winning for them, not only a share of the traffic, but nearly all of the traffic. *The water competition, once actual and compelling, is still, however, potential, and it is most earnestly contended by the petitioners herein that any substantial increase in the rates to New Orleans will have the effect of reestablishing water competition, with the subsequent loss of traffic and revenue to the rail lines.* It is represented that, having secured this traffic through years of struggle, there is nothing in the fourth section of the Act to regulate commerce, as amended in 1910, that puts upon the rail carriers an obligation to establish rates which will restore to the boat lines the traffic they have lost.

Because of the above-stated reasons, the Commission specifically justified the railroad rate discrimination at all intermediate points throughout the Mississippi Valley States, on the ground that there was potential water competition. In other words, because the Mississippi River and its tributaries were in existence and improvements and betterments thereon amounting to more than \$100,000,000 have been made by the Government for the promotion of water transportation, the

potentiality of this great unused avenue of commerce was held to be sufficient justification for the continued maintenance of long-and-short-haul railroad rates, from which it follows, of course, that it has been impossible to establish water transportation and secure the benefits from the river for which the aforesaid exceedingly large public expenditures have been made.

The character of discrimination which was under consideration throughout the States south of the Ohio and Potomac Rivers in the aforesaid case may be illustrated by reference to the first-class freight rate covering the movement of high-grade manufactured articles between New York City and Memphis, as compared with the rate from New York to Grand Junction, Tenn., an intermediate shorter-haul point. To Memphis the distance is 1,150 miles and the rate was \$20 per ton, whereas to Grand Junction the distance is 1,100 miles and the rate was \$28 per ton, or a rate discrimination amounting to \$8 per ton for a fifty-mile shorter haul over the same line, in the same direction, and in the same train. There are thousands of such rate discriminations throughout the aforesaid Southern States which the Interstate Commerce Commission has refused to correct, largely for the reason stated in the above quotation.

Further, the suggestion in the Commission's decision that the fourth section as amended in 1910 is not broad enough or sufficiently specific to require the correction of the disabilities under which the intermediate or short-haul States suffer is highly important and strongly supports our contention for the passage of an absolute long-and-short-haul provision.

#### **INVESTIGATION BY SECRETARY OF COMMERCE AND INLAND WATERWAYS COMMITTEE SHOWS FEDERAL POLICY DEFECTIVE**

In further support of the aforesaid statement that the influence of said large industrial and railway interests has been and is directed toward the building up and perpetuation of the federal administrative policy in question, and that by unjust practices they control the commerce of the Nation and dictate the location of its facilities and agencies, reference was made to the investigation and the facts developed covering the causes of the decline of water transportation by Secretary of Commerce Redfield, for the National Council of Defense, and by the Inland Waterways Committee, for the National Council of Defense and also for the Railroad Administration, during 1917 and 1918.

Among others, the Inland Waterways Committee was officered at the period of these investigations by Major-General W. M. Black, as chairman, and Major-General Keller, as secretary. Both are nation-wide authorities on the questions of inland and waterway developments.

#### **EXTRACTS FROM MAJOR-GENERAL KELLER'S TESTIMONY**

Regarding water transportation, the causes of its decline and the remedial legislation necessary to make it effective, General Keller, in his testimony before the House Committee on Inland Water Transportation, January 25, 1918, said, in part:

We found that the conclusions to which former investigating bodies have come are emphasized by the results of our own inquiries. We already knew—we knew before we started—that there was little or no navigation. We also knew that there was comparatively little interest on the part of the various

local communities that seemingly ought to be very much interested in river navigation. We found out that the causes for this condition were the familiar causes that had been reported by one commission after another. \* \* \* And, second, there is the fear of hostility on the part of the railroads. It is possibly a familiar fact to this committee that the railroads do discriminate in their dealings with people who attempt to use our inland channels. \* \* \* That they have the right to discriminate in this fashion, no one will maintain; but that they practically do discriminate, no one will deny.

But, foremost of all, most fundamental of all, is the *detrimental effect of the rail rates to river points*. The situation is so familiar that I forbear to enlarge upon it further than to say, that as a result of our investigations of previous inquiries of others and of a considerable period of personal experience with the matter, *that I am convinced that no really successful navigation can be established unless the present structure of rail rates is completely revised, so as to take away from river communities those unjustly favorable rail rates that now exist and to distribute over the community in general, including river communities, the burden of contributing adequately toward the support of the railroads. At present the river communities do not pay their just share and traffic is handled to river points at unremunerative rates. Of course, the ultimate effect of that condition is to render river transportation unprofitable and practically impossible. The fundamental cause of the trouble was exposed many years ago and has been emphasized again and again. There is no novelty in the conclusions to which I have come and I will say that when I speak in the first person I speak the views of the committee. We believe that without this primary change in railroad rates comparatively little can be done to establish a really useful and prosperous traffic upon our inland navigation routes.*

Just as long as this discriminatory state of railroad rates and practice is permitted to continue, only in exceptional cases will any channel, any inland channel, I mean, that competes mainly with railroads that parallel both banks, let us say, be able to get any commerce at all. The conditions are such that every man who has business is practically afraid to use the river, even though, deep down in his soul, he may believe that the river is the economical route.

While it is true that, on the present basis of railroad rates, general business cannot profitably be done by the canal, on the other hand it is equally true that, with the breakdown of the railroad, business men are confronted with the question whether they should pay a higher rate to the canal and get their freight promptly, or pay to the railroads a lower rate for a slow and undependable service.

The result is that the coal does not move by water. The barges have gone out of this coal business. *This is the shortsightedness of the people. They do not fight against railroad rates when in normal times these rates favor the individual at the expense of the community. When things are abnormal, however, these rates may militate against the individual as well as damage his interest. We come back to the point that there is no prospect of large traffic on inland waterways until the rail situation is very radically revised.* \* \* \*

Our remedy is to change the law, and that is, perhaps, more easily said than done. But I think that we all concede that this is the evil that must be cured, that railroads should not be permitted to discriminate in favor of certain communities and against others. *That is what it amounts to. When they carry freight below cost to river points in any part of the country they must recoup themselves by getting an extravagant and unjust profit on some of the rest of the business, the business to inland points.*

#### RESUME OF COMPREHENSIVE INVESTIGATION BY THE INLAND WATERWAYS COMMITTEE

A check of the testimony of record taken before said Inland Waterways Committee, strongly supports the aforesaid résumé of conditions by Major-General Keller, and also vigorously supplements from an impartial source the claims and the showings made by the Intermediate Rate Association in behalf of the passage of an absolute long-and-short-haul provision and such other and further relief by Congress as the circumstances warrant.

A digest of the more important testimony shows:

That the waterway connecting the Delaware River and New York Harbor, which is under practically perpetual lease to the Pennsylvania Railroad, formerly carried a comparatively large traffic in hard coal. It is now little used, although it might, with certain minor modifications, be used to advantage as one of the principal links of the through water route to New York. Its nonuse is naturally detrimental to the people of the seaboard States, but no remedy appears to exist short of the construction by the people of a parallel route.

#### **SOUTHERN RAILWAY REFUSES TO FURNISH CARS FOR JOINT RAIL AND WATER LINE SHIPMENT**

That the railroads own perhaps a majority of the valuable docks and dock sites all over the country on harbor, bay, river, canal and lake; and that this is a relic of antiwater transportation policies which are inbred in our railroad men from top to bottom.

That, in an effort to relieve rail congestion and patriotically to follow the plea of the War Department to use water transportation wherever possible, the Keystone Steel and Wire Company, late in 1917, endeavored to ship pig-iron by water route from Alabama to Peoria, Ill. A short rail haul was necessary, about thirty-five cars being needed. The Southern Railroad had the cars, but refused to furnish them for that purpose. A trip to Washington to get the aid of the War Department and Mr. Daniel Willard was necessary, and with their assistance the cars were obtained and the shipment started. Although several tugs and barges better adapted to conditions for navigation on the Tennessee, Ohio, Mississippi, and Illinois Rivers were needed, the results of the shipment were so satisfactory that another trip was made, and water transportation became established for that company.

#### **RAILROADS DIVERT TRAFFIC FROM ITS BOAT LINE TO ITS RAIL LINES**

That the New York, New Haven and Hartford Railroad persistently diverted traffic from its own water to its own rail lines, in spite of the fact that its boats were generally underloaded and that the water haul was frequently cheaper and quicker. Unfair apportionments of cost between boat and rail, lack of compact packing of freight on the boats and other methods were used to obscure the issue from the public. The public certainly was defrauded of its rights to have goods transported as cheaply and as expeditiously as any available means would permit.

#### **SECRETARY REDFIELD COMPLAINS**

The Secretary of Commerce, William Redfield, under date of August 18, 1918, complained to the committee that his investigation developed that where through joint rail and water rates were established by the railway and water lines, such an excessive proportion of said joint rate is taken by the rail lines that the water lines are unable to participate in the business profitably, and this statement was illustrated by rates covering the movement of coal from the Virginia fields, to Norfolk and thence via water north to Philadelphia, a distance of 300 miles by water.

Further, in this behalf, Major-General Black, in December, 1917, during the railway congestion, complained of the failure of the railroads to cooperate in working out plans that would conserve car equip-

ment for use in other sections of the country by diverting as much of the slow-moving traffic as possible to the water carriers.

That the railways, on the other hand, contend for the maintenance of all-rail rates, rather than participating in through joint rates with water lines through Norfolk to and from Philadelphia and other northern points, and this notwithstanding that the loaded movement was north-bound and there was a heavy empty-car movement south-bound. They also contended that there is a degradation or breakage of coal in the transferring to and from vessels, which results in a loss of from 25 to 35 cents per ton and that dealers have a decided preference for all-rail movement instead of joint rail and water movement.

That William S. Banks, editor of the Columbia Record of Columbia, S. C., stated on December 29, 1917, that the people of the country were entitled to a square deal from the Government and that it should prevent the railroads from destroying water transportation; that an expenditure of \$154,000,000 on the construction of the new Erie Canal had been made and that its exclusive operation was being obstructed by the railroads in order to offset its competitive effect on railroad business; that the Erie Canal connects the Great Lakes with fifteen States; that it is 500 miles long, 12 feet deep and 75 feet wide at the bottom, and capable of handling 75,000,000 tons annually from the Great Lakes to various Atlantic seaport points; and further that the State of Bavaria, Germany, appropriated, in February, 1917, \$156,000,000 for the connecting of the Danube and the Rhine Rivers by canal.

#### **MISSISSIPPI RIVER IMPROVEMENT ASSOCIATION APPEALS FOR LEGISLATION**

That Thomas Wilkinson, of Burlington, Iowa, president of the Upper Mississippi River Improvement Association, in February, 1918, made strong appeal to the committee urging the enactment of legislation compelling physical connection with railroads and providing for interchange of traffic and division of through joint rates, and also providing specifically against railroads making low rates at the water points or doing anything to obstruct and kill off water competition.

#### **WATER TRANSPORTATION LEGISLATION PREPARED BUT WITHHELD**

That, on February 19, 1918, Major-General Keller responded to Mr. Wilkinson by stating that, while in full agreement with his recommendations and while a draft of said remedial legislation had been prepared by the Inland Waterways Committee, to promote and safeguard waterway transportation against railroad rate discrimination, it was "deemed by the Secretary of War to be unnecessary to press the legislation in question at that time; that the new Committee on Inland Waterways, created by the Director-General of Railroads, would undoubtedly give the matter further consideration and might regard it as so fundamental as to preclude its postponement."

#### **LIGGETT & MEYERS TOBACCO COMPANY FORCED TO USE WATER TRANSPORTATION AT HIGHER THAN RAIL RATES**

That, during the railroad congestion last winter, the Liggett & Myers Tobacco Company was unable to secure cars and was forced to ship 500 hogsheads of tobacco from Madison, Ind., to St. Louis by river, but

had to pay \$2.15 more per hoghead than the rail rate, in addition to the cost of hauling from the boat to the company's warehouse, which is served by industrial rail tracks. This is given as the reason by the local manager of the American Tobacco Company, at Owensboro, Ky., why more tobacco is not shipped by water.

**PHOTOGRAPHS OF RIVER STEAMER SECURING TRAFFIC BRING RAILROAD CARS AND SERVICE**

That, during the same period, Mr. J. M. Buckner of Louisville, Ky., could not get cars to ship tobacco. He thereupon chartered the river steamboat Inco, and transported his tobacco from Paducah, Ky., to New Orleans. While loading, he had photographs made of the operations and sent copies thereof to the presidents of the various railroads, and thereafter he was furnished sufficient cars and railway service.

**AFTER CONTRACT WITH RIVER STEAMER AT HIGHER THAN RAIL RATES, RAILROADS FIND THIRTY CARS**

That, during 1917, a shipment of thirty cars of hemp from St. Paul to St. Louis was held at St. Paul by the Northern Pacific Railway refusing to allow the cars carrying the traffic to go through to St. Louis. Appeal was made to the Chicago, Burlington and Quincy Railroad for relief, but that company also claimed inability to furnish cars. The St. Louis Cordage Company then made arrangements with a river steamboat line to move the shipment in question at a rate of 15 cents per hundred pounds, or \$72.50 in excess of the rail rate. Following notice that the shipment would move by water, the Chicago, Burlington and Quincy Railroad and the Minneapolis and St. Paul Railway became active and secured sufficient cars to release said Northern Pacific cars and, therefore, the shipment was moved over said rail lines.

**BY PURCHASING STEAMBOAT WHICH IT DOES NOT OPERATE CEMENT COMPANY GIVEN SATISFACTORY RATES AND SERVICE**

That formerly the Atlas Cement Company, at Hannibal, Mo., could not get into St. Paul over the rail lines advantageously. It purchased a steamboat and several barges and made one trip on the Missouri River between Hannibal and St. Paul. It was, thereafter, furnished satisfactory railway facilities and rates. The boats were operated for a time between St. Louis, Memphis, and New Orleans, and finally laid up, but are retained by the company, ostensibly for the purpose of controlling rates. The committee thought this was a case where railroad equipment could be released if the boats were continued in legitimate operation. ( ? ? ? )

**VALUE OF RAIL AND WATER SERVICE COMPARED**

That during April, 1918, Arbuckle & Co. advised Colonel Roberts of the committee that, while the water rate from Pittsburgh to Cincinnati is 7 cents per hundred pounds, and 15 cents by rail, on merchandise, when facilities and conveniences are considered, the rail charges are the cheapest.

**VALUE RAIL SERVICE CHEAPER TO THE UNITED STATES STEEL CORPORATION**

That J. A. Farrell, president of the United States Steel Corporation, in July, 1917, states that, because the railroads have paralleled the

rivers, his company's business is limited to very slow-moving freight and is of limited volume. Referring to plans his company had made to move the location of one of its plants to a river port so it could use water transportation exclusively to the south and west of Pittsburgh, it was found that the cost of shipment by rail was actually lower, without the attendant delay and difficulties of water transportation, which included inadequate means of loading and unloading barges and boats.

#### **MISSISSIPPI RIVER AND ITS ANTIQUATED FREIGHT-CARRYING EQUIPMENT**

Records show that the Mississippi River system has an all-the-year-round draft of 8 feet from St. Louis to Memphis and of 9 feet from Memphis to New Orleans. From St. Louis north to St. Paul, the draft is 5 or 6 feet that is available for nine months of the year. On August 29, 1917, there was available on the Mississippi, Ohio and Missouri Rivers a nondescript collection of barges and towboats having a weekly tonnage capacity of 20,000 tons, and while serviceable they were not modern or efficient, and under normal conditions would not be satisfactory.

#### **SLOW RAILROAD MOVEMENT ILLUSTRATED**

That, during the winter of 1918, the seriousness of the railroad congestion may be illustrated by the situation at Cincinnati, where it was found that it required from three to four weeks for the movement of a carload shipment from Cincinnati to Cleveland, or Toledo, or Detroit, and from five to six weeks to Boston and New York.

Compared with this, it may be stated that the Goodyear Tire and Rubber Company established and maintained an autotruck motor-train service for the handling of its high-grade freight between Akron, Ohio, and Boston, covering a distance of 740 miles each way, or a total of 1,480 miles for the round trip in an average of eight days during the entire winter of 1918, and this was accomplished throughout the severest weather in January, with the thermometer often down to twenty degrees below zero.

#### **GENERAL LEONARD WOOD IN RE SLOW RAILROAD MOVEMENT**

The record further shows, in support of the slow movement of traffic during said railroad congestion, that General Wood, while in charge of the Southeastern Department during the latter part of 1917, found that it took ten days for freight to move from Atlanta, Ga., to Charleston, S. C., a distance of 300 miles.

#### **THE PORT OF WILMINGTON, N. C., PRACTICALLY PUT OUT OF BUSINESS BY RAILROADS**

That on July 9, 1918, in a hearing before the Inland Waterways Committee, at Washington, D. C., regarding inland and coastwise waterway conditions along the Atlantic Coast, Mr. R. A. Parsley, a lumber manufacturer of Wilmington, N. C., stated in part as follows:

I speak for a port that has suffered more from the lack of water transportation than any other port of the Atlantic Coast. Years ago, when Wilmington had only ten or twelve feet of water, it was a very, very important port. Now we have twenty-six feet of water from the docks to the sea and we have become a very unimportant port because water traffic has practically departed.

Railroads would contend that because there has been no tar, pitch and turpentine at Wilmington since the war that the port has dried up. The facts

are that the railroads have, since the Civil War, consistently and continuously conspired to dry up the port and they have practically succeeded. Now that the test has come, the railroads have completely fallen down and Wilmington and territory tributary to it has suffered terribly. The southern and the Atlantic coast-line railways are the offending lines and, in addition to destroying the water transportation, they have also prevented eastern and western lines from terminating at Wilmington and building up the port. The Interstate Commerce Commission refused to give Wilmington trunk-line rates ten years ago because unable to show the effect of water competition.

On the other hand, the Clyde Steamship Company, owned by the Southern Railway, fought off all other steamships between New York, Baltimore and other ports and Wilmington. Recently the Baltimore and Carolina Steamship Company took the matter before the Interstate Commerce Commission and the Commission has established rules which it is hoped will remedy some of our former troubles. But the war has interrupted any benefits that might have come from that direction.

Wilmington is 450 miles south of New York and 200 miles south of Norfolk. The rate on grain from the West to the port of Wilmington is 13 cents per hundred higher from Cincinnati, for example, than to New York City, while the rail-line distance is the same to both ports. Again, the freight class rates are lower to New York City than to Wilmington.

Testimony given at said hearing by Mr. Guy Webb, for the Norfolk Chamber of Commerce, is to the effect that the Atlantic port business of the country should be more equally divided between New York City and Norfolk, on the ground that Norfolk is claimed to be sixty-nine miles nearer to Chicago by direct rail-line mileage than New York is, and in order to provide more uniform development and avoid terminal railroad congestion at the metropolis. In response to a question by Commissioner Sanders, he also stated, among other things, that "there is nothing our people would not do to get away from the railroads."

#### **RAILROADS DISCRIMINATE AT PORT CITIES IN DISREGARD OF THEIR POTENTIAL AND ACTUAL WATER COMPETITIVE THEORY**

During the said hearing, Hon. John D. McNeill, Mayor of Fayetteville, N. C., stated that Fayetteville is situated on the Cape Fear River, 115 miles from Wilmington, and that it formerly had a big distributing business, but that the railroads destroyed it, and requested the committee to assist in establishing inland waterway transportation in order to make them independent of the railroads. He stated that the Cape Fear River formerly transported thousands of tons of freight, but that this had been taken away by the discriminatory practices of the railroads. He also stated that he is in the flour-milling business and that, for the movement of western wheat from Cincinnati to his mill at Fayetteville, he is forced to pay \$5.20 per ton in railway charges, whereas, to the port of Norfolk, Va., the railway charges are only \$2.40 per ton, and this notwithstanding that, because of the congestion and the unreliability of rail service, he has, during past years, shipped goods from Chicago by water through the Great Lakes to Buffalo, thence down the Erie Canal, thence by sea to Wilmington, and thence by the Cape Fear River to Fayetteville, and received the freight more quickly than he could by rail.

It was further shown by Mr. McNeill that molasses is moved from New Orleans to Norfolk, Va., by the railroads for \$4.80 per ton, but if stopped en route at Fayetteville, N. C., on the same line, in the same direction, and even in the same train, and sold to a dealer at that point, the rate is \$11.80 per ton.

### **CHARLESTON'S EXPORT BUSINESS RESTRICTED IN INTEREST OF LONG RAILWAY HAULS TO NORTHERN PORTS**

Charles H. Dimmick, for the Traffic Bureau of Charleston, S. C., testified at the hearing that the Clyde Steamship Line service had been very severely curtailed in and out of Charleston by its railroad owners; that the Merchants and Miners steamship line between Baltimore and Savannah stopped at Charleston to pick up passengers, but refused freight because of the combined railroad influence being so potential, and that they could not secure any kind of a solution of the difficulty from the Interstate Commerce Commission; that, therefore, the movement of lumber, cement, iron, steel, sugar, and cotton was being seriously retarded for want of efficient and sufficient transportation facilities. He also complained that Charleston does not get the benefit of export service to some world ports, and that cotton and other goods were moved to northern ports for concentration and export instead of being exported directly from the port of Charleston.

### **TRANSPORTATION ON ALABAMA RIVERS INADEQUATE AND UNABLE TO COMPETE WITH THE RAILROADS**

There is also testimony of record on behalf of the Alabama Navigation Association showing that the water transportation and terminal facilities on and along the Warrior, Tombigbee, and Alabama Rivers were wholly inadequate to either compete with the railroads or furnish effective public service, and request was made that the Government take charge and establish an effective waterway transportation service.

### **JUDGE BRANDIES ON THE NEW ENGLAND SITUATION**

Before the annual conference of the National Rivers and Harbors Congress at Washington, D. C., December 9-11, 1914, Hon. Louis D. Brandies, Justice of the Supreme Court of the United States, in an address, said:

The New Haven succeeded in getting, through combination, practically a monopoly of all the railroads in New England. But the company went much further. It moved on to the water carriers, with the result that the five New England States with ports upon the Atlantic, free to any traffic, had not a single line of steamships between those different States that were not owned or practically controlled by the New Haven. But more striking still is the fact that no one of these five New England States had a single line of steamships to the city of New York, or to the city of Philadelphia, which was not controlled by the New Haven; and the influence of the New Haven extended considerably further south still. \* \* \*

This combination failed because the cost of acquiring the monopoly was very great. It was not merely the cost of buying up these various systems; it was the cost of killing the competition which was not bought up; the cost, for instance, of killing the Enterprise Transportation Company's steamship line, which was built to compete with the New Haven's lines. There was also a cost very much greater than that, greater than the cost which was incident to the buying of competing lines at excessive valuations, or the cost of running steamships at ruinous rates in order to kill a competitor. That was the cost of inefficiency in management, the cost of bad management which had resulted from the attempt of one organization, through one body of men, to run these various concerns. The loss in this experiment was tremendous. The limitation which is put by Providence upon the powers and capacities of the individual man was the greatest cause of the failure which ensued.

### **REMARKS**

It is significant to note, in passing, that the coastwise traffic is controlled in the interest of the railways; that the export traffic through

such ports as Charleston, S. C., and Wilmington, N. C., is practically prevented; and that traffic through the port of Norfolk is restricted in the interest of the railways, which desire to promote long hauls to the ports of Baltimore, Philadelphia, and New York for concentration and export. Incidentally, these railroad restrictive practices are also enforced at several potential water ports on the Pacific Coast, such as Eureka, Monterey, Santa Barbara, and other points where the railroads and the Interstate Commerce Commission have, in the past, refused to accord the same rate advantages that are given to the preferentially selected ports; that, notwithstanding the potential and actual water competition, so-called, about which so much was said in justification of the discriminatory railroad rates applying throughout the Mississippi River Valley, Fayetteville and Wilmington have been denied the benefit of the low rates granted to other ocean ports. Further, in this behalf, it is important to state that it was shown before the Senate Committee hearing on the long-and-short-haul legislation that the railroads maintain uniform rates throughout all territory on or tributary to the Great Lakes and that no long-and-short-haul rates are imposed on the shippers intermediate to said lake ports. It is, therefore, clear that this water competitive theory is a myth which is conveniently used by the railroads and the industrial trusts for the building up of certain favored ports and sections, to the exclusion of other ports having equal waterway possibilities and of the great western and producing sections.

#### **PLEA FOR PROMPT RELIEF**

Because of the amply sufficient reasons set forth hereinbefore, we earnestly request that the honorable Congress of the United States promptly take up and grant the relief prayed for by the Intermediate Rate Association, and such other and further relief as the facts may warrant.

#### **ABLE ARTICLE BY HON. C. C. McCHORD AND INSTRUCTIVE DEBATE BEFORE SENATE OCTOBER 1, 1918, BETWEEN SENATOR PITTMAN AND OTHER SENATORS**

In addition to, and in support of what has been said hereinbefore regarding the detrimental and, in many cases, ruinous effect on state development of the said monopolistic federal rate regulation, we set forth below extracts from a very ably written article by Hon. C. C. McChord, one of the progressive members of the Interstate Commerce Commission. The article in question was published in the press of the country and, on August 1, 1918, Senator Pittman introduced it in Congress by an able speech on the injurious effects of the present discriminatory rates and practices and, after a strong debate in which the Senator sustained himself interestingly and effectively, the article was printed in the Congressional Record.

Among other things, Mr. Commissioner McChord said:

What is needed in this country is a wider diffusion of manufacturing industries and the local supply of the necessaries of life. Products of our factories are distributed throughout the land, but under circumstances of such economic waste as to demand a radical change. In the development of manufacturing, many elements have conspired to confine factories to limited territories or particular cities. There has always been a desire upon the part of our people to locate the factory near the region of supply. As our Western and Southern States began to be developed after the Civil War, the constant effort of the

smaller cities and towns was to secure factories of various kinds. \* \* \* During that period, by the payment of large bonuses, or offers of free taxes, coal and water, many of them secured the location of factories that gave promise of affording cheap material for home consumption, and a distribution of the surplus to neighboring towns.

#### MONUMENTS EVIDENCING RUINOUS EFFECTS OF LONG-AND-SHORT-HAUL RATES

Many of these factories proved to be failures, and a ride over the country today discloses crumbling buildings and smokestacks in many towns and villages as grim monuments to the dead hopes of their projectors. Not all of these were properly located; many of them were the result of the dreams of some inventor of a short cut to wealth; but most of them should have survived, and would have done so except that influences were at work that made success impossible. Among the chief of these was the fact that the railroads favored certain manufacturing centers in the way of facilities and rates.

The freight traffic manager's business was to secure tonnage for the particular railway by which he was employed. Long hauls in large lots afforded attractive business that added to the aggregate of the returns to the carrier from his efforts, and led to his preferment by those higher up in the control and management of the road. Competition for business at points reached by several railroads was keen and incessant. The more railroads that served a particular point, the keener the struggle between rival traffic officials for business. For many years previous to 1900, and by many roads until 1906, rebates were paid to secure business to such an extent that officials have frankly admitted in evidence in proceedings before the Interstate Commerce Commission that few carriers pretended to collect more than 80 per cent of the advertised rates on shipments from competitive points. Railroads were built from business centers to business centers. Some reached the objective points by short, direct routes, and others by long, indirect routes. The latter, in order to do business at the competitive point, met the rates named by the short line, meanwhile maintaining higher rates at shorter distance points on their own lines. In the same way competition by boats on our inland and coastwise waterways was met by all-rail carriers until transportation by water, so far as our inland rivers are concerned, has been nearly abandoned. Cities and towns along these rivers entitled to enjoy the cheaper water transportation were deprived of the advantage of their location.

The inducement to give the large shipper and all shippers from manufacturing centers an adequate supply of cars, transit privileges, switching arrangements, etc., was ever present, and the force of competition operated in favor of such shippers.

These considerations rendered it impossible for the factory at the small town to compete in the sale of its product with a factory producing the same product at the larger and more favored city. The result was that the factory in the small town ceased to operate and its employees were compelled to seek employment in the centers of production.

#### POPULATION CONCENTRATED AT INDUSTRIAL CENTERS TO THE DETRIMENT OF THE COUNTRY AT LARGE

The most important matter just now, however, is the part that the railroads should play in the readjustment that must be made in our industrial and economic conditions. As before noted, it has come about that the large part of our manufacturing is done in our cities. The greatest manufacturing cities of the Nation, considering the variety and quantity of production, are Chicago, Ill., and Philadelphia, Pa. Southern New England has developed into a succession of manufacturing cities. Pittsburgh dominates the iron-and-steel industry and controls prices wherever sales may be made in this country, as Chicago dominates and controls the prices of meats and their products. New York City produces immense quantities of ready-made clothing, employing thousands of sweatshops of unsavory surroundings. The result is that workmen and women in largest numbers live under conditions that are not sanitary, wholesome, nor conducive to good morals. This has happened in a country that is less densely populated than any of the great nations of the earth, and where there is room enough for every citizen and resident to enjoy his full share of pure air and sunlight, and to live under conditions conducive to health, morality and happiness. It would also enable him to secure a home at moderate cost, or at

reasonable rental, with an area of ground sufficient to permit him to cultivate a garden where fresh vegetables may be grown for his own use.

Many good people have organized societies, and have expended large sums of money in philanthropic efforts to induce immigrants and others to shun the haunts of their fellows in crowded cities, and seek homes in the South and West, where conditions are wholesome. In this they have met with a measure of success, and thriving communities composed of different nationalities may be found scattered over the land. At the same time, however our cities have continued to increase in population, and living conditions have not improved as a consequence.

There are many considerations that dictate a relocation of our manufacturing industries. In the first place, it costs more to do business in a city than in the country. Land values and costs of construction of plants, taxes, etc., constitute charges that must be met from earnings. It costs more to live in a city than in the country. A lower wage payment in the country than in the city would enable the workman to secure more comforts of life, to clothe his family better, and educate them more adequately. If the factory is located near the raw product, there is saving in transportation costs which will be reflected in net earnings. \* \* \*

#### WAGE-EARNERS ENTITLED TO COMPENSATING ADVANTAGE

It is certain that workmen who have had opportunity to enjoy life as the result of adequate pay are not going to consent to, if they can avoid it, any reduction in their wage scale unless there are compensating benefits. It is equally certain that the era of extremely high prices for the necessities of life will not continue during times of peace. The great class of nonproducers represented by clerks in offices and stores, salaried men in every calling, employees of public utilities, and the like, cannot long continue to pay ever-increasing living costs except that they, too, receive further material increases in rates of pay. \* \* \*

If wage scales are to be readjusted downward to meet conditions in times of peace, the wider diffusion of factories presents an alluring way out. What the workman desires and what he has a right to demand, is opportunity to live in comfort. Reduction in the rate of his daily wage means, as he now sees it, lessened opportunities to secure for himself and his family those necessities which go to make comfort in daily life. In most any country town of 1,500 or more population that might be named in the West or the South, there is opportunity to live better and enjoy more of the real comforts of life, at materially lower wages, than even an approach to the same state of livelihood can be secured in any congested manufacturing center. \* \* \*

In the country there are pure air and sunlight. The surroundings are clean, sanitary and moral. In such an atmosphere, a workman can easily rear a family of sturdy boys and girls, and live a life of peace and happiness impossible for him to live in the crowded and unwholesome conditions of congested centers. In the country he is afforded opportunity to buy products of the soil first-handed for his table at reasonable prices, and the admirable schools and religious institutions now in existence everywhere insure to his children every chance to lay the foundation of good citizenship.

#### WATER COMPETITION SPASMODIC SINCE 1880

Prior to about the year 1880, our inland waterways had an important part in transporting the commerce of the Nation. Within a decade from 1880, many boat lines disappeared from all rivers, and today only an insignificant percentage of freight tonnage is transported by water anywhere in the country. The boat lines are either absorbed by railroads, and their operations abandoned, or rail carriers made rates for freight so low to competitive boat-line points as to make the business unprofitable to the boat line. Spasmodic efforts to rehabilitate water transportation have been made from time to time in recent years by individuals or communities, but they have not met with success because of continued opposition of railroad interests. There never has been any good reason, and there is none now, why our rivers, on which the Federal Government has expended millions of dollars of the public money, should not be brought into transportation service.

The National Shipping Board is rapidly building up our merchant marine on such a scale as to call for the admiration of all maritime nations. A portion of the energy of this admirable agency will doubtless be intensified, as it should

be, in the building of steamboats and barges to move across the waters of our inland streams and lakes, as well as the bays and oceans of our coast line.

THE OPPORTUNITY TO LOCATE AND DO A MANUFACTURING BUSINESS SHOULD BE AFFORDED AT ANY POINT WHERE RESOURCES AND CONSUMPTION JUSTIFY

It seems to be conceded by every one that, no matter what is done with respect to the great transportation systems of the country after the war is over, that certain condemned practices, and the unbridled competition of past years is at an end, and that by some means the carriers of the future will be under such regulations as will insure the largest and most effective use of the facilities they have for the conduct of the transportation business of the land without favor to one shipper or prejudice to another. \* \* \*

Thoughtful study should now be given to the equalization of rates for freight transportation, and as to whether higher rates should for the future be permitted for shorter than for longer distances over the same line or route, the shorter being included within the longer distance, and whether combinations of rates and transit privileges that now unduly favor certain jobbing and junction points, should be canceled and reasonable through rates established to all points. Transportation by boat on our rivers and coast lines should be encouraged to relieve rail carriers at congested cities and ports. Steps have already been taken under federal control to divert traffic from congested North Atlantic ports to those of the South and on the Gulf of Mexico. Rates should be made and facilities provided so that each port of the United States, from Galveston, Texas, to Bangor, Maine, should receive its share of traffic under the most economical transportation conditions. Relatively the same facilities should be furnished the factory that ships one carload a day as the one that ships ten or more carloads. The opportunity to do a manufacturing business at a profit should be afforded at any point in the country. The supply of raw material, and the possible field of consumption will dictate the location.

HIGH COST OF LAND AND BUILDINGS WHICH ENTER INTO PRICES RESULTS FROM LOCATING INDUSTRY IN CONGESTED DISTRICTS

There are other matters which may be necessary to consider in connection with the possible reconstruction here indicated. One of them is the opportunity for financial support to industrial enterprises. In the past many factories have been located in already congested districts at the behest of those who furnished the financial backing. In this way, high-priced land was disposed of and costly buildings erected which enhanced the value of vacant adjacent lands. Interlocking directors of banks, railroads and factories have doubtless influenced the formation and perpetuation of conditions that have prevailed and to some extent still prevail. This matter is now largely behind us and should present no insuperable barrier in the future to the wider distribution of manufacturing establishments.

A new era is at hand. The carriers of the country for the future are to serve the public interests. The dictates of selfishness and private greed that have for so long a time controlled the policy and management of our great transportation systems no longer constitute the guide for action. In a time like this, when readjustment of industrial and economic conditions is imperative, the railroads must do their part to the end that there may be decided progress on the highway that leads to equality of opportunity for all, and to ultimate national greatness and individual contentment.

### STATES' RIGHTS

During the past year the trunk-line railways of the country have been in the hands of the Government for the purpose of war-emergency operation and control, and under existing law may be retained by the Government for the period of twenty-one months following the close of the war. On December 28, 1917, the President took over the possession, use, control and operation of all railroads of the country engaged in general transportation, including water lines, and provision was made by Congress for the operation of these transportation systems while under federal control and for a just compensation of their owners in an Act approved March 21, 1918. Under this Act, all railroads

were originally taken over by the Government, but later the independently operated short-line railways were released from such control and only great trunk-line railroads and their owned or controlled "short-line" railroads were retained by the Government for war-emergency operation.

Extraordinary considerations of patriotism, and an earnest desire to subordinate everything to a successful winning of the war, induced all State Railroad Commissions, during the war period, to make every effort possible to cooperate with the Government and, in fact, to offer their services in any capacity in which they might be useful in administering the railway affairs of the country. But, in this behalf, we regret to state that our tenders were not accepted by the Railroad Administration and that the subordinate work has been turned over to regional committees made up of railway traffic managers and representatives of large industrial and commercial centers.

#### **STATE RAILROAD COMMISSIONS' OFFER OF COOPERATION REFUSED**

While the question of exercising even the smallest jurisdiction over local matters within their respective States has been challenged by the Railroad Administration, the State Railroad Commissioners have not felt that it would be right to antagonize or make any orders during the war emergency that would conflict with those of the Railroad Administration and, therefore, in lieu of the assertion of their lawful authority, they have, as before stated, endeavored to cooperate in every way possible with the Government. In this behalf, two conferences were held with the Director-General—one in January and one in June. Thirty States, including Nevada, were represented at the June conference and, while recognizing the war power of the President to centralize full power and control of the railroads in the hands of the Federal Government as a war measure, it was strongly urged that we were all interested in preserving our States' rights in so far as possible to do so, and this was reinforced by bringing to the attention of the Director-General a comparison of the Railroad Administration organization with that of various other centralized federal departments which have been created for war-emergency purposes. For example, it was shown that at the start of the war it was necessary to put into operation the selective draft for the creation of a National Army, the effect of which reached into every home and, in fact, into every line of business in the country, but that, in giving it force and effect, General Crowder brought into the administration of the work and to the aid of the National Government the officers of all the subdivisions of government—state, county and municipal; likewise, that the same plan was followed in the organization of both the Fuel and the Food Administrations. Further, it was shown that this plan of organization had provided the necessary centralization of power in the Federal Government for war purposes and that it had been done in such a manner as to cause as little usurpation as possible of the popular right of local self-government by the people throughout the various States; that it permitted them to actively participate in the selection of the officers of the local federal boards and, therefore, to have their affairs administered through the medium of their own officials, who came from among them and who understood and could make clear to the centralized departments at Washington the peculiar circumstances and conditions within each State and subdi-

vision thereof; and, in exemplification of this statement, it was shown that the Federal Fuel Administration permitted the State Fuel Administrators to prescribe the local regulations and fix the prices within the respective States, subject only to the supervision of the Federal Department.

This was the plan of reasonable and effective cooperation proposed at said conference, from which it follows, of course, that the State Commissions were to be authorized to act as branches of the Federal Railroad Administration for each State during the period of the war. But, as stated above, our offers in this behalf have been wholly disregarded and, in lieu thereof, the organization is exclusively federalized and the States have no voice whatever in the administration of their own affairs.

#### **RAILROAD ADMINISTRATION INCREASES RATES**

During its short existence, the Railroad Administration has set aside state-made rates and substituted therefor very much higher rates, by promulgating a 25-per-cent horizontal increase in freight rates, while passenger fares were raised in varying degrees upward to 50 per cent. on June 25, 1918. It has also increased railway express charges approximately twenty-five million dollars. These extraordinary rate increases will produce an increase in the annual revenues ranging from eight hundred million to one billion dollars over the earnings of previous years.

As an offset to these increased revenues, however, it is to be understood that the cost of railway materials and supplies has been and is very high as a result of the war emergency; that the wages of railroad employees have been increased about six hundred and thirty-five millions of dollars per annum over the wages formerly received, and that, therefore, the total operating expenses of the railways for the year 1918 will be unprecedentedly high.

#### **RAILROAD COMMISSION WILL EXERCISE JURISDICTION**

The war having closed, the various State Railroad Commissioners of the Nation, represented in annual conference at Washington, November 12 to 14, 1918, have, through the medium of their National Association of Railroad Commissioners, decided to assert their jurisdiction and to henceforth exercise their sovereign power over matters relating to state rates and services. In this behalf the following resolution was unanimously adopted by the association:

*Resolved*, That in the opinion of the National Association of Railway and Utilities Commissioners, met in annual convention during the week of the close of the war, it is desirable that suitable action should forthwith be taken by the President, or Director-General of Railroads, to recognize the full and unimpaired authority of the States over intrastate rates, service and facilities of the carrier properties now under federal control; but that in any event it is the duty of each State to exercise and maintain its constitutional and statutory authority as to such rates, service and facilities to the extent which it may deem the public interest demands, taking into account, as factors in any determination reached, the present status of the railroads under federal control, the responsibility of the federal treasury for any deficiencies in revenue and contractual return, and the desirability of achieving results by friendly cooperation wherever possible; and be it further

**Resolved,** That in the opinion of this Association, consideration ought to be given, by the President and Congress, to legislation defining the future status of the railroads; and the association is emphatically of the opinion that any plan for the future operation of the railroads should fully safeguard the powers of local tribunals, responsible to the people of the several States, with respect to rates, service, and facilities essentially intrastate in character.

### THE FEDERAL CONTROL ACT

The Federal Control Act, approved March 21, 1918, provides that the carriers, while under federal control, shall be "subject to all laws and liabilities as common carriers, whether arising under state or federal laws and at common law, except in so far as may be inconsistent with the provisions of this Act, or any other Act applicable to such federal control, or with any order of the President."

It was also provided that nothing in the Act should be construed "to amend, repeal, impair, or affect existing laws or powers of the States in relation to taxation or the lawful police regulations of the several States, except wherein such laws, powers, or regulations may affect the transportation of troops, war materials, government supplies, or the issue of stocks and bonds."

That the rights of the States were fully preserved and that this was the legislative intent and the view that was entertained by state and federal officers during the hearings and consideration of the legislation in question prior to its final passage, is made clear by the following excerpts from the testimony of Director-General McAdoo before the Senate and House Committees on Interstate Commerce:

### DIRECTOR-GENERAL McADOO ON STATE COMMISSIONS

As it stands today the state commissions are exercising precisely their same functions. The Interstate Commerce Commission is exercising its same functions, and, for my own part, I believe as little disturbance should be made as possible in those matters. Yet at the same time it is very essential that the President should exercise his full powers as the public necessity requires. \* \* \* As I said to the State Commissioners who called on me the other day, the ordinary procedure will continue to be observed; that the advice and suggestion and assistance of these commissions could be made of great value in the management of the railroads; but the purpose of the President was and is not to exercise any power he possesses to override the authority of the Interstate Commerce Commission and various State Commissions except in cases where it is clearly necessary to do so to meet the war emergencies or to serve the public interest. \* \* \* Why, it would be foolish for the Federal Government to undertake to pass upon local questions; for instance, laying a sidetrack to an industrial plant, or other such affairs. For my part, I am willing that State Commissions shall continue to exercise their powers. They are not going to be interfered with at any time except in cases where it is clearly necessary for the public interest and for the purposes of the war. Their powers should not be allowed to override the judgment of the Federal Government as to what the war necessity may be in the management and control of these railroads.

As to intrastate rates, I think that the State Commissions ought to continue to consider such questions as they arise. Questions affecting local conditions are coming up from time to time, and they ought to hear them and pass upon them; and so long as their views and judgment do not run counter to the common interest they will be regarded as accepted just as heretofore. I had a conference with, I think, about twenty representatives of the State Commissions recently, and I told them that I thought they ought to go forward just as usual—and in fact the President's proclamation so provides—and hear cases and exercise their powers as they have heretofore done; always, of course, with the understanding that the President has the power to override any decision they may make when he thinks it necessary to do so in the public interest.

Now, as to the rate-making power, I think the President undoubtedly has the power to control rates during the time of federal possession under the present law. I think, on the other hand, that that power ought not to be exercised, and I am sure it will not be exercised except in such cases as may be necessary in the public interest. I think it will be very unwise for the Federal Government to undertake through the Director-General of Railroads, who merely represents the President in this control, to pass upon all the rates in the country either *de novo* or as questions may arise concerning them. I think that the agency of the Interstate Commerce Commission ought to be employed and that it ought to hear these questions from time to time as the public interests require, and that the views of the Interstate Commerce Commission or their judgment as to what ought to be done in the circumstances ought to prevail, and I think would undoubtedly be permitted to prevail except in so far as it might be wise for the President to modify or change them. \* \* \* Now, that applies to interstate rates. As to intrastate rates, I think that the State Commissions ought to continue to consider such questions as they arise.

Let me say that the regulation of rates is a very complicated question. We have a fabric built and interwoven by the Interstate Commerce Commission and the various State Commissions over a period of many years. It is not only a question of the amount of the rate, but of the effect of the rate upon different communities. Those rates have relation to the economic status and the industrial activities of the country. I think that any man who undertook lightly to disturb that rate structure would be doing a very foolish thing, and naturally the President would not undertake to exercise the power he has under the law to destroy or disturb rates lightly or unnecessarily.

#### SENATOR CHARLES E. TOWNSEND'S OPINION ON THE EFFECT OF THE LEGISLATION

However, after this legislation had passed both the Senate and the House and had gone into conference, some very vital changes were made, the possible effect of which may be best explained by quoting from the speech of Senator Charles E. Townsend of Michigan, a member of the joint conference committee on the bill as passed by the Senate and the House, made March 13, 1918, in explanation of why he would vote against the final adoption of the conference report.

The Senator has, for many years, been a member of the House and Senate Committees on Interstate Commerce and is, therefore, a nationwide authority on the question of railway regulation. Referring to the changes which were made from the original draft of the bill, the Senator said:

Some of these additions were very objectionable. For instance, section ten, about which we have been in discussion and which the conference committee were required to revise, contained several provisions which, I thought, were not only unnecessary as war measures, but were absolutely subversive of the principles of good government as they affect transportation. Section ten of the bill was a subject of controversy. The first paragraph is as follows:

That the carriers, while under federal control shall, in so far as it is not inconsistent therewith, or with the provisions of this Act, or any other Act applicable to such federal control, or with any order of the President, be subject to all laws and liabilities as common carriers, whether arising under federal or state statutes or at common law, and suits may be brought—

And so forth.

The words "or with any order of the President" were imputed to the bill and they had no object known to the committee. They were not necessary for the purposes of the paragraph. \* \* \* There could be no possible reason for inserting this language so far as the effective control of the railroads is concerned. That specific power has not been granted the President up to the present time and yet the Director-General has been operating the railroads for three months and no complaint of lack of power has been mentioned. The author of

this provision probably had in mind what purpose it might serve, but it will not be one necessary to the operation of the railroads for war purposes. \* \* \*

And, to the same effect :

It has seemed desirable to somebody that we should not only confer direct power to do the things that were in mind, but that we should convey blanket powers. I presume hereafter that some of the Senators who voted for that provision [referring to blanket power conferred by section nine] will complain because of the unusual things that will be done under the authority of this Act. I shall not be surprised if this proposed law be used as the authority for doing many things by the Director-General about which no Senator has yet thought.

It conveys authority to rape the Constitution, set aside state laws, nullify state rights, and to send to prison offenders against the *ipse dixit* of the Director-General.

I have endeavored to hold this bill to its original declared objects, but I have failed. It is a dangerous thing to confer arbitrary power at any time. Sometimes it is necessary, but it is never necessary for a republic to confer general blanket powers upon any man, however wise.

### POSITION OF STATE COMMISSIONS REGARDING SOVEREIGN POWER OF THE STATES

Commenting on the construction of the Federal Control Act, relating to the reserve powers of the State, the War Committee of the National Association of Railway and Utilities Commissioners made the following report at said conference, which was unanimously adopted :

The language of the Federal Control Act leads to the inference that Congress did not intend to reduce state regulation to a nullity, but wished to preserve it, so far as it did not interfere in any proximate and tangible way with the transportation of troops and munitions, and that this regulation which it sought to preserve included authority over intrastate rates, for the regulation of rates is undoubtedly an exercise of police powers. The interpretation placed upon the Act by the Railroad Administration, however, has apparently been very different. We say "apparently" because no authoritative and comprehensive statement upon this subject has been made either by the Director-General or by his immediate legal advisers. In practice it has been assumed by the Railroad Administration that the President, acting through the Director-General, has power to initiate intrastate as well as interstate rates, regardless of the provisions of state statutes, and that the State Commissions have no power over rates so initiated. They have been filed with the State Commissions "for information only" and not in accordance with state statutory provisions. In the case of service, the practice has varied, but it has seemed to be the assumption that the power of the Director-General over service and accommodations is complete and that the State Commissions may exercise authority, if at all, on suffrance only. In certain instances their authority has been directly challenged, even in matters of purely local concern. Recently, for example, representatives of the Illinois Central Railroad under federal control have formally declared that the Board of Railroad Commissioners of Iowa "has no power to render an order effective in any way affecting the property in any manner connected with the use and operation" of that railroad, and that all its property "is in the possession and under the control of the United States Government; that said control and possession are exclusive of all other controls and possession."

Confronted by this situation it has been the belief of this committee that the State Commissions ought not to embarrass the Government, at least while the war continued, by litigation, but should seek the adjustment of differences by friendly negotiation, and endeavor in every way, regardless of jurisdictional questions, to aid in making federal operation a success. We have acted from the beginning upon this belief, and it is our information that this has been very generally the attitude of the State Commissions.

You are familiar with what has taken place, and only a brief reminder is necessary. On December 27, 1917, the president of this association wrote the Director-General tendering the hearty cooperation of the State Commissions and stating that their organizations were at his command for the service of the country. This was followed by a conference at Washington on January 16,

and by a further conference at White Sulphur Springs on June 6, at which as many as thirty States were represented. [Among which Nevada was represented by Commissioner J. F. Shaughnessy.] The Director-General was told that the State Commissions wished to be of all possible assistance, but were perplexed by doubt and uncertainty; that shippers and the general public were calling upon them for relief, while many railroad officials challenged their jurisdiction. The following paragraph from the resolutions then presented indicates the remedy suggested:

The State Commissions do not desire to work at cross-purposes with the National Railroad Administration. We know that in unity there is strength and we want to help present a common front in this hour of need. We believe that most of the difficulties which now portend would be swept away if you would issue a general order or in some other way set forth clearly and definitely your conception of the relationship between the National Railroad Administration and the State Commissions. We believe that a definite plan can be worked out under which, waiving for the time bothersome questions of jurisdiction, the States will know definitely your views on what they should do and what they should not do. While we cannot prevent any passenger or shipper from raising issues of jurisdiction, and while we cannot bind even the commissions, we can say to you that such a plan, worked out between you and ourselves and definitely announced by you, would undoubtedly receive the hearty and loyal support of most of the State Commissions and would go far to prevent questions of jurisdiction being raised from other sources.

Subsequently, at the Director-General's recommendation, this matter was taken up by the War Committee with Judge Prouty of his staff and a definite draft of a general order on the plan was prepared.

Up to the present time, neither this general order nor any order with similar intent has been issued by the Director-General. But even if one should be issued, while the situation would be clarified and improved, there would still be need for further action, at least now that the war is over. There will no longer be the same need for concentration under a single leadership upon one end, regardless of all others, and the powers and duties of the State Commissions with reference to the railroads ought not, we think, to be dependent either upon the sufferance of the Director-General, nor, so far as it can be reasonably avoided, upon interpretation by the courts of ambiguous provisions after prolonged litigation. Undoubtedly the question could be raised in the courts, for there are many who believe that the Railroad Administration has gone, even in time of war, beyond constitutional right in limiting state regulation, and the power of the Federal Government over intrastate matters is certainly far more restricted in time of peace. But, without waiver of legal rights, it is desirable that the subject should receive renewed consideration by Congress. In other words, if federal control is to continue after the war ends—and we assume that it will, for some time, at least—the issue ought to be faced squarely, and there should be a more definite determination by Congress than is contained in the present Act, of the status of state regulation with reference to such control.

From the experience already gained, it seems to your committee that the following conclusions, among others, may fairly be drawn:

(1) The operation of a national system of railroads in the United States is not like the conduct of an ordinary business—if for no other reasons, because of tremendous size. There is danger in too great centralization of control and the creation of a bureaucracy too far removed from the immediate influence of public opinion. However well-intentioned they may be, the chief executive officers of such a system cannot have any adequate knowledge or understanding of local conditions and problems, and the inevitable tendency is to arbitrary action and the development of rules superficially uniform, but often discriminatory and unfair in their application to particular cases.

(2) While this difficulty may be overcome in some measure by delegation of authority, subordinates are responsible to the man who appoints them and tend, in the last analysis, to rely upon what they believe to be his wishes rather than upon independent judgment. This has been well illustrated in the case of the present federal control. The attempt has been made to delegate authority in rate controversies to regional and district committees, but, in its actual work-

ing, this plan has caused dissatisfaction. A common result has been confusion, delay and final reference of the dispute to the central authorities in Washington.

(3) Under normal peace conditions the people of this country will not be satisfied, we believe, with a mere opportunity to bring their complaints in regard to rates and service before railroad executive officers who can refuse public hearings, if they so desire, and say "Yes" or "No," without giving their reasons, subject to appeal to Washington which, in most cases, is a long distance away.

(4) It is our belief that local tribunals of semi-judicial character for the consideration of local questions will be necessary to a successful and democratic administration of the railroad properties, even under federal control, and that State Commissions are well suited to the purpose. A similar result might, it is true, be secured by the appointment of regional Federal Commissions; but tribunals directly responsible to the local communities will be far more satisfactory in the long run. They will offset bureaucratic tendencies, and introduce an element of home rule which the size of the country and the complexity of its conditions make essential.

(5) Railroad regulation started with the States, and every advance in the law has been prompted by and secured as the result of the experience of local commissions. Disregarding the past, however, we believe they have, since federal control was established, amply demonstrated their usefulness to the public because of their intimate acquaintance with local conditions. Even before the Act of Congress was passed, the widespread publicity given by the secretary of this committee to the proposed car-spotting charge at industrial tracks resulted in its abandonment, and influenced Congress in reserving to the Interstate Commerce Commission power to revise rates upon complaint. Activity of State Commissions after General Order No. 28 was issued resulted in a speedy elimination of a provision which would, by the immediate raising of all intrastate rates to the interstate basis, have inflicted great injury upon large sections of the country, and also resulted in broad changes in the minimum charge provisions. Their continued activity has since resulted in other important modifications, and many complaints in which they have interested themselves are now pending.

(6) The need for local public tribunals is accentuated by the fact that the men now operating the railroads under federal control, aside from the Director-General, are very largely the men who operated them under private control. Broadly speaking, the situation could not well be different, but, in view of the training and acquired prejudices of these men and the fact that many of them believe that federal control will be temporary, the desirability of preserving established means of public regulation is evident. At the time when the war began they were united in an endeavor practically to eliminate the States from the field of railroad regulation. It was both necessary and desirable to place the operating management of the roads in the hands of experienced railroad men, but policy-determining power is a different matter. Men who for years have viewed railroad policy in the light of railroad interest do not overnight become satisfactory exponents of the public interest. It is for this reason that the War Committee has urged larger representation of the public upon the Director-General's staff, and it is equally a reason for maintaining state regulation.

(7) This need is further emphasized by the fact that the present Railroad Administration has shown a tendency to go far beyond immediate war purposes in its conduct of railroad affairs. It is considering and to some extent has already introduced radical and far-reaching changes in operation, management and rate structure. While such changes may prove desirable, it is clear that they require most careful consideration and that State Commissions, because of their special knowledge and experience, can be of great value in this connection. As this committee pointed out in a letter to the Director-General, however imperfect the old rate structure may have been, it was upon this structure that the business of the country has developed, and sudden or violent changes are likely to do more harm than good.

(8) Finally it may be said that federal control does not remove the need, upon general grounds, of a coordinate but independent system of public supervision. One of the dangers of public operation of utilities is that it may be subject to political or financial abuse, involving waste, graft and inefficiency. This danger is more likely to develop in time of peace than in time of war, and

the only known preventive is eternal vigilance. The value of separate state regulation in this respect is obvious.

Stating the situation concisely, while a federal control of railroads, which excludes local regulation may, perhaps, be tolerated in war-time, it is neither expedient nor wise in time of peace. This view is based upon the merits of the question, without regard to any constitutional right which the States may, and probably do, have to regulate commerce within their own borders even when carried on under federal auspices.

So far as service and accommodations are concerned, we believe that this proposition admits of no reasonable dispute. It surely is unwise to leave solely to the discretion of an organization centering at and responsible to Washington the operation of local passenger trains, the establishment, maintenance and sanitation of station facilities, the investigation of accidents, the protection of railroad crossings, the provision of spur-tracks and other matters affecting local service, safety and equipment. We know of no way in which adequate consideration can be given to local conditions, and the time and rights of the public protected, unless independent local tribunals like the State Commissions are permitted to retain the same direct authority in dealing with such matters which they have exercised for many years past. The idea, apparently held in some quarters, that this problem can be met by the establishment of a central bureau at Washington is manifestly ill conceived. Complaints cannot be handled satisfactorily by long-range correspondence. One of the most valuable features of State Commission work has been the informal adjustment of innumerable disputes by personal investigation and direct dealing with the parties.

The same may be said of general supervision exercised over accounts, expenditures and methods of administration. Publicity is a cure for many evils, and the mere fact that a government bureaucracy is substituted for private management does not make such publicity any the less desirable. If State Commissions, independently appointed, are given general powers of investigation and supervision over accounts and operation, it will be a safeguard against the abuse of public management which so many fear, and a direct incentive to a conduct of affairs which will in other respects endure the light of day.

In the realm of rates there is more opportunity for dispute. One of the major themes of the railroad representatives who united last year in an appeal to the Newlands committee for the practical elimination of state regulation was the confusion caused by the conflict between interstate and intrastate rates; and the problem presented by the so-called "Shreveport Cases" has been recognized and considered by this association. Clearly, more uniformity, greater concentration and better cooperation in the treatment of rate questions are desirable than have prevailed in the past. On the other hand, we think it equally clear that the knowledge and experience gained by the State Commissions in long years of dealing with these questions are valuable assets which ought not to be lost to the country under either private or federal control. Their value has been demonstrated time and again in practice during the past few months.

Your committee has no hesitation in saying that under federal control, the State Commissions should possess the right of review over intrastate rates. Loss of time and unnecessary conflict of treatment can be avoided in important cases by friendly cooperation between the state and federal regulatory bodies, by the making of a joint record, and by conference prior to final decision. \* \* \*

Summing up what has been said above, the Special War Committee believes that this association, if federal control is to be continued, should ask Congress to determine more definitely the relation which state regulation should bear to such control, this request being made, of course, without even implied waiver of any constitutional right. In our opinion, it is desirable in the public interest that the State Commissions should possess, under federal control, substantially the same authority over service and rates and the same general powers of supervision and investigation which they have exercised under private railroad ownership. We believe that these recommendations are not inconsistent with the intent of Congress at the time when the existing Act was passed. Action of the kind suggested is preferable to the litigation which seems likely to result if it is not secured. When the war emergency passes, however, it is to be assumed that each State Commission will, in any event, exercise such jurisdiction as it believes that it possesses.

Regardless of these questions, we further strongly urge the State Commissions to do everything in their power to help the Railroad Administration in the successful operation of the railroad properties, and to help shippers and the general

public to secure proper adjustments of reasonable complaints. They should respond promptly and frankly to requests for information which the Railroad Administration may make and, upon their own initiative, furnish further suggestions in regard to the operation or improvement of the properties which the public interest may seem to demand. In the case of shippers, we believe that the commissions should continue their activity in investigating changes in rates, interstate as well as intrastate, and in endeavoring to secure reasonable adjustments. In particular, we recommend thorough consideration of the tentative class-rate scales for the different sections of the country which have been prepared by the Railroad Administration, and which have been or are to be sent to the Interstate Commerce Commission and to the State Commissions for criticism and suggestions. This is an exceedingly important matter. While it is true that railroad rates often seem illogical and crudely complex and inconsistent, too bold surgical treatment of such imperfections is likely to produce more ills than it cures, and cautious consideration is peculiarly desirable.

Whether or not federal control should continue even beyond the time specified in the present Act, or, if not, what alternative plan should replace it, are questions which lie, in our judgment, beyond the province of the Special War Committee. They seem certain to provoke widespread controversy, and the State Commissions should prepare to aid Congress in their consideration. The alternatives seem likely to be the continuation of federal control in its present or some modified form; the resumption by the carriers of their former status unchanged; or some midway plan, which we understand owners of their securities are formulating, for the creation of regional railroad systems under federal charter, with private management, but subject to a centralized and comprehensive system of public regulation accompanied by some public guarantee of a minimum return on securities. In order that the State Commissions may be informed and in a position to act, we recommend that either the executive committee of this association or a special reconstruction committee be directed to keep in touch with the situation as it develops, with power to advise the commissions fully and to represent them before Congress or other tribunals in the discussion of these questions when so authorized.

#### **REPEAL ANTITRUST LAW AND PROVIDE FOR UNIFIED RAILWAY OPERATION, UNDER PRESENT CHARTER PROVISIONS**

Supplementing the aforesaid, and with particular reference to the changes which are under consideration by Congress, we earnestly recommend that adequate provision, including the repeal of the antitrust laws in their application to the railways should be made, whereby the railways of the Nation may be privately operated, either as one system or as regional systems. This, in order that the benefits of the present unified operation of railways may be retained, and also in order adequately to provide for the weaker lines which always have difficulty in meeting their financial obligations without rate increases that are not needed by the stronger lines, and, finally, to enable such system or systems to carry necessary betterments already built or to be built into new territory until the country served becomes sufficiently developed to make the investment profitable. But, in perfecting this arrangement, it should be specifically provided that all of the railway corporations making up these merged regional systems, or nation-wide system, shall remain subject to their charter obligations to the various States in all matters relating to taxation, rates and services.

#### **PUBLICITY CAMPAIGN BY FINANCIAL, INDUSTRIAL, AND RAILWAY INTERESTS**

For a number of years past, an insidious propaganda has been carried on by the railways and the large industrial and financial interests on behalf of the centralization of opportunity, population, industry and wealth at comparatively few rate-favored points, to the exclusion of

the great producing sections of the country, and also the centralization of the power of regulation in the hands of the federal tribunals to the exclusion and annulment of state jurisdiction and rate regulations which have been prescribed by the State Legislatures and Commissions. In this behalf, the States have been sadly lacking in the matter of publicity on the state side of the question, whereas the railway, industrial and financial interests of the country have their side of the question ably presented before the public through the medium of the newspapers and magazines at all times. It was fair to assume that, at least during the war, while the railroads were in the hands of the Government, this propaganda would have been put to one side for the more important and patriotic business of winning the war, but we regret to state that this is not the fact. On the contrary, the Wall-Street bankers are still carrying forward their antirailroad commission propaganda, and, at the same time, endeavoring to shield from censure any and all shortcomings for which the railroads may have been responsible in the past. Excerpts from speeches and banking pamphlets which are published and distributed broadcast from Wall Street, will serve to indicate the direction in which they are endeavoring to mold public opinion.

In this behalf, there was introduced before the Newlands Committee at Washington, D. C., on March 22, 1917, an excerpt from a speech by Mr. John Muir, a Wall-Street stockbroker, which address had been delivered before the Central States Conference on Rail and Water Transportation at Evanston, Ind., December 14, 1916. Speaking for railway investors, Mr. Muir said:

The investors, 600,000 strong, the real owners of the properties, scattered all over this country, having an immense power vested in them, unorganized, are unable to come forward with the combined voice of even a paltry dozen. They are uneasy. They chafe. They hesitate. They ask the question, How about future investments in railroads torn by dissension between executives and employees?

They finally evolve this thought: The executives of the road represent us, and, in the main, do it satisfactorily; but owing to the fact that there is a prejudice against them in Congress, in the commissions, and in the mind of the public, they can't in their official capacity exert as much influence in certain fields as we could if we should act for ourselves independently. Let us get together, and let us, the owners of the roads, show to Congress and the commissions that political influence and voting power are not wholly confined to shippers and the four brotherhoods.

After reading these remarks into the record in connection with a cross-examination which he was conducting, Hon. T. S. Sims, a member of the Newlands Committee, said:

That is Mr. Muir, who is the chairman of this Railway Investors' League. He is speaking as the chairman of an organization to let the country know that the railroads and their owners have political influence and voting power.

Now, I am not criticizing that. I think that any person who has any property that may be affected adversely by legislation, either national or state or county or city, has a right to present the facts in relation to the property in which he is interested. But, as a matter of course, we Representatives here must represent what our constituents favor. If we do not we will cease to represent them. So this political movement is started for the purpose, not to affect this committee—this committee was already selected and was at work when this address was presented and when this organization was formed—but, to use a plain, common, everyday expression, to bring a back-fire upon the Representatives, so that if there are those here now who do not voice the same sentiment and are not willing to legislate in that direction—in the direction which the members of this organization desire—they will be sure to replace

them with those who will. They have a right to do that; but I think we ought to look at this movement as it really is, and which appears to be an attempt to educate the entire people of this country, with the advantage altogether on the side of the railroads, because they have the means and the opportunity and the experts with which to do it.

Now being a nonexpert, and about as "non" as you can find, and representing a constituency which, no doubt, is reading a great deal of this back-fire literature, I am going to try to get all the information I can.

#### **THAT GOOD, SUBSTANTIAL 25-PER-CENT INCREASE**

To the same effect, there is set forth below an excerpt from a pamphlet published in July, 1918, by Louis E. Pearson, chairman of the board of the Irving National Bank of New York City, wherein he states:

Is it imaginable that the freight congestion with which we in New York are so familiar and which has so impeded the progress of business in all parts of the country and even the progress of the war, would have existed if during recent years the facilities concerned had been allowed to operate and develop under normal business conditions?

Government, expressed either in commissions or otherwise, appears to have been so zealous, in protecting the public from what they considered exorbitant rates, as to deprive the railroads and related facilities of the income absolutely necessary in making the business showing which would attract investment. As a result, the funds required in making necessary extensions and in keeping equipment in proper condition and in meeting a vastly increased cost in labor and materials have not been forthcoming, and the very interests which were so zealously protected by the Government in its system of regulation, the business interests of the country, have been the heaviest losers and the greatest sufferers.

But a rate increase has been ordered by the Director-General of Railroads, a good substantial increase of 25 per cent or thereabouts. This increase is necessary, of course. Nobody questions the necessity of it. The war must be won, and, in order to do our part in its winning, transportation facilities must be maintained at a properly high condition of efficiency. Of course, war is a merciless taskmaster and an extravagant spender, but is it imaginable that this 25-per-cent increase would have been required if the war had found these railroads operating within even 25 per cent of the efficiency required by the proper purposes of peace?

All railway and public-utility commissions understand how vulnerable these statements are, but the public at large does not. The Wall-Street banker in question pursues the usual line of attack upon the commissions which emanates from that source and holds them responsible for the war congestion and the breakdown of the railways under private management. On the other hand, it is in effect contended that the railway financial and managerial policy was perfect; that it made no mistakes, miscalculations or omissions and could do no wrong in the matter of unregulated expenditures for standards of track and equipment that were wasteful and inefficient—and that the business interests of the country have been heavy losers and sufferers because the railroads were unable to keep their cumbersome equipment in condition without an increase in rates, which the commissions denied.

It is generally conceded that the railroads and their facilities were adequate and that this was not the cause of the freight congestion at New York and near-by Atlantic ports. In fact, it was very largely due to a lack of elevators and warehouses at New York and the effort which was made to crowd the bulk of the export traffic of the country through the ports surrounding New York City, as if through the neck of a bottle, instead of distributing it through the ports of Norfolk.

Wilmington, Charleston, New Orleans, Galveston, and others, and especially to the lack of shipping facilities to take the freight away and expedite the prompt unloading of cars.

In this connection, we are sure we cannot recall having heard one of these Wall-Street champions of "sufficient railway income to make investments attractive" advocate the building up of the merchant marine prior to the declaration of war. On the contrary, there was opposition to any such movement because the railroads had a large surplus in transportation facilities over ordinary peace needs.

#### **INTERESTS OF PRODUCERS AND CONSUMERS IGNORED**

The immediate danger of relinquishing our sovereign power will be that the local interests of the producers and consumers will be left out of view and the State will be powerless to afford any relief, no matter how urgently and promptly it may be needed. Quite naturally all large industrial and commercial interests are strongly allied on the side of the railroads in their efforts to have all power to control and regulate commerce centralized in the National Government to the exclusion of the various State Governments because they are the beneficiaries of many preferential rates and monopolistic advantages. The large railroads, on the other hand, are not concerned about the dignity or the sovereignty of the various States. Their chief consideration is to promote industry and commerce at and between those points which will produce the largest volume of transportation. Transportation is their stock in trade and they are interested in producing and selling as much of it as possible, comprising long, double and treble hauls.

#### **DEFECT IN POLICY OF THE UNITED STATES RAILROAD ADMINISTRATION**

The policy of the United States Railroad Administration has been and is one of endeavoring to make the railways self-supporting throughout the war period. Referring to the matter of the 25-per-cent increase which was made in freight and passenger rates, effective June 25, 1918, some of the assistant directors of the Railroad Administration have believed that, while providing for said support, it was a "ready and convenient form of taxation during the war emergency." We have been and are unable to subscribe to the logic of such a view, for the reason that it will not stand the test of fair analysis.

In the first place, a horizontal increase, either in rates or taxation, imposes an unequalized burden on the public. In other words, as shown by the rate analysis set forth hereinbefore, it does not operate uniformly. For example, whereas the rate on the movement of wool from certain wool-producing Nevada points to Boston, was normally \$40 per ton, it is now (including said 25-per-cent horizontal increase) \$50 per ton. On the other hand, the rate covering the "longer-haul" movement of wool from San Francisco to Boston was formerly \$20 per ton, and is now only \$25 per ton, from which it is to be noted that as a result of said increase the contribution taken from our Nevada wool producers amounts to \$10 per ton, whereas the San Francisco jobber is required to contribute only \$5 per ton toward the support of the war-emergency burden of the Government.

This illustrates the vice of the horizontal method employed, as well as the fact that railroad long-and-short-haul discrimination has been greatly intensified against our wool producers.

### IN RE UNEQUAL TAXATION

In the second place, if said war-emergency increase in rates is treated from the standpoint of taxation, it is to be said that it does not reach all forms of property, such, for example, as the arts and treasures, moneys and credits, and permanent or fixed forms of property not requiring annual maintenance or renewals. On the contrary, it places the entire burden of the tax upon the form of property which may be classed as freight and passenger traffic. And, yet, the aforesaid forms of property demand and are entitled to the same degree of war protection as is freight and passenger traffic which actually receives transportation. Without this protection, and in the event of the invasion of our country by an enemy, these arts, treasures, moneys, credits, and fixed forms of property would not be worth the walls upon which they hang, the vaults within which they repose, or the ground upon which they stand, and, therefore, we have been unable to see the logic which has been advanced, that the railways, during war operation and control, and for twenty-one months thereafter, should be made to pay their own way and hold the federal treasury free from cost by imposing the entire burden upon the shipping and traveling public.

In this connection, it is to be noted that the railways throughout the war emergency were equally as essential as were the battleships and the armaments, if not more essential to the adequate preparedness of the Nation for the purpose of winning the war. It is also interesting to note that the expense for the maintenance of the Navy went from a few hundred millions annually during peace times to two and one-half billion dollars for the war year 1918; yet this burden has, by taxation, been spread equally over all forms of property.

In our view, the unusual and extraordinary cost incurred for the essential war operation of the railroads, even though it may be a billion dollars or more over normal operations, should, in like manner, have been borne by general taxation instead of placing the entire burden upon the traveling and shipping public by an increase in freight and fares.

In this behalf, Senator Townsend, a member of the conference committee, speaking on the floor of the Senate, March 13, 1918, in explanation of his vote against the final adoption of the conference committee's report, said:

I do not care to discuss the merits of the question as to whether rates should be high or low, or whether they should be increased or decreased; my statement \* \* \* is that the power to increase rates is not essential to the conduct of the war, so far as the railroads are concerned. *The question of raising rates is to be brought about after the general increase of the wages of railroad men throughout the United States has occurred, and that condition will be carried over into times of peace, when the war is over.* It is this fact which pleases the railroad owners.

We had great contention over this subject. Finally, the department desired that we should incorporate in the bill the provision whereby the Interstate Commerce Commission could fix the rates, but they are obliged to fix those rates so high as to compensate for all the circumstances of federal operation of

the roads. I contended against that proposition, believing it to be absolutely wrong.

The railroads were taken over as a war necessity; there was no other excuse for taking them over. Those railroads were to be operated not in accordance with the principles of economy but in accordance with the principle of efficiency for the war. Provision was made for constructing tracks, if the President so desired, to munition factories or other interests operated by the Government and to shipyards.

To have Congress provide that the Interstate Commerce Commission must fix the rates of traffic so high as to meet all of these extraordinary circumstances was to put in force a law which was unjust in the extreme. *The farmer whose products are transported by rail to market; the merchant who brings his merchandise by railroad; the consumers of fuel and clothes and groceries, should not be compelled to pay for the operation of railroads for war purposes.*

I recognize the fact that if the rates of wages were raised, that very fact would be an element which should be considered by the Interstate Commerce Commission in fixing the rates; there is no question about that. The shipper must pay a reasonable charge for the privilege of using the road, and rates possibly might have been raised; but the shippers of this country ought not to be compelled to pay for the operations of the war, for the expenditures of money from which they can obtain no benefit whatever.

*I know the argument was made and the question was asked: "What difference does it make whether we take this money out of the shippers direct or whether we go into the treasury and take out the balance?" It makes all the difference in the world. When we speak of shippers we are reminded frequently that many of the shippers have made large sums of money and that they can well afford to contribute out of their earnings this extra rate; but that loses sight of the actual fact that the shipper does not pay the freight. In all cases, or, indeed, in a majority of cases, it is the producer and the consumer in this country who pay the freight.*

And to the same effect, Senator Cummins said, upon the same occasion:

If we are to use these railway companies as a single system, if we are to use them for the benefit of the people generally, if we are to use them as instrumentalities of commerce, it is a hideous injustice to devolve the burden upon those who may in the meantime pay the freight in the transportation of persons and property in commerce generally.

Can you defend any such course as that? Will any Senator here be heard to say that, if this war requires the railroads to be used in a particular way—in an abnormal, unusual, extraordinary way—in order to carry on the war, the men and women who are dependent upon transportation in carrying forward the ordinary affairs of life shall bear the burden? *You know as well as I that a burden of that kind ought to be borne through general taxation and not through railway rates.*

#### **GOVERNMENT PARTICIPATES IN PREFERENTIAL RATES, THE BURDEN OF WHICH IS CAST UPON AND PAID BY THE SHIPPING AND TRAVELING PUBLIC.**

The Government, through rights accruing from bond and land-grant aid extended in the construction of approximately 15,000 miles of railroad, beginning in or about 1852, has, through the medium of special contracts accepted and is accepting from the bulk of the 250,000 miles of railroad throughout the United States grossly unjust, preferential and discriminatory rates and fares for the movement of government freight, munitions and troops. The net rate which the Government is accepting will probably amount to an average of 50 per cent, or a half-rate of the lowest published railroad schedules.

In consideration of the land-grant or bond aid extended by the Government for the promotion and aid in the construction of certain

railway lines, said grants, or subsidies, provide, substantially, that "said railroads and branches shall be and remain public highways for the use of the Government of the United States, free from toll or other charge upon the transportation of any property or troops of the United States, and provided further, that all property and troops of the United States shall at all times be transported over said railroads and branches at the cost, charge and expense of the company or corporation owning or operating said road and branches respectively, when so required by the Government of the United States."

Apparently, because of these land grants and bond subsidy contracts, and because the lines in question are now parts of large systems, land-grant equalization agreements have, in most cases, been entered into between the Government and the railroads, providing for a net percentage reduction in the rate that shall be paid by the Government for the movement of its freight and troops over the system mileage rather than the enforcement of the free-rate provision over portions of said system mileage.

As the nongovernment-aided lines connect with said land-grant or bond-aided lines, they have, in order to participate in the government traffic, made special agreements to meet the reduced rates of said government-aided lines. The question for consideration, therefore, is how much of a loss has accrued in the revenues under both private and government operation and control during the war years 1917 and 1918 as a result of these preferential rates which have been accorded to the Government; also, how disproportionately has this burden been cast upon the shipping and traveling public, instead of being equally spread over all property for the protection of which the war was fought, and to what extent were the reductions responsible for the Government's 25-per-cent increase in rates and fares to the shipping and traveling public, and for the \$200,000,000 deficit in railway net income which accrued during the year 1918. Morally, this policy by which the government makes itself a preferred patron of the railroads and a participant in the use of preferential rates of pay—in some cases a free rate, in others less than the cost of the service, and in practically all at less than fair compensation—for freight, passenger and parcel post services, is altogether wrong in principle. These unreasonable service and rate concessions taken by the government in lieu of long-time payments from the railroads for charter, land-grant and bond-aid considerations are outrageously discriminatory and cast upon shippers and travelers least able to pay for transportation, higher charges than would otherwise be necessary if the government was required, as it clearly should be, to pay for its transportation in the same proportion that the general public does. If the States, counties, municipalities and the people are required to pay the established tariff charges for their railway service, why should the government be allowed to take unto itself preferential rates amounting in the aggregate to probably not more than an average of one-half of said tariff rates. Is it any wonder that local state rates and fares are high, and does it answer the question as to why rates and fares were increased from twenty-five to fifty per cent in the face of and notwithstanding the enormous increase in the volume of railroad traffic during the years 1917 and 1918?

### **RAILROADS APPEAL TO COURTS TO HAVE EQUIPMENT PAID FOR FROM GENERAL TAXATION**

It is interesting to note that the trunk-line railway stockholders, while taking unto themselves the aforesaid excessive fixed compensation, free from diminishing income, which, under private operation, would have accrued from increased war cost of labor, material and supplies, are now preparing to litigate on the contention that the Government should apply the aforesaid rule of general taxation in relieving their railroads from the extraordinary war costs of renewals and additions to equipment that have been incurred on their behalf by the United States Railroad Administration during the period of government operation. In other words, the contention is made that, if the equipment was rendered necessary by the war, it is the business of the Government to bear the cost thereof, like any other expenditure incurred for war, or at least that the Government should assume that part of the cost which is represented by the war-emergency cost over the prewar or normal cost.

### **OBSOLESCENCE AND WASTEFUL OPERATIONS**

The question of whether or not, and to what extent, there is obsolescence in the railway plant, viewed from the standpoint of the Nation's public highways, and not as independent lines or entities, must be inquired into and the question determined whether or not the present standard of facilities calling for exceedingly high-priced equipment, materials and supplies is, all things considered, a justifiable burden to be assessed exclusively against the shipping and traveling public, and whether or not the plant facilities are not too burdensome and wasteful in operation. In this behalf, many short-line railroads of the country, and in fact a substantial number of trans-state railroads which serve an important element of the country's population and are indispensable to the development of many essential resources, are struggling to make their financial ends meet. Based on present conditions and comparisons, many of these investments represent mistaken faith and standards. Because of the policy which has been inaugurated and is followed by the great trunk-line systems, there have been provided ever-increasing standards of heavy locomotives and cars, with consequent increase in weight of rail, track, bridges and other equipment which supplies the public service. In this connection, the heavy car equipment supplies not only the service upon these great trunk-line systems, but also, by interchange, the public served by the weaker and shorter line railroads as well.

### **SHORT-LINE RAILROAD POLICY DEFECTIVE**

The policy has forced the building and operation of both short and independent weak-line railroads with heavy standard-gage track, bridges and locomotives, in order to provide for the free interchange of said trunk-line railway car equipment, all of which is, in many instances, far in excess of the reasonably economical needs of the territory which they serve. This burden has already broken down some short-line railroads since their release from federal control, July 1, 1918, and ultimately will destroy others, unless some form of relief is afforded by the Government or the trunk-line systems which they feed.

As originators and distributors of traffic, these short lines are an essential consideration in connection with the rendering of a nation-wide transportation service. Lighter and cheaper railroads would have been adequate, but because there was and is free interchange and use of heavy trunk-line equipment available and always the hope of the promoters that a profitable sale can ultimately be made to one of the trunk lines, costly standard-gage lines have been constructed and heavy locomotives purchased, with the result that the cost of upkeep and operation has been and is too burdensome for the average short line to pay a commensurate return upon its investment.

#### **EXCESSIVE INVESTMENTS RESULT IN WASTE OF CAPITAL AND UNWARRANTED LOSS TO STOCKHOLDERS AND PUBLIC**

Under prewar conditions excessive and unnecessary investments have grown up through competitive construction and duplication of large and needless standards of track and equipment, which, when adopted by some of the more important trunk lines, has been followed by practically every other line that could secure the necessary finances or credit, and all too often without regard to any consideration other than the first cost of the line, or the additions or betterments, and without proper allowance for the heavy cost of operating cumbersome and wasteful plants largely in excess of the reasonable needs of the territory served. Because of these conditions, state legislatures, courts and commissions have been compelled to authorize all that the traffic will bear in rates; but, notwithstanding this action, some of these lines could not earn a return on their misdesigned and overcostly properties, even if the rates were double what they are. While the 25-per-cent increase in rates, prescribed by the Railroad Administration June 25, 1918, was made applicable to the "short-line" railroads as well as the trunk-line railroads, many of these "feeder lines" found it impossible to apply the full amount of increase, because to do so would result either in preventing the movement of traffic entirely, or in turning it away into other channels of transportation. Thus far, other than a grant of charter power to a corporation to construct and operate a public highway for the State, in lieu of exercising this function on its own behalf, there has been no state or national regulation of the character and extent of the road and facilities furnished. And, therefore, there has been, and is no restriction in the adoption of necessary, economical and profitable standards of line and equipment for the protection of the stockholders and the public. The policy has been to build the railway plants of the country substantially in advance of the reasonable needs of traffic, and this has resulted in making a profitable market for the products of the steel and iron companies, the car- and locomotive-building companies, and for other materials and supplies entering into the construction and operation of railways. This policy is defended upon the ground that, whenever the railroads are able to purchase equipment and make additions and betterments, it brings with it nation-wide prosperity; but, during such periods, with capital comparatively easy to obtain, there has been afforded opportunity for waste and extravagance, and, as there has been practically no control or regulation over such expenditures, adequate protection has not been

afforded to stockholders and the public against the construction and duplication of extravagant and unprofitable railway facilities. In a number of States steps have been taken to prevent the duplication of public utilities in territory already served by an established utility, but effective supervision covering the adoption of necessary economical standards and the expenditure of the money has not been provided for.

Much is said about the regulation of the issuance and sale of securities that has been tried in many States and which is now proposed for national adoption for the purpose of preventing excessive capitalization; but, in our view, this character of regulation does not reach the evils herein referred to. Capitalization is not used as the basis upon which the reasonableness of rates is measured, and neither can it be used as the fair value for the sale or the taxation of the property. It is, therefore, largely a matter of indifference whether the capitalization exceeds the physical valuation of the property or not; from which it follows that, if the credit of the corporation in question is sufficiently good to enable it to float bonds 50 or 100 per cent in excess of the physical value of the property, we fail to see why the transaction should not be authorized, provided the money is wisely and beneficially expended. It is upon the latter point that initial action and effective supervision is vitally necessary in the interest of the stockholders and the public. In the absence of such protection in the past, there have been unwise and extravagant expenditures of capital, and the inevitable result in all too many such extravagant investments has been to reduce them in earning power and sale value to the basis which the property will salvage for; and, intrinsically, this is all that the state and federal courts, which are justly scrupulous in their protection of property rights, can find them to be worth.

While the State and National Governments are censurable for their failure to exercise reasonable authority over the character and extent of the expenditures made in their public-service facilities, unfortunately the stockholders who are willing to take a chance are responsible, for and must suffer, these losses. Failure to regulate in this respect also causes a serious incidental loss to fall back upon the public in the form of restricted service and higher rates than would otherwise be necessary. Further, it results in the wasting of capital that could be beneficially and productively employed in developing our agricultural and other natural resources.

#### **EXCESS IN CAPACITY OF RAILWAYS ENORMOUS**

Based upon the testimony given by railway executives and managers during the past year before the Senate and House Committees on Interstate Commerce, measured by the traffic handled in 1917, as compared with 1915, there was available, prior to the entry of this country into the war, an excess in railway facilities over and above the ordinary peace needs of the shipping and traveling public, ranging from 50 to 100 per cent. Treated from the standpoint of adequate preparedness for war, it may be stated that this policy of building the Nation's railway systems far in advance of the immediate needs of commerce was far-sighted and, therefore, that our railway executives are entitled to commendation because, due to their foresight, we were adequately pre-

pared and had available for war-emergency purposes the essential facilities without which the troops, armaments, munitions and supplies for the Army and Navy could not have been so expeditiously furnished. And, while this may be conceded, and also that the Government is equally as interested in the maintenance of an adequate excess over peace needs in the railway facilities of the country for essential war preparedness, as it is in the building up and the maintenance of an adequate army and navy for the protection of our country against possible enemy aggression, it cannot be overemphasized, for the reasons heretofore given, that the cost to the shipping and traveling public is becoming entirely too burdensome.

#### **FREIGHT EQUIPMENT EXCESSIVE IN CAPACITY**

Supplementing what is said above, it is interesting to note that the freight-carrying equipment of the Nation has largely outgrown reasonable proportions; that it is cumbersome and expensive in investment, operation and maintenance, and that it does not show the operating and service efficiency that might reasonably be expected. The average dead weight of cars and engines in train lots for 1915 was approximately 24 tons per car and their average carrying capacity was 40 tons each; but the average load of freight carried was only 13.8 tons per car, or a load factor efficiency of  $34\frac{1}{2}$  per cent, from which it follows, of course, that there was a nonproductive dead weight of  $65\frac{1}{2}$  per cent in equipment transported throughout the country during said period.

Aside from this waste in investment, operation and maintenance, these excess-capacity facilities are largely responsible for an exceedingly slow freight movement to the disadvantage of the shipping public. Daniel Willard, president of the Baltimore and Ohio Railroad, while at the head of the National Council of Defense, during 1917, stated in this behalf that freight cars were in the hands of shippers 37 per cent of the time, but that of the balance, or 63 per cent, of the time that the cars were in the possession of the carriers, they were moving but 11 per cent of the time. Further, in this behalf, the Railway Board, during 1917, showed that the average engine movement on the railways of the United States was only 68 miles per day, and that the car movement was only 28 miles per day, or hardly the equivalent of everyday automobile truck and touring-car mileage.

Thus far, there has been no effort on the part of Congress or the Federal Commission to prescribe freight-movement speed regulations or to regulate standards of track and equipment and the extent of investment made therein. The matter has been entirely one of railway policy and management. It cannot be said therefore, that state or national railroad regulation is responsible for this condition of affairs. On the contrary, it is because of the absence of such regulation which manifestly is necessary for the future.

#### **"DRAG-TONNAGE" TRAIN-LOADING COSTLY AND CAUSE OF UNREASONABLY SLOW SERVICE**

Seemingly, everything has been subverted to the question of increased train-loading, on the theory that it would result in greatly improved operating economy. It is doubtful, however, whether this result has

been satisfactorily accomplished when proper consideration is given to the largely increased investment made necessary in track and equipment, the heavy cost of maintenance of engines and cars occasioned by "drag-tonnage" trains, and the wasteful cost of handling the aforesaid enormous dead weight in equipment which manifestly is unreasonably excessive in capacity.

Holding at terminals to complete heavy train-loading is responsible for an unreasonably slow service to the public on the average railroad, and also for much of the car shortage which exists periodically almost every year. It has also limited the monthly mileage of trainmen and enginemen, upon which the adequacy of their compensation largely depends, and has forced them to make frequent demands for an increase in the mileage units of pay in order to secure a fair monthly compensation. Instead of sacrificing everything to tonnage train-loading, by the elimination of the aforesaid waste in facilities and the more frequent operation of train units, the trainmen's and enginemen's monthly mileage would be substantially increased without undue hardship and without the necessity for such a high rate in the unit or mileage-pay factor. From this, it follows that it would not have been difficult to adjust the wage questions satisfactorily without the intervention of legislation and without the aforesaid waste which has been caused in operations during recent years. By the same means, the public would have received an expedited freight movement, to which it is fairly entitled, and which it will ultimately demand and enforce by requiring a train movement averaging from fifteen to twenty miles per hour between terminals, instead of the present speed of approximately ten miles per hour.

#### **TRUNK-LINE PASSENGER-TRAIN SERVICE EXTRAVAGANT AND PLACES TOO HEAVY A BURDEN ON LOCAL TRAFFIC**

Exception must also be taken to the use of palatial and exceedingly costly and wasteful passenger-train equipment which has sprung from the policy of the trunk-line railways vying with each other in the use of their passenger departments largely as advertising mediums and business promoters, as well as for the purpose of rendering an adequate public service. From this, it results that the carriers have maintained a policy of building this branch of the service far in advance of the public needs, in their competitive effort to make their passenger service higher grade and more inviting than that of their rivals, in order to encourage travel on their lines and thus, by furnishing a superior and more luxurious service, secure freight business. This has resulted in the wasteful duplication of passenger-train service between important centers of travel and is responsible for an altogether too costly local passenger-train service being furnished on account of said trains being made up of heavy standard and tourist sleeping cars, buffet cars, observation cars and dining cars; also the operation of trains de luxe used exclusively for through traffic, and special train service accommodating heavy colonization and excursion business, practically all of which is chargeable to interstate traffic and with which local traffic is only incidentally concerned.

Yet, the Interstate Commerce Commission, by its decision based on book value or the accumulative cost, in the Illinois passenger-fare case,

has undertaken to set aside the legislative-made 2-cent fare and establish a fare of 2.4 cents per mile in disregard of the fair present value contended for by the associated state railroad commissions in the Western Advance-Rate Cases, and without regard to that portion of the property value which is useful and beneficially employed in rendering the state service; and, therefore, it has held that the people who are traveling locally between points within Illinois must bear their proportionate share of all these costly and wasteful passenger-train facilities without regard to the fact that the incidental benefit to them is small and that they are in no way responsible for the heavy train and locomotive equipment which is made necessary in order to maintain the aforesaid through competitive service. In this connection, a reasonably adequate, comfortable and expeditious local-passenger service was, under normal conditions, furnished throughout the populous sections of the country by interurban electric railway lines ranging from  $1\frac{1}{2}$  cents to 2 cents per mile.

Further, as illustrative of the waste, the cost of which is placed on the local state traffic, the Kansas Railroad Commission has shown before the courts in the 2-cent passenger-fare case, which is now being tried to ascertain whether the 2.6-cent fare prescribed by the Interstate Commerce Commission shall prevail, that the average car foot-space devoted to the service of the local passenger is  $2\frac{1}{2}$  feet, whereas the through Pullman passenger is accorded  $10\frac{1}{2}$  feet.

The average railroad passenger train today is made up of six cars and locomotive, comprising mail, baggage and express cars, coaches, and dining, sleeping and observation cars. If all-steel cars are used, which the railroads have been and are adopting as fast as possible, the dead-weight tonnage of such a train will average approximately 550 tons. The average train capacity is not less than 150 passengers, whereas the average load is 54 passengers, or 36 per cent of capacity. Therefore this is an average of ten tons of equipment used in transporting each passenger. Comparatively speaking, it is interesting to note that automobile and autostage lines are furnishing an attractive and economical local-passenger service by the use of facilities which average from one-quarter to one-half a ton per passenger, and this is to be compared with the aforesaid ten tons of equipment used by the railways. Manifestly, the railway passenger facilities are grossly wasteful and place entirely too heavy a burden in fares upon the public for the support of excessive investment and carrying and maintenance costs; also, for the aforesaid reasons, the charges imposed upon the public for freight service are excessive and wasteful.

#### HENRY FORD SAYS RAILWAYS WASTEFUL

In confirmation of the foregoing, Henry Ford, speaking in Engineering and Contracting (Chicago, August 21, 1918), thinks that passenger coaches and freight cars are behind the times, and points out that the designers of railway rolling stock have failed to utilize modern knowledge of light alloys and structural principles. He says:

Four-fifths of the railroad's work is the hauling of the dead weight of its own wastefully heavy engines and cars. This is why railroad presidents have such a hard time to figure out freight and passenger rates on the 20 per cent of live load to cover the cost of hauling this enormous 80 per cent of dead weight around.

**EXCESSIVE INVESTMENTS, ACCUMULATIVE COST, AND OBSOLESCENCE CAST UPON THE STATES UNDER FEDERAL REGULATION**

As before stated, no regulation of the character or the extent of the expenditures for additions and betterments in freight and passenger service has been undertaken by the Government in order to protect the public and the stockholders against waste and exploitation. Unless it is taken in hand, the carriers are free to go on increasing the capacity of their equipment and, likewise, the strengthening of their tracks, because the increasing weight of equipment forces the latter, and thus building into the future an increasing investment sufficient to not only offset the normal increase which annually takes place in traffic, but ultimately to justify, under the policy of governmental regulation thus far prescribed by Congress, continuing increases in freight rates and passenger fares.

Covering 250,000 miles, the accumulative book cost of our railways now totals approximately \$18,000,000,000, or an average of \$72,000 per mile.

If all of the 250,000 miles of railway within the United States, large and small, including main and branch lines, both productive and non-productive, should, upon final appraisalment by the Federal Valuation Board, reach an average valuation of \$50,000 per mile, which, all things considered, seems high for rate-fixing purposes, the fair present value of the railways would be twelve and one-half billion dollars, compared with which the book cost value is approximately eighteen billion dollars. If, upon said fair present value, the carriers should, for the future, under normal conditions and reasonable rates, earn nine hundred and fifty millions net per annum, after deducting operating expenses and taxes, it might be said to be the equivalent of sixteen billion dollars on a 6-per-cent basis, and this amount would be the condemnation, or sale, value, but it could not be said to afford a correct basis upon which further and continuing increases in rates to the public could be established.

The fallacy of using book cost is quickly demonstrated by the carriers themselves when their property is under consideration for taxation. Showing is then vigorously and properly made that said accumulative cost must not be used, because it does not take account of obsolete, discarded and depreciated property, and that it does not fairly measure the real value of the property then in existence and beneficially used in the public service.

State authorities have, we believe, without exception, accepted this view as sound, and a number of States, notably Wisconsin, Michigan, and New Jersey, have made inventory valuations of their railway property for the purpose of accurately establishing the full cash value for taxation. In finding the "cash value" for taxation and sale (the rule being the same in both cases), there is included the intangible value, when it exists, made up from the earnings on the rates fixed on the "fair present value" of the property, and this frequently produces a full cash value in excess of the accumulative cost value. (See the Monongahela case, 148 U. S. 312, and the Backus case, 154 U. S. 439.) Therefore, the sale or taxation cash value cannot ordinarily be taken for rate-fixing purposes, because to do so would justify continuing increases in the rates if the business remains normal or is upward in tendency. There is much confusion in the public mind regarding these

distinctions in value, many people believing that the "cash value" evidenced by stocks and bonds, in some cases, and by the earnings, in others, should be the basis upon which to fix rates for the shippers and consumers, but, as before stated, this would justify a continuing increase in rates without in any way increasing the service to the shipper or the cost thereof to the carrier. (See New Jersey Gas case, 87 Atl. 651.)

Without desire to indulge in criticism, but because of the importance of protecting and preserving the fundamental principles of regulation which have been adopted by the States and approved by the courts, exception must be taken to the use of total accumulative cost as a basis upon which to increase rates and predicate a fair return. This is a most serious departure from time-honored practices in the field of regulation. In fact, it is the very annihilation of the principle that "an adequate return shall be predicated only upon the fair present value of the property at the time of the inquiry." Until adopted in the 1915 Western Advance Rate Case, 35 I. C. C. 497, and related cases, no court, commission or other regulative tribunal in this country has ever subverted such an important principle as this in its determination of what is just and reasonable to the public. In taking this action, the Commission recognized its departure from well-established and sound practice as follows:

The liability of error in accepting book cost of the property as the basis for the computation of return on investment is fully recognized.

We consider this action exceedingly harmful, for the reason that it will be invoked against public regulating bodies and courts by the public-service corporations throughout the country, and, while the United States Supreme Court is thus far firmly committed against any such propaganda, it may, because the findings of the Interstate Commerce Commission on questions of fact are rarely overturned by the courts, and usually accepted as final, result in placing upon the public an absolutely unjustifiable burden.

As illustrative of the vice of accumulative book cost, compared with fair present value for rate-fixing purposes, it may be said that, in the Western Advance Rate Cases, 35 I. C. C. 530, before the Interstate Commerce Commission in 1915, there was introduced on behalf of the western state railroad commissions, including the Nevada Commission, testimony showing that the appraised present value of twenty-five railroads serving Michigan, Minnesota, Wisconsin, South Dakota, and Nebraska, comprising 29,000 miles of line, was \$937,000,000, or an average of \$32,330 per mile, compared with which the stock and bond par value (not the market value) was \$1,459,000,000, and that the accumulative book cost was \$1,489,000,000, or an average of \$51,340 per mile.

As further illustrative of said excess cost over fair present value, the Interstate Commerce Commission has recently completed its reproduction valuation of the property of the Tonopah and Goldfield Railroad, covering 113 miles of line in Nevada. As indicative of the wide variation between the company's book cost and the inventory found by the federal valuation engineers, let it be said that the accumulative cost of road and equipment reported by the railroad company is \$3,700,000, or an average of \$32,680 per mile, compared with which the Commission's reproduction new value is \$2,180,000, or an average of \$19,225 per mile.

Further illustrating the vice of basing conclusions on book cost where the reasonableness of various state 2-cent fare laws has been brought into issue and effort made to destroy them by this character of federal regulation, it is highly instructive to review the case of the Kansas City Southern Railway. This line traverses the country between Kansas City, Mo., and Galveston, Tex., a distance of 823 miles. The total book cost of the railroad, including stock and bond allotments issued to contractors as payment for construction, amounts to \$104,000,000, or an average of \$127,000 per mile. Following reorganization, between 1912 and 1916, the capitalization was fixed at \$100,000,000, whereas the market value ranged around \$57,000,000, or an average of \$70,000 per mile. Upon completion of the federal appraisal, the Interstate Commerce Commission found that the "fair original cost" was \$47,000,000, or an average of \$57,000 per mile of road; that the reproduction (new) value of the road was \$48,000,000, or an average of \$58,000 per mile; and that the reproduction new value, less depreciation, or present condition value, was \$40,000,000, or an average of \$49,000 per mile of road. The net earnings of this road for the year 1914 when applied to these respective valuations tell a remarkable story; in fact, tell the whole story without further comment and emphasize the importance of each State retaining and enforcing its reserved powers for the protection of the people.

The net earnings in 1914 were \$3,490,000, from which it follows that it was a return of 3.33 per cent on the book value; 6.2 per cent on the market value of the capital securities; 7.38 per cent on the appraised original cost; and 8.57 per cent on the reproduction new value, less depreciation.

Experience, under the past and present form of national regulation by the Interstate Commerce Commission and the Railroad Administration, shows that effort has been and is being made to keep the burden of these excessive investments in unnecessary and wasteful facilities upon the various States. This the Interstate Commission has demonstrated by authorizing the railroads to set aside state legislative- and commission-made rates and fares under the plea of removing discrimination (not the long-and-short-haul brand) covering local traffic between two particular States, and to fix higher charges on the basis of the accumulative book costs of their properties—without regard to obsolescence or to what extent the transportation facilities furnished for state service are necessary or excessive.

Such authorization has been granted the railroads by the Commission in the Shreveport-Texas, Illinois and related cases without regard to the reasonable rates fixed for local traffic by the State Legislatures and Commissions and approved by the courts, and wholly without regard to many important adjudicated principles of regulation. The Railroad Administration has also given its approval to this wholesale method of requiring the States to pay upon what is furnished and not upon what is beneficially used, by horizontally increasing all freight rates 25 per cent and passenger fares upward to 86.4 per cent without the consent of the various States; without opportunity for the public to be heard; and without regard to the reasonableness of the rates, and upon the single consideration only that the Government wished to make the railroads self-supporting and to pay the owners for the use of their prop-

erty an annual compensation approximating nine hundred and fifty million dollars, based on the average net earnings made under private operation for the three-year period ending June 30, 1917.

#### SENATOR CUMMINS SAYS COMPENSATION IS EXCESSIVE

For the reasons heretofore shown, this compensation is excessive and entirely too heavy a burden to be cast upon the producers and consumers during peace time or normal conditions. In the judgment of Senator Cummins, it is excessive to the extent of two hundred million dollars annually. In discussing the matter on the floor of the Senate, March 13, 1918, when the conference report of the Railway Control Bill was upon final passage, he said:

Under the circumstances, I cannot bring myself to vote for a bill which is intended simply to provide compensation, or largely so; which tenders to some of the railroad companies a reward for the use of their property, which shocks my moral sense and which, in my judgment, will shock the moral sense and arouse the indignation of all the people of the United States, when they become familiar with the facts which underlie the problem which we are engaged in solving. \* \* \* This is my first objection to the conference report and to the bill. I do not look with as much complacency as some people seem to do upon the proposal to pay what I regard as a compensation which, in the aggregate, if the war lasts five years, including the period of the war, will amount to a billion dollars more than would be awarded in any court; a billion dollars more than can be defended by any course of reasoning or any facts which the history of transportation in this country has developed.

#### STATES MUST PROTECT THEIR RESERVED POWERS OR CORPORATIONS WILL DESTROY THEM

It therefore follows that these war-transportation burdens, amounting to approximately one billion dollars annually, which have been placed upon the shipping and traveling public by increases in rates and fares ranging from 25 per cent to 50 per cent are peculiarly war-emergency costs which should have been taken care of by general taxation of all property, instead of placing it against a particular class, *i. e.*, the shippers and travelers.

Aside from the war power, there is no constitutional means by which the States can be obligated to pay rates upon more than that portion of the property which is necessarily and beneficially useful in taking care of their requirements—excessive expenditures for competitive duplication of lines and wasteful facilities to the contrary notwithstanding. Unless the States and the people take back their power—if, in fact, it has ever been delegated to the extent of permitting a branch of the Federal Government to grant the railroads authority to set at naught state-made rates and adjudicated regulations by the United States Supreme Court—the States will soon be destroyed. The importance of preserving this power cannot be overestimated. In no other way may the people of the various States, and especially those of the Western and Southern States, be assured that they will not be unreasonably burdened with excessive freight and passenger charges. Effective regulation and the principles which govern it have, until the intervention of said federal Shreveport doctrine, adequately protected the people of the various Commonwealths against unjust and oppressive exactions by the corporations which they have chartered and created

to perform their public service; but this vitally essential protection is being set aside by federal regulation.

In this behalf, the important principles of regulation which have been built by the various States, which have been approved by the United States Supreme Court, and which are being ignored by the aforesaid wholesale methods of federal regulation, are made clear by the following excerpts from decisions of the United States Supreme Court:

#### EXCESSIVE INVESTMENTS NOT ALLOWED

A fair return to which the owner of utility property is entitled cannot always be based upon the total amount invested, because some portion of that which is required by the investment may be neither necessary nor presently useful for the public service. But the fair return is to be based upon the fair present value of that which is used for public benefit, having due regard always to the reasonable value. (*Spring Valley Water Case*, 192 Fed. 137; *San Diego Land and T. Co. v. National City*, 174 U. S. 735.)

Original cost is not a fair criterion of fair present value, because the plant may have cost too much, or it may be of unnecessary dimensions. (*Wilcox v. Con. Gas Co.*, 212 U. S. 19.)

The cost of reproduction is not a fair measure of the value unless a proper allowance is made for depreciation, because all constructive portions of the plant are subject to deterioration and to be worn out or consumed by use. (*Knoxville v. Knoxville Water Co.*, 212 U. S. 1.)

The aggregate value of bonds and issued capital stock of the company at the present market price is not a reliable index of the value of the plant, because such prices often rise and fall from the operation of causes which have little or nothing to do with the intrinsic value of the property; and the bonded or other indebtedness of the company may exceed the actual value of the property. \* \* \* The value to be ascertained is the value at the time of the inquiry. Only that property is to be considered which was then used in supplying the public service. \* \* \* And this is to be determined by considering the depreciation suffered by that portion of the plant which is worn by use or action of the elements, or shorn of its value by newer, cheaper, and more efficient appliances and machinery. (*Spring Valley Water Case*, 192 Fed. 137.)

If a plant is built for a larger area than it finds itself able to supply, or apart from that, if it does not have the customers contemplated, neither justice nor the Constitution requires that, say, two-thirds of the contemplated number shall pay a full return. (*San Diego Land and T. Co. v. Jasper*, 189 U. S. 439.)

Suppose that a 500-hp. engine was used for pumping when a 100-hp. engine would do as well. As property to be fairly valued, the larger engine might be more valuable than the smaller one, but it could not be said that it would be reasonable to compel the public to pay rates based upon the value of the unnecessarily expensive engine. (*Water District v. Water Co.*, 99 Me. 371.)

If a railroad is built into a new and sparsely settled territory with a view of serving a larger future population and developing business, the Constitution does not require the few people and the small business of the present time to pay rates which would yield an income equal to the full return to be gathered when the country is populated and business developed to the full capacity of the road. (*S. P. Company v. Bartine* [Nevada], 170 Fed. 725.)

The realization of the benefits of property must always depend in a large degree on the ability and sagacity of those who employ it; but the appraisalment is of an instrument of public service, as property, not the skill of the users. And when particular physical items are estimated as worth so much new, if in fact they be depreciated, this amount should be found and allowed for. If this is not done, the physical valuation is manifestly incomplete. (*Minnesota Rate Case*, 230 U. S. 353.)

#### EXCESSIVE OPERATING EXPENSES NOT ALLOWED

Of what do these operating expenses consist? Surely before the courts are called upon to adjudge an Act of the Legislature fixing the maximum passenger rates for railroad companies to be unconstitutional, on the ground that its

enforcement would prevent the stockholders from receiving any dividends on their investment, or the bondholders any interest on their loans, they should be fully advised as to what is done with the receipts and earnings of the company. \* \* \* While the protection of vested rights of property is a supreme duty of the courts, it has not come to this, that the legislative power rests subservient to the discretion of any railroad corporation which may, by unreasonable expenditures, or in some other improper way, transfer its earnings into what it is pleased to call operating expenses. Must it be declared, as a matter of law, that the reduction of rates necessarily diminishes income? May it not be possible—indeed, does not all experience suggest the probability—that a reduction of rates will increase the amount of business, and therefore the earnings? At any rate must the court assume that it has no such effect; and, ignoring all other considerations, hold, as a matter of law, that a reduction of rates necessarily diminishes earnings. (*Railway Company v. Wellman*, 143 U. S. 345; *Woodside v. Nevada Railroad Commission*, 184 Fed. 358.)

#### CHARTER POWER OF STATES MUST NOT BE SURRENDERED

The invaluable power to require its railways to perform an adequate service and to prevent the curtailment or withdrawal of essential service and facilities is an inherent power of the States which arises because of the contractual obligation of the charter or franchise which the State Legislature grants. This is an enforceable contract. This power should not be forfeited under the plea of substituting national incorporation or charters to the exclusion of the exercise of such power by the various States. To do so will not only result in sacrificing the States' essential power over rates and service, but also that of taxation and the exercise of the States' right of eminent domain in so far as public-service property is concerned.

Under the administration of such vast power by the National Government, there is no assurance that any particular State would be able to secure a federal charter for the construction and operation of a proposed railway, no matter how imperative the need might be therefor in the interest of internal state improvements.

Further, there is no definite assurance that the administration of matters relating to local service, rates and taxation would be as satisfactory as it is at present, and, therefore, in this connection, and in view of the aforesaid fundamental principles which the States have, after years of experience and trial made into statutory and adjudicated law for their protection, there is no good reason why the various States should turn over to some federal tribunal or tribunals for experimentation those powers which are being satisfactorily administered by local officers within the various States.

The importance of the States' sovereign power over charters is made clear by the following excerpts from decisions of the United States Supreme Court:

#### ADJUDICATED POWER OF THE STATES COVERING CHARTER PROVISIONS

Property becomes clothed with a public interest when used in a manner to make it of public consequence, and affect the community at large. When, therefore, one devotes his property to a use in which the public has an interest, he, in effect, grants to the public an interest in that use, and must submit to be controlled by the public for the common good, to the extent of the interest he has thus created. He may withdraw his grant by discontinuing the use; but, so long as he maintains the use, he must submit to the control.

The railroad companies are carriers for hire. They are incorporated as such and given extraordinary powers, in order that they may serve the public in that capacity. They are, therefore, engaged in a public employment affect-

ing the public interest, and, under decision of *Munn v. Illinois*, 94 U. S. 113, are subject to legislative control. They must carry when called upon to do so, and can charge only a reasonable sum for carriage. (*C. B. & Q. R. R. v. Iowa*, 94 U. S. 161.)

At common law corporations formed merely for the pecuniary benefit of their shareholders could, by vote of the majority thereof, part with their property, and wind up their business, but corporations to which privileges are granted in order to enable them to accommodate the public and in the proper discharge of this duty the public are interested, do not come within the rule. \* \* \* The corporation cannot absolve itself by contract from the performance of public duties which it has undertaken and thereby make public accommodation and convenience subservient to its private interests. (*Baltimore Gas Case*, 130 U. S. 410.)

A corporation like a railroad has granted to it by charter and franchise intended in large measure to be exercised for the public good, the due performance of these functions, being the consideration for the public grant. Any contract which disables a corporation from performing these functions, which undertakes without the consent of the State to transfer the rights and powers conferred by the charter or to relieve the grantees of the burden which it employs, is a violation of the contract with the State and is void as against public policy. (*Thomas v. Railroad Co.*, 101 U. S. 71.)

Railway companies accept their charters subject to the condition that they will conform to such reasonable regulations as the State may, from time to time, establish that are not in violation of the supreme law of the land. Any other view of the relations between the State and the corporation created by it would mean that the directors of the corporation could manage its affairs solely with reference to the interest of the stockholders and without taking into consideration the interests of the general public. (*L. S. & M. S. R. R. v. Ohio*, 173 U. S. 285.)

#### PRINCIPLES EXEMPLIFIED BY THE WEST VIRGINIA AND RELATED CASES

In the case of *Chesapeake and Ohio Railroad v. P. S. Commission of West Virginia*, 242 U. S. 603, the Commission had ordered the railway to perform double daily passenger service at a loss over a four-mile branch line which theretofore had been used exclusively for freight service between the main line and certain coal mines at the end of the branch line. In answering, one of the railroad's defenses, among others, was that its charter referred to the operation of railroads and not branch lines. In upholding the action of the State Commission, the United States Supreme Court said:

True, the section containing this declaration speaks of railroads without particularly mentioning branch lines, but that it embraces the latter is shown by the State Court's opinion, which says that this branch line when constructed became an integral part of the extensive Chesapeake and Ohio system, and must be treated and controlled as such and not merely as a segregated part of it. Thus, in legal contemplation, the branch line was devoted to the transportation of passengers as well as freight; even though actually used only for the latter, an obligation to use it for both was imposed by law, and so could not be thrown off or extinguished by any act or omission of the railway company. It follows that the order, instead of enlarging the public purposes to which the line was devoted, does no more than to prevent a part of that purpose from being neglected.

One of the duties of a railroad company doing business as a common carrier is that of providing reasonable and adequate facilities for serving the public. This duty arises out of the acceptance and enjoyment of the powers and privileges granted by the State, and endures so long as they are retained. It represents a part of what the company undertakes to do in return for them, and its performance cannot be avoided simply because it will be attended by some pecuniary loss.

Although such loss is, of course, a circumstance to be considered in passing upon the reasonableness of the order, it is not the only one. The nature and

extent of the carrier's business, its productiveness, the character of service required, the public need for it, and its effect upon the service already being rendered, are also to be considered.

And, to the same effect, see: *Missouri Pacific R. R. Co. v. Kansas*, 216 U. S. 262; *Atlantic Coast Line R. R. Co. v. N. C. Corporation Commission*, 206 U. S. 1; *Oregon Railroad and Navigation Co. v. Fairchild*, 224 U. S. ....; *Chicago, Burlington & Quincy R. R. Co. v. Railroad Commission*, 237 U. S. 220.

In affirming the order in the North Carolina case (206 U. S. 1) requiring the performance of extra train service, Chief Justice White refers with approval to the case of *Wisconsin Ry. v. Jacobsen*, 179 U. S. 287, wherein the United States Supreme Court sustained the order of the Minnesota Railroad Commission, the effect of which required the railroad company to exercise the power of eminent domain and purchase the necessary land to make track connections with another line of railroad for the purpose of affording to the public necessary facilities for the interchange of traffic.

#### THE INHERENT RIGHTS OF STATE GOVERNMENT AS UNDERSTOOD AND BENEFICIALLY EXERCISED BY THE PEOPLE

It is of the highest importance that power for the reasonable exercise of judgment be retained within the various Commonwealths in order to adequately and satisfactorily meet the local interests within each. It does not follow, therefore, that the local rates must of necessity be uniform or the same for traffic in one or more States and without regard to the imaginary lines separating them. This is true because our natural resources vary so greatly in the different geographical subdivisions or States that railway traffic managers or regulating tribunals do not find it necessary or justifiable to establish the same local rate for several different States. On the contrary, they fix the local rates on the basis of the peculiar circumstances and conditions found within the confines of the various States, and, when the reasonableness and the compensatory character of such rates are measured by the commissions and courts, they are based largely upon the conditions existing within the particular State, the value of the property necessarily and beneficially used by the people within the regulating State, the operating conditions of the road therein, the energy, the creative and the productive ability of the people, the necessities incident to industrial and state development, and the density of traffic and other conditions within the State affecting intrastate earnings and operating expenses. For the regulation of local traffic, we find it difficult to propose a better plan to be followed for the future, whether the regulation is by the State or the Federal Government, or by both the Federal and State Governments proceeding jointly.

As to the regulation of interstate traffic, however, provision may fairly and beneficially be made for zone or blanket rates covering large areas or territories in order to widen the purchasing and selling markets as much as possible. The rates fixed by the State for its domestic business are usually, for the reasons above given, either equal to or higher than interstate rates—in most cases much higher proportionately than the interstate rates—and, therefore, the interstate rates need not interfere with or affect said state rates. Nor, on the other hand, need said state rates unreasonably affect interstate rates. There can,

with proper facility, be two schedules of rates maintained—one covering the movement of state traffic and another covering the movement of interstate traffic—and this in fact is the manner in which the railroads have and do now maintain their rate schedules covering these two classes of commerce.

In this connection, the United States Supreme Court has said over and over again that state regulation of intrastate rates is not an interference with the regulation of interstate rates; that, ordinarily, the two are separable from a rate-making standpoint, and that it is only where the regulations by the State of its domestic rates so directly affect interstate rates as to amount to an unreasonable burden on interstate commerce that there is any ground whatever which authorizes Congress or its subordinate tribunals to interfere, and in such event, the burden must be clearly undue; in other words, something more than the incidental effect which arises in the proper discharge of the State's power to control and regulate its own internal commerce.

#### **TRANSPORTATION IMPORTANT FUNCTION OF GOVERNMENT**

Transportation is an exceedingly important function of government—state government as well as national—and the people when informed will not lightly relinquish this sovereign right, but it should be borne in mind that attacks on State Railroad Commissions are a means to this end, because, under the guise of eliminating the State Commissions and unifying regulation, *there is involved the sacrifice of the right of the various State Legislatures and courts to take any action regarding state commerce.* We think that it must be admitted that the tendency for many years past and at the present time is strongly toward centralization in all lines of industry and that population and manufacturing of practically all kinds are being centralized at comparatively few railroad rate-favored centers on the seaboard, the Great Lakes, and the large rivers, to the exclusion of and at the expense of the country at large. And this has been and will continue exceedingly detrimental to community development and a more general distribution of population, wealth and happiness until definite action is taken by the people to protect themselves against this policy of railway and industrial development through the medium of preferential and discriminatory railroad rates, and unreasonable encroachment on the reserved rights of the States.

#### **CORPORATIONS WILL BECOME GREATER THAN THE STATES WHICH EMPOWERED AND CREATED THEM**

If the power is to be lodged in the hands of the Interstate Commerce Commission, it must be conceded by all that the Act to regulate commerce has been and is wholly insufficient for the proper and effective regulation of interstate commerce. In fact, it gives no such power for effective regulation as is granted by the various state railway commission acts. According to the reports of the Interstate Commerce Commission, it has power only to fix a maximum rate on the question of the reasonableness of rates, and to make an alternative order in cases of discrimination requiring its removal. Under such orders the railroads may, and have in the past within the limitations prescribed fixed their rates in any manner they saw fit. During the past few years railroads have, under such orders, subordinated and set at naught the

rates prescribed by various State Legislatures and commissions and, in fact, the findings of the State Courts where the reasonableness of state-made rates had been passed upon and approved.

Let us keep in mind that it is only a short step to the assumption of jurisdiction over all other forms of commerce by the National Government and that, if permitted to go on without informing our people and appealing to Congress, the importance of the average state government in time to come will be small indeed compared with the great railway and industrial corporations which they formerly created and empowered.

#### PLAN OF ORGANIZATION AND ADEQUACY OF RATES

Judging by the representation made before the Newlands Committee, and now being made before Congressional Committees on Interstate Commerce, we have the proposal that all power be centralized in the hands of the Interstate Commerce Commission with various regional commissions, or, preferably, in the hands of a member of the President's Cabinet as the executive head, assisted by regional directors, much the same as we have at present. In both of these plans, the jurisdiction of the various States is left out of consideration entirely. In fact, it is proposed to usurp the sovereign power of the States and deny the right of State Legislatures, Commissions and Courts to have any effective jurisdiction over the regulation of their own domestic commerce.

The railroads complain that the present federal rule of rate-making implies that a rate must not only be reasonable but adequate, and they urgently contend "that Congress should establish a statutory rule of rate-making to provide that rates shall not only be reasonable but adequate—adequate to insure proper service, a reasonable return on the investment, and to attract new capital." But this leaves out of consideration entirely the question of excessive and wasteful investments and assumes that all railroads are entitled to a return. Further, it leaves out of view the cooperation of the States and the people, without which the remedies applied will not be as effective as they should be for the want of thorough-going local interest and responsibility therein. The sovereign power of the various States must, therefore, be retained to the end that the people may have an effective voice in these matters, through the medium of their local tribunals and their chosen state representatives. In no other way can the interest and responsibility of the people of the various States be retained in the successful maintenance and operation of these public highways. Otherwise the thought and attention of the people will turn to the promotion and the upbuilding of other forms of transportation, the changes in the art of which are so rapidly approaching. For these reasons, let it be emphasized, that the highly attractive appeal which could formerly be made to the popular imagination of the public in behalf of railway promotion, is not now possible, because other forms of rapid transportation can be and are being economically substituted to supply the local public service, and incidentally, they are now receiving the popular attention of the public.

It therefore follows that the railway systems of the country must, for the future, submit to a more careful public appraisal than any which they have heretofore encountered. In connection with the rail-

road movement to establish rates that will not only be reasonable but adequate, effort must first be made to establish public confidence and interest by the railroads submitting to effective state and national regulation; by the adoption of a financial and operating policy in which the public is represented and has a voice; by the elimination of excessive investments and obsolescence; and by submission to public regulation and approval of large capital expenditures in extensions, additions and betterments—with particular reference to their character, extent and necessity therefor.

In consideration of the capital thus supervised and beneficially invested in the public service, and in view of the benefit and value that the people and all forms of property derive from an adequate railway system, the Nation, the States, and the municipality should, and undoubtedly would, under these conditions, provide for a guaranteed annual interest return on railway investments.

The associated state railroad commissions of the Nation, represented at Washington by their president, Hon. Charles E. Elmquist, and the executive committee, are at this time participating in the aforesaid Congressional hearings and making a strong counter-showing to that made by the railway executives in behalf of the preservation of the States' rights for the future. In this behalf the Nevada Railroad Commission has authorized President Elmquist to enter the appearance of the Commission as a party of record and to represent it on the basis of the principles set forth in the following letter and telegram of authorization:

RAILROAD COMMISSION OF NEVADA  
CARSON CITY, NEVADA, JANUARY 16, 1919.

HON. CHARLES E. ELMQUIST, *President, National Association of Railway and Utilities Commissioners, 724 Eighteenth Street, N.W., Washington, D. C.*

DEAR SIR: Answering yours of the 8th, *in re* this Commission's attitude on Director-General McAdoo's proposed five-year extension of government control and operation of railways, now being heard before the Senate committee:

We favor unified operation of railways under private management and are opposed to continued federal operation, because too burdensome upon the States. The present railway facilities, while necessary for war emergency, are excessive and wasteful in expenditure and capacity for the local requirements of the various States. Aside from war power, there is no constitutional means by which the States can be obligated to pay rates upon more than that portion of the property which is necessary and beneficially useful in taking care of their local requirements.

Further, unless provision is made with this end in view, local state traffic and the revenue therefrom will be diverted largely to other transportation agencies. Energetic preparation is now being made in autotruck lines in anticipation of the continuation of the present Railroad Administration policy.

We favor assumption by the Government of partnership equity in the railroads on some basis which will provide for war preparedness in order that future burdens incurred when the Nation is in peril may be equally spread over all classes of property, such as the arts and treasures, moneys and credits, and all fixed forms of property that do not contribute to the annual support of the railways and which are not affected by the Government's 25-per-cent horizontal increase in rates, instead of casting the entire burden upon the shipping and traveling public, as was done during the war now drawing to a close. For these reasons, freights and fares should never have been increased, but instead the deficits in government railway operation should have been covered by taxation just as were the unusual expenditures for battleships, armaments and other war necessities.

We strongly urge that the railways be returned to private unified operation, subject to regulations by the respective States and the National Government. In no other manner can this question be satisfactorily disposed of because.

under any form of national regulation, effort will be made to place the burden of unnecessary and obsolete facilities upon the various States. In connection with said partnership equity, the Government should have a voice in the determination of the character and nature of expenditures for extensions, betterments and additions in the future, to the end that the public and the stockholders may be protected against exploitation. Regulation of the issuance and sale of securities heretofore employed does not go far enough to afford adequate protection.

RAILROAD COMMISSION OF NEVADA.

per J. F. SHAUGHNESSY,  
First Associate Commissioner.

CARSON CITY, NEVADA, JANUARY 19, 1919.

HON. CHARLES E. WILMQUIST, *President, National Association of Railway and Utilities Commissioners, 724 Eighteenth Street, N.W., Washington, D. C.*

DEAR SIR: Your wire, "Please enter appearance and represent this Commission at hearing before House Committee beginning January 21 on Moon joint resolution proposing continued government control or ownership of telephone and telegraph systems," received.

We are opposed to such action because clearly subversive of our constitutional dual form of government and the people's liberties.

The States have thus far retained, exercised and enjoyed all the sovereign powers of the Parliament of England. Beware of the adoption of anything the equivalent of the slogan that "all roads lead to Washington," the simile of a national policy catch-phrase that finally resulted in centralizing everything at the seat of government to the exclusion of the various provinces and destroyed the Roman Empire.

Under the plea of greater efficiency by government operation of railway and wire services, the proposed section will lay a foundation by which the States will be stripped of their sovereignty and ultimately of statehood itself. We protest against the liberties of the people being curtailed and usurped by any process of drifting toward those completely centralized forms of government against which they are expending such fabulous sums of money and shedding their blood for the liberation of the people of the world.

For war-preparedness purposes, let the Government assume partnership equity, if necessary, and exercise a voice in matter of additions, extensions and expenditures, but leave the managerial and operating policy as it has heretofore been, subject to both state and national legislation.

In the United Farmers' Telephone and Telegraph case, this Commission has, on January 18, asserted its jurisdiction to regulate state business, on the ground that the property has not changed from private to government ownership; that, in so far as state business is concerned, the Government must be held to be a holding organization which, for operating purposes, has taken the place of the private telephone and telegraph companies; that the public obligation and the liability of so much of the property of said telegraph and telephone companies as is, and has heretofore been, properly assignable to each State for the rendering of state service is in no wise affected by changes made for the purpose of unified interstate operations; and that, therefore, the telephone and telegraph companies will be required to conform to the laws of this State in all matters relating to its purely domestic commerce.

This just and reasonable segregation of jurisdiction and control, we believe, will be sustained by the courts; but, if it is not, we urgently recommend that the matter be carried before the various Legislatures and Congress, with a view to promptly having an amendment to the Constitution of the United States submitted for ratification by the people for the purpose of returning these sovereign rights to the people at the earliest date possible.

RAILROAD COMMISSION OF NEVADA,

per J. F. SHAUGHNESSY.

The aforesaid statements exemplify the importance of the reserve power of the States over their domestic commerce, the practical exercise of which the people have never delegated to the Federal Government except during periods of national peril when the country has been at war. We find an exercise of the war power at the present time, but

the statutes which have been enacted under the war power are emergency legislation for the national security and defense. The necessity therefor having passed, the inherent rights of government formerly retained, exercised and enjoyed by the States must be reestablished for the welfare, comfort and convenience of the people. There is given below a résumé of the rights of the States and the people as recognized by the United States Supreme Court.

### THE COMMERCE CLAUSE

The clause of the Constitution of the United States (art. 1, sec. 8), under which it is proposed to centralize all effective "police power" over commerce in the Federal Government, to the exclusion of its exercise by the legislative, executive and judicial departments of the various States and to the exclusion of its exercise by the people through their initiative and referendum branches of government—in other words, by direct vote of the people—reads as follows:

Congress shall have power to regulate commerce with foreign nations, among the several States, and with the Indian tribes.

Measured by the debate which ensued in the Constitutional Convention between those delegates who favored and those who opposed the formation of a strong central government, and the history of the period following the treaty of peace with Great Britain, and prior to the meeting of the Constitutional Convention, it is apparent that the "commerce clause" was adopted for the purpose of curing serious conflicts which existed as to commerce between the States in competitive trade one with the other, and not because there were any difficulties surrounding the domestic commerce within said States. From these deliberations there was finally adopted the Constitution of the United States, which provides for a general government with power to do all those things for the States which they cannot do so well for themselves, but retains for the several States those functions which can best be performed by state government.

Among the framers of the Constitution, the proponents of the federal plan construed the "commerce clause" and explained that it empowered the Federal Government to control interstate commerce only, and that the States and the people were left free to exercise all rights and powers which had not been specifically delegated. (*The Federalist*, 32-82.)

This wise division of jurisdiction between the State and Federal Government has been, since its delegation, and still is, the subject of controversy, deep thought and consideration. Every step of the way has been and is being vigorously contested by those who would centralize all rights and powers in the hands of the Federal Government to the exclusion of the various States. For these reasons, grave apprehension has been created in the public mind and is responsible for the passage of many of the amendments to the Constitution of the United States. It may be said that this perhaps applies to the first ten amendments and that they were submitted and passed largely from fear of encroachment by the National Government upon the rights and powers of the States and the people. The manifest intention of the people to reserve and exercise the inherent right and power of state government for their protection, safety and comfort is made clear by the Tenth

Amendment to the Constitution of the United States, which reads as follows:

The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.

**SOVEREIGNTY AND POLICE POWER INSEPARABLE; WITHOUT IT STATES CANNOT EXIST**

In exemplification of what is said hereinbefore, and for the purpose of concisely defining our dual form of government, the importance of the inherent powers of the State and the reserved rights of the people, there is set forth following extracts from decisions of the United States Supreme Court.

In the case of *Gibbons v. Ogden*, 9 Wheat. 1, the learned Chief Justice Marshall said:

The subject to be regulated is "commerce," and our Constitution being, as was aptly said at the bar, one of enumeration and not of definition, to ascertain the extent of the power it becomes necessary to settle the meaning of the word. The counsel for the appellee would limit it to traffic, to buying and selling, or the interchange of commodities, and do not admit that it comprehends navigation. This would restrict a general term, applicable to many subjects, to one of its significations. Commerce, undoubtedly, is traffic, but it is something more—it is intercourse.

It has been truly said that commerce, as the word is used in the Constitution, is a unit, every part of which is indicated by the term. If this be the admitted meaning of the word, in its application to foreign nations it must carry the same meaning throughout the sentence, and remain a unit, unless there be some plain, intelligible cause which alters it.

The subject to which the power is next applied is commerce "among the several States." The word "among" means intermingled with. A thing which is among others is intermingled with them. Commerce among the States cannot stop at the external boundary line of each State, but may be introduced into the interior.

It is not intended to say that these words comprehend that commerce, which is completely internal, which is carried on between man and man in a State, or between different parts of the same State, and which does not extend to or affect other States. Such a power would be inconvenient and is certainly unnecessary. Comprehensive as the word "among" is, it may very properly be restricted to that commerce which concerns more States than one. The phrase is not one which would probably have been selected to indicate the completely interior traffic of a State, because it is not an apt phrase for that purpose; and the enumeration of the particular class of commerce to which the power was to be extended would not have been made had the intention been to extend the power to every description. The enumeration presupposes something not enumerated; and that something, if we regard the language of the subject of the sentence, must be the exclusively internal commerce of a State. The genius and character of the whole Government seems to be, that its action is to be applied to all the external concerns of the nations, and to those internal concerns which affect the States generally; but not to those which are completely within a particular State, which do not affect other States, and with which it is not necessary to interfere, for the purpose of executing some of the general powers of the Government. The completely internal commerce of a State, then, may be considered as reserved for the State itself.

"The sovereignty of a State extends to all persons and things within its confines, and is the supreme, absolute and uncontrollable power and right to govern. Under this sovereignty States have full power to regulate within their limits matter of internal police, including in that general designation whatever will promote the peace, comfort, convenience and prosperity of their people. This power embraces the construction of roads, canals and bridges and the establishment of ferries, and it can generally be exercised more wisely by the State than by a distant authority." (*Gilman v. Philadelphia*, 3 Wall. 713.)

When the people of the United Colonies separated from Great Britain, they changed the form, but not the substance, of their government. They retained for the purposes of government all the powers of the British Parliament, and through their State Constitutions, or other forms of social compact, undertook to give practical effect to such as they deemed necessary for the common good and the security of life and property. All the powers which they retained they committed to their respective States, unless in express terms or by implication reserved to themselves. Subsequently, when it was found necessary to establish a national government for national purposes, a part of the powers of the States and of the people of the States was granted to the United States and the people of the United States. This grant operated as a further limitation upon the powers of the States, so that now the governments of the States possess all the powers of the Parliament of England, except such as have been delegated to the United States or reserved by the people. The reservations by the people are shown in the prohibitions of the Constitutions.

When one becomes a member of society, he necessarily parts with some rights or privileges which, as an individual not affected by his relations to others, he might retain. "A body politic," as aptly defined in the preamble of the Constitution of Massachusetts, "is a social compact by which the whole people covenants with each citizen, and each citizen with the whole people, that all shall be governed by certain laws for the common good." This does not confer power upon the whole people to control rights which are purely and exclusively private (*Thorpe v. R. & B. Railroad Company*, 27 Vt. 143); but it does authorize the establishment of laws requiring each citizen to so conduct himself, and so use his own property, as not to unnecessarily injure another. This is the very essence of government, and has found expression in the maxim, *Sic utere tuo ut alienum non laedas*. From this source come the police powers, which, as was said by Mr. Chief Justice Taney in the License Cases, 5 How. 583, "are nothing more or less than the powers of government inherent in every sovereignty; \* \* \* that is to say, \* \* \* the power to govern men and things." Under these powers the Government regulates the conduct of its citizens one toward another, and the manner in which each shall use his own property, when such regulation becomes necessary for the public good. In their exercise it has been customary in England from time immemorial, and in this country from its first colonization, to regulate ferries, common carriers, hackmen, bakers, millers, wharfingers, innkeepers, etc., and in so doing to fix a maximum of charge to be made for services rendered, accommodations furnished, and articles sold. To this day, statutes are to be found in many of the States upon some or all of these subjects; and we think it has never yet been successfully contended that such legislation came within any of the constitutional prohibitions against interference with private property. With the Fifth Amendment in force, Congress, in 1820, conferred power upon the City of Washington "to regulate \* \* \* the rates of wharfage at private wharves, \* \* \* the sweeping of chimneys, and to fix the rates of fees therefor, \* \* \* and the weight and quality of bread" (3 Stat. 587, sec. 7); and, in 1848, "to make all necessary regulations respecting hackney carriages and the rates of fare of the same, and the rates of hauling by cartmen, wagoners, carmen, and draymen, and the rates of commission of auctioneers" (9 Id. 224, sec. 2).

"From this it is apparent that, down to the time of the adoption of the Fourteenth Amendment, it was not supposed that statutes regulating the use, or even the price of the use, of private property necessarily deprived an owner of his property without due process of law. Under some circumstances they may, but not under all. The amendment does not change the law in this particular; it simply prevents the States from doing that which will operate as such a deprivation." (*Munn v. Illinois*, 94 U. S. 124-125.)

"There is undoubtedly an internal commerce which is subject to the control of the States. The power delegated to Congress is limited to 'commerce among the several States, with foreign nations, and among the Indian tribes.' This limitation necessarily excludes from federal control all commerce not thus designated and of course that commerce which is carried on entirely within the limits of the State." (*The Daniel Ball v. United States*, 10 Wall. 557.)

"The internal commerce of a State—that is, the commerce wholly confined within its limits—is as much under its control as foreign or interstate commerce is under the control of the General Government." (*Sands v. Manistee River Imp. Co.*, 123 U. S. 288.)

"It cannot be doubted that the making of rates for transportation by railroad corporations along public highways, between points wholly within the limits of a State, is a subject primarily within the control of the State." (*Smyth v. Ames*, 169 U. S.; *Regan v. Mercantile Trust Co.*, 154 U. S. 413.)

"As the power to build and operate railways, to acquire land by condemnation, usually rests upon state authority, the Legislature may annex such conditions as they please with regard to intrastate transportation, and such other rules regarding interstate commerce as are not inconsistent with the general right of commerce to be free and unobstructed." (*Houston Ry. Co. v. Mayes*, 201 U. S. 321.)

"The roads are, therefore, engaged in both interstate commerce and that within the State. In the former, they are subject to the regulations of Congress; in the latter, to that of the State; and to enforce the proper relation between Congress and the State, the full control of each over commerce subject to its dominion must be preserved." (*Missouri Pacific Ry. Co. v. Larabee Flour Mills Co.*, 211 U. S. 612.)

"The grant of power to Congress over interstate commerce was to enable it to regulate such commerce, and not to give it authority to control the States in their exercise of the police power over local commerce. The grant of authority over a purely federal matter was not intended to destroy the local power always existing and carefully reserved to the States in the Tenth Amendment to the Constitution." (*North Carolina Child Labor Case*, 247 U. S. 273-4.) [Italics ours.]

The adjudications of this court with respect to the power of the States over the general subject of commerce are divisible into three classes: First, those in which the power of the State is exclusive; second, those in which the State may act in the absence of regulation by Congress; third, those in which the regulation of Congress is exclusive, and the State cannot interfere at all." (*Cincinnati Bridge Co. v. Kentucky*, 154 U. S. 204.)

Summarizing the cases above referred to and others of a like character, Judge Hughes, in the Minnesota rate case (230 U. S. 402-420), defines the scope and jurisdiction of the Act to regulate commerce and its relationship to the power of the State to regulate its own internal commerce, as follows:

It is competent for a State to govern its internal commerce, to provide local improvements to create and regulate local facilities, to adopt protective measures of a reasonable character in the interest of the health, safety, morals and welfare of its people, although interstate commerce may incidentally or indirectly be involved. Our system of government is a practical adjustment by which the national authority as conferred by the Constitution is maintained in its full scope without unnecessary loss of local efficiency. Where the subject is peculiarly one of local concern, and from its nature belongs to the class with which the State appropriately deals in making reasonable provision for local needs, it cannot be regarded as left to the unrestrained will of individuals because Congress has not acted, although it may have such a relation to interstate commerce as to be within the reach of the federal power. In such case Congress must be the judge of the necessity of federal action. Its paramount authority always enables it to intervene at its discretion for the complete and effective government of that which has been committed to its care, and, for this purpose and to this extent, in response to a conviction of national need, to displace local laws by substituting laws of its own. The successful working of our constitutional system has thus been made possible.

It has never been doubted that the State could, if it saw fit, build its own highways, canals and railroads. (*Railroad Company v. Maryland*, 21 Wall. 456, 470, 471.) It could build railroads traversing the entire State and thus join its border cities and commercial centers by new highways of internal intercourse to be always available upon reasonable terms. Such provision for local traffic might indeed alter relative advantages in competition, and, by virtue of economic forces, those engaged in interstate trade and transportation might find it necessary to make readjustments extending from market to market through a wide sphere of influence; but such action of the State would not for that reason be regarded as creating a direct restraint upon interstate commerce and as thus transcending the state power. Similarly, the authority of

the State to prescribe what shall be reasonable charges of common carriers for intrastate transportation, unless it be limited by the exertion of the constitutional power of Congress, is state-wide. As a power appropriate to the territorial jurisdiction of the State, it is not confined to a part of the State, but extends throughout the State—to its cities adjacent to its boundaries as well as to those in the interior of the State. To say that this power exists, but that it may be exercised only in prescribing rates that are on an equal or higher basis than those that are fixed by the carrier for interstate transportation, is to maintain the power in name while denying it in fact. It is to assert that the exercise of the legislative judgment in determining what shall be the carrier's charge for the intrastate service is itself subject to the carrier's will. But this state-wide authority controls the carrier and is not controlled by it; and the idea that the power of the State to fix reasonable rates for its internal traffic is limited by the mere action of the carrier in laying an interstate rate to places across the State's border, is foreign to our jurisprudence.

If this authority of the State be restricted, it must be by virtue of the paramount power of Congress over interstate commerce and its instruments; and, in view of the nature of the subject, a limitation may not be implied because of a dormant federal power, that is, one which has not been exerted, but can only be found in the actual exercise of federal control in such measure as to exclude this action by the State which otherwise would clearly be within its province.

And construing the Act to regulate commerce, the Court said:

Congress did not undertake to say that the intrastate rates of interstate carriers should be reasonable or to invest its administrative agency with authority to determine their reasonableness. Neither by the original act nor by its amendment, did Congress seek to establish a unified control over interstate and intrastate rates; it did not set up a standard for intrastate rates, or prescribe, or authorize the Commission to prescribe, either maximum or minimum rates for intrastate traffic. It cannot be supposed that Congress sought to accomplish by indirection that which it expressly disclaimed, or attempted to override the accustomed authority of the States without the provision of a substitute. On the contrary, the fixing of reasonable rates for intrastate transportation was left where it had been found; that is, with the States and the agencies created by the States to deal with that subject. (*Missouri Pacific Ry. Co. v. Larabee Mills*, 211 U. S. 612, 620, 621.)

#### **INDIRECT LEGISLATION SUBVERSIVE OF ALL GOVERNMENT AND THE LIBERTIES OF THE PEOPLE**

According to the latter ruling (230 U. S. 352) it is inferentially suggested that Congress has paramount jurisdiction over state commerce, but it is important to bear in mind that, except for war-emergency purposes, the people have never yet permitted Congress to directly interfere with the right of local state government, which they have heretofore retained, exercised and enjoyed. Through indirect action, however, this end is being accomplished by the Federal Commission under the plea of necessity for the removal of discrimination covering local traffic between two States. However, we are confident that the people will not permit this encroachment when once they can fairly appraise the seriousness of the burden which is being cast upon their local traffic under the wholesale plan of regulation authorized by the Federal Commission in the Shreveport-Texas and related cases. Regulation under this doctrine is resulting in confusion and serious injury to the States. It is the means through which state-made rates are being set aside without regard to many tested and adjudicated principles of regulation. It is also the means through which the Governor, the Attorney-General, and other state officers of Illinois were, during 1917, threatened with deportation and incarceration in jail at St. Louis by the Federal Court if they attempted to preserve their legislative-made 2-cent fares by an effort to enforce a decree of the state court

at Chicago, issued for the purpose of preventing the railroads from making the fares 2.4 cents per mile in compliance with wholesale authorization granted to them by the Interstate Commerce Commission for the purpose of removing discrimination between East St. Louis and St. Louis, Mo.

In passing upon this conflict between state and federal jurisdiction, the United States Supreme Court (*I. C. R. R. v. Illinois*, 245 U. S. 493) reversed the Commission and the District Federal Court at St. Louis, and qualified the right of the Federal Commission to issue blanket authority to the railways to set aside a state-wide schedule of rates, in the following language:

Where a proceeding to remove unjust discrimination presents solely the question whether the carrier has improperly exercised its authority to initiate rates, the Commission may legally order, in general terms, the removal of the discrimination shown, leaving upon the carrier the burden of determining also the points to and from which rates must be changed, in order to effect a removal of the discrimination. *But where, as here, there is a conflict between the federal and state authorities, the Commission's order cannot serve as a justification for disregarding a regulation or order issued under state authority, unless and except so far as it is definite as to the territory or points to which it applies. For the power of the Commission is dominant only to the extent that the exercise is found by it to be necessary to remove the existing discrimination against interstate traffic.* (Id. 509.) [Italics ours.]

Regarding the power of the Commission to take action the Court referred to the Shreveport-Texas case (234 U. S. 342), where it was held:

Under the commerce clause of the Constitution, Congress has ample power to prevent the common instrumentalities of interstate and intrastate commerce, such as the railroads, from being used in their intrastate operations in such manner as to affect injuriously traffic which is interstate.

Where unjust discrimination against interstate commerce arises out of the relation of intrastate rates this power may be exerted to remove the discrimination, and this whether the intrastate rates are maintained under a local statute or by the voluntary act of the carrier.

Dealing with the Kansas 2-cent passenger-fare case and with the disabilities under which the States labor in their efforts to maintain just and reasonable rates for their domestic commerce and to prevent the imposition of unreasonable burdens incident to unnecessary and wasteful facilities by the railroads and the Interstate Commerce Commission, former United States Senator Joseph L. Bristow, speaking on behalf of the National Association of Railway Commissioners before the Newlands Committee, said:

The State is denied the opportunity to prove in court that the rates fixed by the Interstate Commerce Commission are excessive, unjust and ought not to be charged. We think we ought to have that right just as Senator Cummins has expressed it. We cannot challenge in court the decision of the Interstate Commerce Commission, so it does not have to conform to the rules of legal evidence to the extent that State Commissions do. *It is not necessary, because the railroads are the only ones that can appeal from it* [an order of the Interstate Commerce Commission.]

The Western Advanced-rate case, upon which the 2.4-cent fare for Illinois and the 2.6-cent fare for Kansas were determined, was not tried as a state commission has to try its cases. The rules prescribed in the Minnesota rate case for the accounting were not followed in the trial of that case. But the States have to follow these rules because in case of an appeal or an injunction proceeding in the courts against a state rate the State has to meet the issues there according to the rules laid down by the Supreme Court decisions. \* \* \*

My criticism of the Interstate Commerce Commission is they did not examine the traffic of Kansas in order to arrive at that conclusion [that fares should be

increased from 2 cents to 2.6 cents per mile], because they took the roads that do less than one-fourth of the business, so far as Kansas is concerned. We took all of them, examined the business of every one of them, and I think there ought to be some way by which the State can have the courts pass upon the rate which the Interstate Commerce Commission forces upon it, contrary to the judgment of its constituted authorities, as to what is fair and equitable.

For the reasons heretofore stated this method of procedure is preposterous, and less than no regulation at all for the reason that, if continued, it will make the railways superior to and destroy the sovereign power of the various States. Manifestly, therefore, the time is at hand when the people must move vigorously for the rehabilitation of the inherent protection which they have heretofore enjoyed through the medium of their Legislatures, courts, and other lawfully created tribunals, or for the future elect to submit to such exactions as their large public-utility corporations may choose to impose, tempered only by such modifications as the centralized regulating authorities at Washington may see fit to grant.

#### STATES MAY BE DESTROYED BY LOSS OF TAXATION

Another ready and convenient means of destroying the States would be the withdrawal of the right of the States to tax railroad and other utility property upon which so large a proportion of the taxes and bonds of the States, counties and municipalities depend.

In this behalf, it was urged on the floor of the Senate during the consideration and passage of the present Federal Control Act, that Congress had the power to take from the States their rights to tax railway property during the time that it is within the control and operation of the Government. In support of this view, the case of *McCulloch v. Maryland*, 4 Wheaton (U. S. Supreme Court Decisions), pages 432-435, was cited, wherein Chief Justice Marshall said:

If the States may tax one instrument employed by the Nation in the execution of its powers, they may tax any and every instrument. They may tax the mail; they may tax the mint; they may tax patent rights; they may tax judicial processes; they may tax all the means employed by the Government to an excess which would defeat all the ends of government. This was not intended by the American people. They did not design to make their government dependent on the States.

The people of all the States have created the General Government and have conferred upon it the general power of taxation. The people of all the States, and the States themselves, are represented in Congress, and by their representatives, exercise this power. *When they tax a chartered institution of the States, they tax their constituents, and these taxes must be uniform.* [Italics ours.]

But, when the State taxes the operations of the Government of the United States, it acts upon institutions created not by their own constituents, but by the people over whom they claim no control. It acts upon the measures of a government created by others as well as themselves, for the benefit of others in common with themselves.

The court has bestowed on this subject its most deliberate consideration. The result is a conviction that the States have no power, by taxation or otherwise, to retard, impede, burden or in any manner control the operations of the constitutional laws enacted by Congress to carry into execution the powers invested in the General Government. This is, we think, the unavoidable consequence of that supremacy which the Constitution has declared.

This is the adjudicated law of the land and it therefore follows that, if the will of those who contend for centralization of all activities in the hands of the Federal Government shall prevail, bankruptcy or the severest retrenchment, in all organized state government must inevi-

tably follow, and, therefore, the right of local self-government shall be forfeited. Likewise, all initiative and training in the art of government shall be forfeited and the initiative in all remedial and progressive efforts which have heretofore sprung from the States shall be smothered, and the extent of community enterprise and development shall, thereafter, be promoted or limited by the will of the majority of the dominant party which may be able to perpetuate itself in power at Washington, D. C.

#### FUTURE FRAUGHT WITH GRAVE DANGER AND UNCERTAINTY

The aforesaid adjudicated powers serve to illustrate how far-reaching and important are the inherent rights which the various States have, since the birth of the Nation, exercised and enjoyed, and which it is now proposed shall be forfeited. The entire question is fraught with the gravest uncertainty and danger—danger that the liberties of the people will be sacrificed by the destruction of their long-established and successfully tested local government for a completely centralized form that may easily result in chaos, confusion and uncertainty and ultimately break down of its own weight.

Experience teaches that a completely centralized government, the seat of which is distantly removed from the people, while an attractive ideal, is not a panacea for all the ills, real or imaginary, that beset the people. If this change in government is brought about, it is the beginning of the end of the various States as political entities; and in their stead the establishment of regional subdivisions and control of politics and government, and thereafter no one can foretell to what end our country may drift. History, which has the uncomfortable habit of repeating itself, teaches that the Roman Empire fell, not because the provinces of that nation exercised state control, but because, through the growth of centralization at Rome, there was finally abolished all political independence outside the city of Rome. Dealing with the inestimable value and effectiveness of our dual form of government, and especially with the fact that the efficiency of our National Government thus far attained is because our States and local communities are self-governing and exercise self-governing functions and are accustomed and trained to be self-governing, John Fiske said:

A perdurable government must be that which achieves national society on a grand scale without weakening the sense of personal and local independence, for with the body politic this power of freedom is the red-blood corpuscles of the blood which carry life with it; *it makes the difference between a society of self-respecting men and women and a society of puppets. Your Nation may have art, poetry and science—all the refinements of civilized life, all the comforts and safeguards that human ingenuity can devise—but if it loses this spirit of freedom, of local independence, it is dimmed and deserves to be dimmed.* [Italics ours.]

The danger of following in the footsteps of the Roman Empire lies in the loss of the opportunity which is now afforded under our present dual form of government for the education of officers and statesmen from among the people themselves, and who now give efficient service in response to the sentiment and will of the communities which they serve. In lieu thereof, no matter how selected, or how representative and safeguarded the machinery of selection may be, under a completely centralized form of government our officers and statesmen would be educated from one common school at the seat of government and, therefore, there would be an exceedingly dangerous tendency

toward the growth of an autocracy, and for our future public policy and representation, such as it might be, to be dictated from Washington.

#### **REMEDIAL LEGISLATION SPRUNG FROM THE STATE**

It should be emphasized, in passing, that practically all of the more advanced forms of remedial legislation enacted by Congress during the past have, almost without exception, first originated and been tried out by some State or States before being adopted by Congress. Without the maintenance of the present wise distribution of power between state and national governments, provided for by our forefathers, this initiative and test of experience in legislation will, of course, pass out of existence, to the detriment of the Nation and a dangerous sacrifice of the liberties of the people.

#### **PEOPLE MUST GUARD BIRTHRIGHT**

It is urged by those favoring centralization that we may always appeal to Congress, and that national regulation is more effective than state. While it is true that some things can be better done by the National Government acting exclusively, it does not follow that the States should surrender their sovereign power over their most important functions of government.

Following the centralization of the power of regulation and control of the railways in the hands of the Federal Government, if it is done, doubtless the next step will be the centralization of all railway and interstate utility taxation in the hands of the Federal Government to the exclusion of the various States, and from this there is no limit to the extent to which the powers of the various State Governments may be usurped. It is our firm belief that the most satisfying and enduring form of government is to be secured for the people by the maintenance of both national and state jurisdictions. This is our present form of government and, as it is our fundamental sovereign right and most cherished inheritance from our forefathers, it should be jealously guarded and not thoughtlessly and indifferently relinquished.

In the event of centralization, it is true that direct appeal may be made to Congress, made up as it is of representatives coming directly from the people of every State and, in this connection, it is fair to assume that they will invariably be conscientious, hard-working and intelligent officers answerable directly to the people. But Congress has before it always some great issue of national importance upon which practically all thought and action are centered, to the exclusion of matters of local importance, and therefore it would be impossible to secure the remedial action which is now promptly afforded by the various State Legislatures. In other words, the ability of the people of the various States to secure legislation to meet their peculiar local situations, as they arise from time to time, would be made exceedingly difficult, and it would restrict such efforts to the point of whether or not the legislation desired fits the will of the people throughout the more populous States, because, under centralized government, all vital legislation enacted would then be of uniform and nation-wide application.

Conceding that the people shall have a voice at Washington through the medium of their chosen representatives, the danger lies in the fact that their efforts may be, and doubtless would be, greatly hampered

and restricted by the mammoth bureaucratic organization that would, by the centralization of all activities, of necessity grow up at the capital.

The environment which surrounds the capital, unfortunately, is largely pro-East and anti-West. Our country is so vast in extent that the people of the East have no true conception of the western part of the Nation, especially all of that great section lying west of the Mississippi River. Seemingly, many know infinitely more about the continent of Europe than they do about this great western empire. There is a marked difference in the spirit and morale of the people, and in their progressiveness in the exercise of government throughout Western as compared with Eastern States. Means are not afforded in the Eastern States for the exercise of the people's voice through the medium of the "initiative and referendum," whereas, on the other hand, this improved medium of governmental machinery by which the people are enabled to enact remedial laws on the one hand, and, on the other, to veto bad laws, when legislative action is insufficient or unsatisfactory, has been quite generally adopted by the Western States. And, in this behalf, it is not only interesting, but highly significant of the ultraconservative eastern viewpoint, to note that when the initiative and referendum was proposed for adoption in the State of New York during the last campaign, its adoption was criticized by one of the leading papers of Washington, D. C., on the ground that "it was Populistic in its origin and that, while it had attained a vogue in the West, it has thus far never established even a foothold in the East."

In general, the West is better known among eastern people as a section made up of Indian reservations and rich natural resources, the fruits of which may, and from their viewpoint should be, drawn upon for the support and prosperity of eastern industrial and financial centers, than it is from actual contact or knowledge of its people and their needs. The bulk of the industry, wealth and population of the country lies east of the Mississippi and north of the Ohio and Potomac Rivers at the present time. Under completely centralized government, this condition would be greatly intensified, from which it might easily follow that ultimately there would be, if not a reapportionment of our representation in Congress, at least a direct referendum vote on legislation, and, thereafter, the dangerous possibility that the great western and southern producing States would be treated more in the light of colonies than as integral parts of the Nation.

In conclusion, we are sure that the importance of the continued maintenance of our dual form of government, both state and national, cannot be overemphasized, and that it behooves all citizens, interested in the success of our great republic, to refuse to in any way temporize upon this question, whatever the pretext may be, and to courageously insist upon the maintenance and the efficient exercise of the powers of their local State Governments. In this behalf, if the Tenth Amendment to the Constitution of the United States does not prove efficacious, the people must be prepared to take back those rights and powers which experience may prove to have been unwisely relinquished.

Respectfully submitted,

J. F. SHAUGHNESSY,  
*Acting Chairman.*

W. H. SIMMONS,  
*Commissioner.*

E. H. WALKER, *Secretary.*

## PASSENGER FARES BEFORE THE RAILROAD ADMINISTRATION

There is set forth below correspondence with the Railroad Administration regarding the establishment of 3-cent fares on the lines of government-operated railways within the States of Nevada, Arizona, and New Mexico:

CARSON CITY, NEVADA, November 14, 1918.

HON. EDWARD CHAMBERS, *Director of Traffic, United States Railroad Administration, Washington, D. C.*

My DEAR MR. CHAMBERS: Prior to my departure from Washington, on or about September 25, I had a conference with you in your office, and among other things I raised, for your information and consideration, the fact that the passenger fares on the government-controlled and operated railways within Nevada, Arizona, and New Mexico are basically 4 cents per mile on the main Wyoming, Montana, Utah, Idaho and eastern Washington and Oregon the fares lines and from 4 to 5 cents per mile on the branch lines, whereas throughout are uniformly 3 cents per mile.

As the trunk lines serving these territories operate under practically identical circumstances and conditions, I believe you conceded that there was no justification for the discrimination in question, and if I recall correctly you stated that you understood from a conference you had had with Mr. Gerrit Fort that an adjustment would soon be made whereby 3-cent passenger fares would be basically applied to traffic in Nevada, Arizona, and New Mexico.

As a result of the withdrawal of scrip-book and round-trip privileges which our people enjoyed prior to government operation, the increase in their transportation charges ranges from 25 per cent to 86.4 per cent, and they are complaining bitterly regarding the discrimination which is being imposed upon them by the Government, compared to other sections of the intermountain country.

I may also state, for your information, that I conferred with Mr. Gerrit Fort, Assistant Director of Traffic, on two occasions during the summer regarding the matter of this adjustment. The questions relating to sparsity of population and traffic density were reviewed. While the population is sparse in Nevada, Arizona and New Mexico, it is equally sparse throughout Wyoming and Utah along the line of the Union Pacific Railroad, and the density of traffic covering both interstate and state traffic on practically all of the transcontinental lines is fairly comparable.

In this behalf, I set forth for your information a table which clearly portrays the situation:

STATISTICS, INTERSTATE COMMERCE COMMISSION, FOR JUNE 30, 1915 (page 281)

Railroads	Number passengers carried	Passenger mileage	Passenger revenue	Passenger-train revenue		Average revenue per passenger per mile
				Per mile of road	Per train-mile	
Southern Pacific.....	36,893,106	1,318,800,831	\$28,136,546	\$5.014	\$1.57	\$0.02133
Union Pacific.....	4,761,935	518,411,788	10,051,603	3.903	1.31	.01939
Northern Pacific.....	8,756,784	600,273,153	13,619,114	2.593	1.49	.02269
Great Northern.....	8,468,317	575,020,566	13,164,857	2.254	1.44	.02289
Chicago, Milwaukee and St. Paul.....	16,065,456	858,452,321	17,952,428	2.426	1.31	.02091
Chicago, Burlington and Quincy.....	22,706,392	1,079,264,876	20,185,564	2.726	1.39	.01870
Chicago and Northwestern.....	33,079,550	1,130,297,641	20,528,443	3.205	1.22	.01816
Achison, Topeka and Santa Fe.....	11,810,565	1,183,843,201	24,117,973	3.601	1.39	.02037

Will you kindly advise if the Railroad Administration will make this adjustment in the near future, or if there are difficulties in the way of such action being taken promptly, will you kindly indicate what they are? As before stated, our people are clearly unable to see why they should not receive the same protection from the Government that is being accorded other sections of the country.

With best wishes, I am

Very truly yours,

J. F. SHAUGHNESSY,  
*First Associate Commissioner,  
Railroad Commission of Nevada.*

During the meeting of the National Association of Railway Commissioners at Washington, D. C., November 12 to 14, 1918, inclusive, Commissioners Shaughnessy, Jones, and Williams of the Railroad Commissions of Nevada, Arizona, and New Mexico were appointed a committee of three to negotiate with the Railroad Administration for the establishment of 3-cent fares. This the committee has been doing, but after a careful analysis of the situation within said States, as shown above for Nevada, Director C. A. Prouty, under date of January 22, 1919, has decided that the Railroad Administration will not take any action at this time. Mr. Prouty's letter follows:

January 22, 1919.

HON. HUGH H. WILLIAMS, *Chairman, State Corporation Commission, Santa Fe, N. M.*

DEAR MR. WILLIAMS: Replying to yours of January 17, 1919, in reference to 3-cent fare in States of New Mexico, Arizona, and Nevada:

I have discussed this matter with Mr. Chambers and both he and I believe that a 3-cent fare ought to be applied, upon main lines at least, in those States. To make this reduction at the present time would, however, amount to a serious diminution in the income of the railroads under government control. Apparently that income is not sufficient to pay operating expenses and rental. Until the financial situation is fully developed, therefore, no action will be taken, but you may rest assured that both he and I entertain the opinion above expressed, and it is possible that at some future time we may see our way clear to give practical effect to that opinion.

Very truly yours,

C. A. PROUTY, *Director.*

Notwithstanding that all 2-cent-fare territory throughout the Eastern and Middle Western States has been increased by the Railroad Administration to a 3-cent-fare basis or 50 per cent, the Administration has persistently, ever since such action was taken last summer, refused to equalize our 4- and 5-cent territory downward to a 3-cent basis on the plea that it would result in a "diminution of income." Three-cent fares have, for a number of years, been and are today effective throughout Wyoming, Idaho, Montana, Utah, and eastern Washington and Oregon; likewise the Territory of Oklahoma was developed on the basis of 3-cent fares, and many other States and Territories have been so developed. The question of density of traffic and population has therefore not been a controlling consideration.

In addition to the administration's refusal to grant equitable relief to Nevada, Arizona, and New Mexico, it should also be noted that scrip or mileage books of all kinds which formerly under private railway operation gave the purchasers thereof the benefit of 2½- and 3-cent fares have been withdrawn from sale and therefore fares are at the present time on government-operated lines within said States 4 cents per mile on the main lines and 5 cents per mile on the branch lines. From the standpoint of justice or reasonable public regulation, it must, in view of these facts, be stated that the Railroad Administration has failed to make good.

**GOVERNMENT REFUSES TO PREVENT SCRAPPING OF LAS VEGAS AND TONOPAH RAILROAD—DECLINES REQUEST OF STATE COMMISSION TO TAKE STEPS TO RETAIN TRANSPORTATION SERVICE IN SOUTHERN NEVADA.**

Because the United States Railroad Administration diverted all the traffic between Goldfield, Tonopah, and southern California points from

the Las Vegas and Tonopah Railroad to the Tonopah and Tidewater Railroad, the direct short-line route, the said Las Vegas and Tonopah Railroad found that it could not pay operating expenses and taxes and therefore decided to go out of business. The Railroad Commission of Nevada, by direct representation through Commissioner Shaughnessy at Washington, and by extended correspondence, endeavored to have the Railroad Administration take over said line on behalf of the Salt Lake System for lease, operation and control, as has heretofore been the practice under private system railway operation.

The Railroad Commission, after exhausting every effort possible, has been unsuccessful in securing the retention of this important service facility, and the line is now being taken up and the material sold for scrap. As indicative of the argument which was advanced on behalf of the Railroad Commission, the excerpts of correspondence set forth below which passed between it and the Railroad Administration will make the matter clear.

Among other things, the Railroad Commission urged the necessity of continuing service over the road and suggested a method by which the Government might aid in accomplishing this end. The letter was addressed to Hon. John Barton Payne, General Counsel for the Railroad Administration, and dated December 12, 1918. It said:

We have your letters of November 25 and 29, *in re* abandonment of the Las Vegas and Tonopah Railroad.

We have been hopeful that the result of your presentation of the matter in conference would be favorable to the action recommended by the Nevada Commission. In this behalf, however, your letter of the 29th is rather obscure, merely stating that you have advice from President J. Ross Clark stating that they have decided to abandon and dismantle the road, and that, if anything is to be done to preserve the road, prompt action will be necessary. This is not sufficiently clear to enable us to proceed intelligently in the premises, because we are unable to anticipate what the final decision of the administration will be.

May we be pardoned if we state that it is not our understanding that "the Government would find itself, at the end of federal control, with a large investment in scattered short lines which would, at the least, be very precarious." On the contrary, we have been led to believe that, by the elimination of separate overhead expenses, separate supervising forces and separate maintenance and shop organizations, sufficient economy could be effected under government operation and control to make the short-line railroads profitable branches of the federal system of railways.

In this connection, there were released from federal control and operation by the Railroad Administration during the past summer the following-named Nevada short-line railroads. It will be observed that, in addition to the mileage, the overhead expenses for executive officers and legal expenses and the expenses of clerical forces to general offices, it shows that a total of \$180,000 would have been saved from this source alone and without regard to separate supervising, maintenance and shop organizations, if the Government had retained them in federal control and operation:

<i>Railroad</i>	<i>General overhead expenses charged to Nevada</i>	<i>Mileage</i>
Bullfrog Goldfield.....	\$7,574.91	86.59
Las Vegas and Tonopah.....	13,263.96	118.82
Nevada-California-Oregon.....	4,539.64	27.06
Nevada Central.....	3,794.33	93.30
Nevada Copper Belt.....	13,330.86	41.47
Nevada Northern.....	68,397.83	165.10
Nevada Transportation Co. (Eureka-Nevada).....	10,003.41	84.06
Pioche Pacific.....	2,349.86	18.06
Tonopah and Goldfield.....	27,614.69	119.92
Tonopah and Tidewater.....	698.46	30.95
Virginia and Truckee.....	31,199.49	67.48
Total.....	\$182,767.34	

The injustice of this segregation of independently operated short lines is emphasized by referring to the fact that in the matter of the branch lines operated by the large trunk-line systems these latter have been retained in federal control and operation and have received all of the benefits accruing from the purchase of equipment, materials and supplies in quantity and at lower rates than can be purchased by the independent short lines. In addition thereto, these system short lines are free from very heavy freight charges covering the movement of materials and supplies which the short-line railroads independently operated must bear from the source of supply to the point of their intersection with the trunk lines. The Caliente and Pioche Railroad on the Salt Lake system; the Nevada and California and the Fernley-Lassen Railroads on the Central Pacific; and the branch of the Western Pacific running into Reno, are cases in point.

#### NOT A QUESTION OF PROFIT

Of course, in this behalf, we recognize that it would be impossible to make each and every constituent portion of the great governmental system profitable or self-supporting when separately considered, no more so than might be expected or accomplished if effort were made to make each and every branch of the postal service of the Nation self-supporting. The question, therefore, should be approached from a broader horizon than the profitableness of each and every railroad of the national system of railways. Otherwise, the public side of the question will be left out of view, and there will be diminution of service under government, as compared with private operation.

#### SHORT LINES INDISPENSABLE

Many short-line railroads of the country, and in fact a large number of trans-state railroads which serve an important element of the country's population and are indispensable to the development of many essential resources, are struggling to make their financial ends meet. Based on present conditions and prospects, these investments represent mistaken faith and standards.

#### PUBLIC ENTITLED TO SERVICE

While the Government cannot be expected to make good in whole these losing ventures, it can at least provide a means whereby they may be tided over and even assisted, to some extent, financially, until such time as the readjustment period, or the development of our country has reached a stage where they may be enabled to become self-supporting. By the very nature of the policy which has been inaugurated and is followed by the great trunk-line systems, there are provided ever-increasing standards of heavy equipment which supply the public, not only upon their own systems, but, by interchange, the public served by the weaker and shorter line railroads as well.

#### GOVERNMENT OBLIGATED TO AID

Further, this policy has forced the building and operation of short and independent weak-line railroads with heavy standard-gage tracks, bridges and locomotives, in order to take care of said interchange of trunk-line railway-car equipment, all of which is in many instances, far in excess of the reasonable and economical needs of the territory they serve. This burden has broken down some short lines and ultimately will destroy others unless some form of relief is afforded by the Government or the trunk-line systems which they feed, or by both the Government and said systems. As originators and distributors of traffic for the trunk-line systems—in other words, feeders—these lines are highly desirable and valuable to any form of unified nation-wide operation of the railways and, therefore, under present federal control and operation, it is our view that the Government is clearly obligated, when these lines break down and can go no farther under independent operation, to step in and protect the public served thereby.

#### WANTS ROADS OPERATED

Because of the foregoing reasons, we feel that the Railroad Administration should extend relief to the people of Nevada and the stockholders of the Las Vegas and Tonopah Railroad by authorizing the Salt Lake System to take over said line under lease contract for continued operation as a part of said Salt Lake System.

In response to the foregoing, the Railroad Administration, through its general counsel, John Barton Payne, replied as follows:

"CAN DO NOTHING"  
 I agree with so much of your letter of the 12th, *re* Las Vegas and Tonopah Railroad, that I deeply regret the period of federal control is so short that it does not seem possible to do the things which manifestly should be done if it seemed possible.

So many questions *re* the short-line railroads have been presented from time to time that it seems imperative that we should adopt the policy of lending aid to local people or local organizations when necessary to save a short-line railroad, but where there is no local organization and no group of local people offering to do anything, it had not seemed possible for the Railroad Administration to take the initiative, and that is the situation here.

I regret very much there seems nothing we can do.

Writing to J. Ross Clark, president of the road, the Railroad Commission expressed a desire on the part of the State to retain the road's service facility, and asked if there was not something he could suggest that would avoid it being scrapped. With the letter was a copy of the communication sent to John Barton Payne. The following reply was received from Mr. Clark:

J. ROSS CLARK CONCURS

I have read with interest your communication of the 12th instant, addressed to General Counsel Payne of the United States Railroad Administration, regarding policy that should be adopted by the Federal Railroad Administration toward short-line railroads, and fully concur in all opinions expressed therein.

"NO GOVERNMENT AID IN SIGHT"

As you have already been advised in previous correspondence, service was permanently discontinued on the Las Vegas and Tonopah Railroad line, between Las Vegas and Beatty, October 31 last, and we are now engaged in dismantling the line, several miles of track having already been taken up. For the reasons stated in full in our previous correspondence with you on this subject, this was the only course left for the stockholders of this railroad corporation to pursue. There did not appear to be any reasonable prospect of any help being extended by the Federal Government, and the stockholders could not see their way clear to stand any longer the very heavy loss of continued operation of this line. We appreciate fully the efforts of the Railroad Commission of Nevada to bring about some arrangement by which the operation of this line of railroad could be continued, and regret very much that a favorable solution of the problem could not be worked out.

#### IN RE SAFETY IN TRAIN OPERATION

The Railroad Administration has created a special Safety Train Control Committee to investigate and report on the adoption of the most approved safety devices for the protection of the traveling public and the railway employees.

The importance of prompt action being taken in providing for the most approved safety devices is emphasized by the statistics covering railway accidents during the six-year period, 1911 to 1916, inclusive, from which it will be found that 777 passengers and 2,814 employees have been killed and that 40,274 passengers and 32,875 employees have been injured.

There is set forth below copy of correspondence relating to safety in train operation:

WASHINGTON, D. C., June 22, 1918.

(PERSONAL)

Subject: Hagenbeck-Wallace Circus Train  
 Wreck. Early Reports Show 60  
 Killed and 129 Injured.

HON. WILLIAM G. MCADOO, *Director-General of Railways, Washington.*

DEAR MR. MCADOO: Early press dispatches state that 60 people were killed and 129 injured in the Hagenbeck-Wallace circus train wreck on the Michigan

Central at East Ivanhoe, Ind., June 22, 1918, by rear-end collision with an empty troop train of all-steel Pullman cars traveling over the same line and in the same direction. It is stated that the engineer of the empty troop train ran by two block signals, two red-light signals, and a fusee placed between the rails, which threw off a brilliant red light, visible for a long distance. Each and every one of these signals meant stop at once, and yet, from reports, there was no observance whatever on the part of the engineer of the following train.

Initial report from a prominent official of the Railroad Company states that he was unable to account for the failure of the following train to respond to the several danger or stop signals displayed on any other ground than that the engineer, who was at that time missing, must have been dead at his post when passing these signals—not an unreasonable deduction by any means when we consider the possibility of the engineer being stricken with heart failure, apoplexy or paralysis. The engineer, however, has since been found, and explains that because of escaping steam he was unable to see the danger signals in time to avoid the collision.

Viewing the matter from its most charitable aspect, the best that can be said in extenuation of the accident is that it was probably due in part to defective equipment and in part to human fallibility; but, whatever the cause, there is recorded and added to the almost countless numbers that have gone before from similar accidents, another large toll of dead and injured people.

It would unduly take up your time for me to detail a list of the collisions and losses in lives which have occurred, in spite of the most exacting discipline of the highest order to be found perhaps in any line of industry and which, when all is said, has been largely due to human fallibility.

For a number of years past the Government has been investigating the question as to whether it should require railroads to furnish adequate safeguards and protection to the traveling public by the adoption of an automatic device which would, as nearly as possible, provide against such cases of human fallibility and loss of life as we now again have prominently emphasized by the Hagenbeck-Wallace circus train wreck. I refer to the automatic train-stop which has been endorsed by the Interstate Commerce Commission and its adoption as a necessary safety device recommended. Congress has had the matter of its requirement by statute under consideration, but thus far no action has been taken. Briefly stated, this train-control device automatically sets the air-brakes and stops a train if, by any chance, the engineer has failed to observe (as in this case) and is passing a semaphore signal indicating danger or stop. Railway operating officials refer with pride (and justly so) to the record that has thus far been made in the movement of an exceedingly large number of troops with only negligible loss of life, but the highest form of safety-factor device against collisions is lacking, and we know not the hour when there will be collisions and large loss of life among our soldier boys. The answer, of course, is that everything we do in this life is beset with the bane of human fallibility, and this is true. But it appeals to me that it is not beyond the range of possibility that the President has, by his wonderful convey organization, made sea transportation for the boys between here and Europe as safe, if not more so, than is railroad transportation within our own country. A transport on the sea in the event of impending collision with another vessel, or even with a torpedo launched at it with terrific speed, may often alter its course or by zig-zagging avoid the vessel or the torpedo. Likewise, an automobile traveling along the highway at a high rate of speed can, if it finds another automobile bound in the same direction, standing in the road, or one approaching from the opposite direction at high speed, turn out around it and avoid collision. But not so with two trains moving over the same line and in the same or opposite directions, because there is no opportunity to rectify a mistake or bad judgment or inability to see a danger signal by the simple expedient of turning out or changing the course of one or both of the trains temporarily, as is the case with ship or automobile transportation.

The consequences of these railroad train collisions are so terrible and so far-reaching in their effects that every precaution should be taken to prevent their occurrence, and this can be accomplished with great ultimate profit to the Nation in the lives and property saved by supplementing the exceedingly fine morale and efficiency of our railway operating organization by the adoption of automatic train stops. The Interstate Commerce Commission has a complete record covering the many collisions, their causes and the number of lives lost during the past several years. Also, I understand it has authoritative data on

the cost of automatic train stops and reports covering their efficiency where tested. There are a number of these devices upon the market which are unproductive for want of railway support and patronage, but there is one which has been in successful operation during the past four years on 125 miles of track between Chicago and Danville, Ill., on the Chicago and Eastern Illinois Railway, which should afford a guide as to the efficiency of automatic train-stops, including such improvements thereupon, if necessary, as this actual and continued experience may justify.

Supplementing what I have said hereinabove, may I not submit herewith for your information an excerpt from my testimony on the question here under discussion, given before the Newlands Committee at Washington, D. C., December 17, 1917?

In conclusion, Mr. Director-General, may I not earnestly recommend that this highly important question be given your able consideration and, if it stands the analysis which I trust it will, that you endorse the enactment of legislation, or by executive order provide for the adoption of automatic train-stops, with a view of preventing further injury and loss of life of the traveling public, and our soldier boys who are moving in large volume and entitled to the Nation's care and protection.

Very respectfully yours,

J. F. SHAUGHNESSY.

EXCERPT FROM TESTIMONY OF JOHN F. SHAUGHNESSY BEFORE NEWLANDS COMMITTEE AT WASHINGTON, D. C., DECEMBER 17, 1917.

Mr. Shaughnessy: The train facilities used by the carriers in furnishing a through passenger service are without question the finest to be found in the world, but there is reason to seriously question whether the cost thereof is not becoming too burdensome to both the railways and the traveling public. The average passenger train today is six cars and locomotive, comprising mail, baggage, and express cars, coaches, and dining, sleeping, and observation cars.

Estimating that all-steel cars are used, which the railways have been and are adopting as rapidly as possible, the dead-weight tonnage of such a train will average approximately 550 tons. The average train capacity is not less than 150 passengers, whereas the average load is 54 passengers or 36 per cent of capacity. Further, the analysis indicates that in the use of the modern six-car all-steel trains an average of 10 tons of equipment is used in transporting each passenger. Is this not an unreasonable waste? No such tonnage as this is reasonably necessary, and unless steps are taken to correct it, the bulk of the local passenger business will, due to improvements in the art of transportation by self-propelled overland vehicles, be taken from the rail carriers. In this connection it is interesting to note the rapid growth of automobile and autostage traffic, and to keep in mind that an attractive and comfortable local service is furnished through this medium by the use of facilities averaging about one-fourth ton per passenger, as compared with the aforesaid 10 tons. In my opinion, passenger-train weight should be cut right in two, and the public at large given the benefit of as economical a passenger service as is consistent with comfort and safety. The present passenger facilities are, for the above reasons, wasteful and place too heavy a burden upon the public in carrying and maintenance costs and investment. No regulation of this feature of railway service has been undertaken on behalf of the public. Unless it is taken in hand the carriers are free to go on increasing the capacity of their facilities and likewise the strength of their tracks, because the former forces the latter, and thus building into the future and increasing the investment sufficiently to not only offset the normal increase which takes place in traffic, but ultimately to justify, under the Commission's policy in the Illinois case, 4-cent local fares.

Carrying the analysis a step further, the railway operating statistics show that freight-carrying equipment has largely outgrown reasonable proportions; that it is cumbersome and expensive in investment, operation, and maintenance; and that it does not show the operating and service efficiency that might reasonably be expected. The average dead weight of cars and engines in train lots for 1915 was approximately 24 tons per car and their average carrying capacity was 40 tons each, but the average load of freight carried was only 13.8 tons per car, or a load factor of 34½ per cent. From this it will be seen that a nonproductive dead weight of 65½ per cent in equipment was hauled during the year 1915. Besides the waste involved in investment, operation, and maintenance of the entire plant these excess-capacity facilities are largely

responsible for a very slow freight movement to the disadvantage of the shipping public. Regulation and relief should be provided for along these lines. \* \* \*

Mr. Esch: Just one other question, with reference to efficiency. I think you have stated, if I recollect your figures rightly, that the dead-weight tonnage of the average passenger train now is 550 tons?

Mr. Shaughnessy: Yes; that is, figuring on the all-steel equipment.

Mr. Esch: And containing six cars?

Mr. Shaughnessy: Yes, sir.

Mr. Esch: With a passenger capacity of 150?

Mr. Shaughnessy: Yes, sir.

Mr. Esch: But an average patronage of 54 to the train?

Mr. Shaughnessy: Yes, sir.

Mr. Esch: And you deduce from that that that would mean 10 tons dead weight per passenger?

Mr. Shaughnessy: Yes, sir.

Mr. Esch: And I infer from what you said that that was inefficiency?

Mr. Shaughnessy: Yes, sir.

Mr. Esch: But how would you overcome that? If the people insist that they should be carried in steel cars, would you want to go back to the wooden shells that we used to have, with the frightful disasters of telescoping and burning people in the wrecks? How would you overcome that?

Mr. Shaughnessy: My view on that may be somewhat different, Mr. Esch. In the first place I do not believe that the all-steel equipment has provided an absolute safety-factor. Of course, it is somewhat more safe than the old wooden cars, but not greatly so. For instance, today the all-steel equipment, when you are in a very severe collision, telescopes and breaks up, perhaps not to the same extent that the old wooden equipment did; but as to the fire hazard—the fire hazard in the old days came from the use of lamps and gas; today that is largely removed by the use of electrical equipment, and it is my contention that wooden equipment could be substituted, especially at this time, to great advantage. It is much cheaper than the steel materials, and it is among the classes of material that have not greatly increased in price.

Mr. Esch: Your views run counter to the repeated declarations of the Interstate Commerce Commission, do they not?

Mr. Shaughnessy: I am not in accord with them on that, because the operating results do not show the things that were hoped to be accomplished by steel equipment.

Mr. Esch: In their recommendations they say that the use of steel cars in passenger-train service be required, and that the use in passenger trains of wooden cars between, or in front of steel cars, be prohibited.

Mr. Shaughnessy: Yes; that is true.

Mr. Esch: I think that the reports of the Chief of the Division of Safety Appliances in the Interstate Commerce Commission, Mr. Belknap, all seem to trend one way, of the increased safety to the traveling public resulting from the use of steel cars.

Mr. Shaughnessy: Yes.

Mr. Esch: I appreciate what you say, that the use of steel cars adds greatly to the dead-weight tonnage of the train, necessitating heavier locomotives, and, of course, heavier rights of way.

Mr. Shaughnessy: Yes, sir.

Mr. Esch: But the public will insist on the continuance, in my opinion, of the steel-car equipment.

Mr. Shaughnessy: Perhaps they feel safer in it. I think there are equally good reasons, Mr. Esch, and better results to be obtained by a wise and reasonable use of both steel and wood in reducing the present excessive dead weight. I know, I am very sure it will be found after all equipment is converted to steel, that we have been hauling around a lot of dead weight, aggregating 10 tons per passenger in our passenger equipment, and we will later on go back to a very much lighter standard of car than that. *The increased safety factor that we are all striving for at the present time will be obtained through other methods, will be obtained through the use of automatic train-stops, which will amount to preventing the collision rather than building battleship equipment to withstand the shock when the collision occurs. Automatic train-stops will prevent the collisions and loss of life, and their adoption, which should be required*

forthwith, will insure the maximum of safety and the economical use of light equipment.

Mr. Esch: *The Commission has recommended the use of automatic stops; there are train-control devices, and our committee in the House has recommended such a bill to the House in a former session.*

Mr. Shaughnessy: Yes, sir.

Mr. Sims: I forgot one question I want to ask about the steel car. Should not the passengers who ride in a steel car, on account of its supposed insurance feature, its greater protection, greater safety, why should they not pay for that just the same as insurance comes in any other way? Why not keep the steel car and let those whose lives and limbs are saved by it pay for it like they would for any other sort of insurance?

Mr. Shaughnessy: That is one way; that leads to the question of classification of passenger traffic.

Mr. Sims: Increase the rates wherever the expense of the service is increased.

Senator Cummins: Do you know any practical way in which you could get a passenger to ride on a steel car or a wooden car?

Mr. Sims: If you are going to carry both on the same train?

Senator Cummins: It would be worse than to have the entire train wood to put the steel cars in the same train.

Mr. Sims: They have whole trains of steel coaches.

Mr. Esch: That would double the equipment and increase the cost.

Mr. Shaughnessy: *The question comes back to preventing the collisions. Unless this is done, frightful losses of life will continue because of collisions between through all-steel-car trains and local wooden-car trains. The order of the Interstate Commerce Commission excluding the wooden car from the steel-car trains affords protection to those trains, but none at all to the local wooden-car train, both of which are operated over the same tracks. Railroad officials, engineers, and trainmen are the most exacting disciplinarians and the closest observers of rules and regulations to be found in any line of industry, but of course they are not infallible. Surprise tests made against train-and engine-men show a 100-per-cent observance of danger signals over long periods, but the time comes when, through human fallibility of one kind or another, there is a nonobservance and there is a collision and scores of lives are snuffed out. No time should be lost in passing and enforcing an "automatic train-stop" law. Its adoption will supplement our present highly trained and efficient railway operating forces and afford the maximum of safety from collisions, while at the same time paying for itself many times over in the saving effected in loss of life and property.*

WASHINGTON, D. C., June 24, 1918.

MILLER TRAIN CONTROL Co., Danville, Ill.

GENTLEMEN: I enclose herewith copy of correspondence, which is self-explanatory. By way of explanation, I wish to say that I am a member of the Nevada Railroad Commission and have for several years been interested in the adoption of automatic train-stops as the highest form of safety factor against collisions.

Will you kindly let me have the benefit of such suggestions, criticisms and amplification of the statements which I have made before the Newlands Committee and to Director-General McAdoo in behalf of the universal adoption of these devices, stating specifically if the automatic stops can be applied and operated in conjunction with the present electrical track-circuited block signals now in use on many trunk-line railroads, and what will be the cost of such supplemental installation of the train-stops to the electrical-controlled block signals? Further, whether the train-stops can be applied and successfully operated at manual-controlled block signal stations? And, finally, will you give me a résumé of the results which have accrued during the C. & E. I. Railroad's experience in operating under the protection of your automatic train-control stating specifically, if you can, whether accidents caused by the running by of signals "at danger" have been avoided by the use of your device and under what circumstances? Have you record of failures of your control to operate and if so what can be done to provide perfect safety factor?

Thanking you in advance for this information, I am

Very truly yours,

J. F. SHAUGHNESSY.

## THE MILLER TRAIN CONTROL CORPORATION.

STAUNTON, VA., July 6, 1918.

MR. J. F. SHAUGHNESSY, Washington, D. C.

DEAR SIR: Your favor of the 24th of June, with enclosures, received, and we have given careful consideration both to your testimony before the Newlands Committee and your letter of June 22 to Mr. McAdoo.

It is very good of you to ask our opinion on the subjects in question, and our experience and observation is that your position is logical and sound.

In regard to steel cars, our policy has not been to oppose them, but rather that they should gradually replace wooden cars. However, it has been amply demonstrated that the greatest benefit that can be expected from steel cars in collisions is reduction of casualties. Their use cannot prevent collisions.

Answering your specific questions about our automatic stop working in conjunction with standard automatic and manual signals. The stop was installed and is being operated on the C. & E. I. R. R. in conjunction with their signals and is applicable to any standard system of automatic or manual signals without alterations or complications in any way. The approximate cost of such supplementary installation is \$300 per block.

With reference to your inquiry as to records of failure of the control to operate, we will say that we know of three such instances during the past four years. One was due to imperfect application of shoe on engine and improper adjustment of ramp; two were due to air leaks in pipe connection with shoe and freeze-up at that point. All of these failures were directly caused by lax inspection and improper maintenance, and in each instance the trouble was located at once and corrected.

In regard to your final question: Our stop has been in daily service since November 17, 1914, on the C. & E. I. R. R., on practically all trains—freight and passenger—running over the main line between Chicago and Danville, which, as you are probably aware, is automatic-signal territory, and daily reports are made by the railroad company of the automatic stop similar to those made of the signals. During this time numerous reports have come to us of instances where the stop has prevented trouble more or less serious, and has proven beyond a doubt its dependability as a supplementary safety device by enforcing obedience to signal indications and track conditions. And it accomplishes this without in any way lessening the responsibility of the engineer or interfering with his duties.

As to citing specific instances where the stop prevented accidents or the running by of signals at danger, we think this information should come from the railroad officials.

While the C. & E. I. R. R. Company has been very patient, courteous and helpful to us in developing the automatic stop, yet you fully appreciate the fact that if it were not performing satisfactory service it would hardly have been allowed to remain on the busiest section of their road for nearly four years as part of their equipment.

We wish to thank you for calling our attention to your interest in this subject, and we will be glad to furnish you with any further information that we can, upon request.

Very truly yours,

H. B. MILLER,

*First Vice President and General Manager.***REGULATION OF JITNEY SERVICE**

An important and rapidly growing branch of the States' transportation facilities is represented by the automobile passenger and freight lines. In the matter of the regulation of the rates, service, bonds, etc., these transportation agencies have, since 1917, been as completely under the jurisdiction and control of the Railroad Commission as are the railroads.

Set forth below is the Commission's General Ruling No. 3, which is now being enforced for the protection of bona-fide auto-transportation companies and the public.

GENERAL RULING No. 3  
 To All Automobile Freight and Passenger Carriers:

Under an order of this Commission dated May 14, 1917, all automobile common carriers were notified to file their freight and passenger tariff schedules on or before June 15, 1917.

In compliance with this order a number of companies, corporations, associations and individuals duly filed freight and passenger schedules. Numerous other operators of automobiles failed to file their schedules either through neglect or because they considered that, under the terms of section 2 of the Railroad Commission Law as amended in 1917, they were not operating as common carriers.

Section 2 of the Railroad Commission Law of Nevada reads, in part, as follows:

The term "railroad," whenever used herein, shall mean and embrace any company or individuals or association of individuals owning or operating automobiles, autotrucks, or other self-propelled vehicles, engaged in transporting persons or property for hire over and along the highways of this State as common carriers, and all duties required of and penalties imposed upon any railroad or any other officer or agent thereof shall, in so far as the same are applicable, be required of and imposed upon the owner or operator of said automobiles, autotrucks, or other self-propelled vehicles, transporting persons or property for hire over and along the highways of this State as common carriers; \* \* \* provided, however, that automobiles used exclusively as hearses or ambulances operated within the limits of cities and towns, and other automobiles which have no specified routes of travel and which are not operated as common carriers, shall not be construed as being under the jurisdiction of the commission within the meaning hereof.

On May 29, 1917, the Commission issued its General Ruling No. 2, setting forth a resolution passed at a regular meeting held the same date. This resolution reads as follows:

*Resolved*, That all companies or persons operating automobiles between two or more given points, making one or more trips a week between such points, and who solicit passenger, freight or express business while engaged in that service, shall be considered in regular service and subject to the jurisdiction of the Railroad Commission of Nevada as automobile common carriers.

*Resolved further*, That all companies or persons operating automobiles as common carriers shall be required to enter into and file a bond with the Commission and shall also be required to file passenger and freight schedules and any other schedules covering the transportation of persons or property which may be required by the Commission, together with such reports as the Commission may demand from time to time.

After giving this matter further consideration, the Commission at a regular meeting held December 14, 1918, withdrew its resolution of May 29, 1917, and ordered the cancellation of General Ruling No. 2, and the following resolutions and orders were adopted in lieu thereof:

*Resolved*, That all companies, individuals or associations of individuals owning or operating automobiles, autotrucks, or other self-propelled vehicles, engaged in the transportation of persons or property for hire along the highways of this State as common carriers, shall be required to file bonds with the Commission, with good and sufficient sureties, together with tariff schedules, rules and regulations governing the transportation of persons and property.

*Resolved further*, That the filing of bonds and schedules of rates, rules and regulations, governing the transportation of persons and property shall be required of all companies, individuals or associations of individuals holding themselves out for hire as common carriers whether operating on regular schedule between specified points, or holding themselves, employees or equipment out for hire upon call to transport persons or property between various points in the State of Nevada.

*Resolved further*, That this ruling shall not apply to companies,

individuals, or associations of individuals operating hearses, ambulances, taxicabs, automobiles or autotrucks which are operated as common carriers within the limits of cities or towns in the State of Nevada.

*It Is Therefore Ordered.* That all companies, individuals or associations of individuals operating automobiles or autotrucks as common carriers as defined above, shall be required to file their schedules of freight and passenger rates and rules and regulations governing the transportation of persons or property, in the form prescribed by this Commission under its Tariff Ruling Number 6, on or before January 15, 1919.

*It Is Further Ordered.* That no such companies, individuals or associations of individuals shall thereafter be permitted to engage in business as common carriers until they have first filed their tariff charges and specified the routes over which they will operate, and have secured notice from the Commission that these regulations have been satisfactorily complied with.

*It Is Further Ordered.* That all companies, individuals or associations of individuals failing to comply with this order shall be considered as violators of the Railroad Commission Law of Nevada, and each case will be referred to the Attorney-General of Nevada for proper action; *provided,* that persons who have already filed tariff schedules, rules and regulations and bonds in compliance with past orders of the Commission may be considered as having complied with this order.

*It Is Further Ordered.* That as soon after the receipt of tariff schedules as possible, all companies, individuals and associations of individuals who have not already filed bonds, shall be notified as to the amount in which bonds shall be filed and shall be given a reasonable time in which to file the same with the Commission.

*It Is Further Ordered.* That all companies, individuals, or associations of individuals operating automobile lines as common carriers in the State of Nevada, will be required to submit bonds for the approval of the district attorney of the county in which such bonds are executed before filing same with the Commission.

#### RAILROAD COMMISSION OF NEVADA.

Dated December 14, 1918.

By E. H. WALKER, *Secretary.*

Set forth below is a comprehensive report by the Railway Review of Chicago, Ill., covering the rapid growth of auto-transportation throughout the country; its importance to the public; a résumé of the steps being taken to meet varying conditions and kinds of service; and an illuminating review of the cost of operation:

#### MOTOR-TRUCK TRANSPORTATION GROWING RAPIDLY

As Shown by the Railway Review, November 30 and December 7, 1918

Within the past six months a new development has made its appearance in the transportation field. This is the widespread introduction of motor-truck transportation service in inter-city traffic. Rarely seen a few months ago, except in a few localities, the motor freighter today is a common sight on many of the main highways of the country, especially in the East. It is doing much of the work that formerly constituted the short-haul business of the railroads; it is keeping vital merchandise out of congested terminals, supplying factories with the much-needed raw materials and speeding up the output of essential products. It is showing the manufacturer and merchant that there is a way to escape the difficulties and loss resulting from embargoes and transportation tie-ups. Such further advantages as direct store-door or warehouse deliveries without requiring a terminal haul, the development of new sources of material and the reduction of time in transit are other important features.

A few years ago motor-truck highway transportation was vigorously opposed by railroad traffic departments and under the prevailing conditions the business was making but little progress. However, with the competitive features of railroad transportation discarded, at least temporarily, a strong impetus seems

to have been given to the movement to eliminate all forms of competition between steam and electric road, inland waterways and highway transportation. We now see the Director-General of Railroads promoting inland water transportation by building a fleet of river barges and steamers and encouraging the use of canals; we have the statements of officials of the Railroad Administration that that organization is in hearty accord with every effort made to promote the use of motor trucks in facilitating highway transportation, and we have the crowning act of railroad officials diverting traffic from their own roads for shipment via these new transportation lines.

Of course, the underlying motive of this abandonment of what was once considered the prime essential of the business of transportation has been wartime efficiency—the concentrated efforts of all for the winning of the war. However, wartime efficiency is merely a phrase—a catchword. Efficiency is the same either in war or in peace, and, if it is obtained by certain methods and practices under wartime conditions, these methods and practices will be the subject of comment and investigation when conditions are different. Their permanent retention will not be a matter of sentiment, just as the return to the old competitive conditions will not be a matter of sentiment, but will depend upon the economic results under a changed régime.

At the present time, highway transportation, or, more particularly, motor-truck transportation, is being encouraged by the railroad transportation for the expressed purpose of relieving the rail carriers of some of the burden of short hauls and for the purpose of relieving congested terminals. The railroads need this relief; their development has not kept pace with the development of the country's business, and consequently, in an emergency when the demands upon them are more than doubled, they must resort to supplementary means in order to perform properly their functions.

#### HIGHWAYS TRANSPORT COMMITTEE

The national value of highways in their relation with rail and water transportation and the necessity for their immediate development has led to the appointment of a highway transportation committee by the Council of National Defense. The object of this committee is to increase and render more effective all methods of transportation over highways and in this way strengthen the Nation's transportation system and relieve the railroads of a part of the heavy short-haul freight traffic burden. Competition between any of the particular means of transportation is discouraged by this committee and it aims to encourage the transportation of freight by that method which is the most efficient and economical.

The highways transport committee at Washington deals with the national problems of highways transport. The plans provide for carrying out the policies through state highways transport committees, which are appointed by, and form a part of, the state councils of defense.

By this method of cooperation the details of the campaign are worked out at headquarters and the State is free to take vigorous action looking to the execution of national policies, and is in this manner able to accomplish the greatest results in the shortest possible time.

The state committee consists of a chairman, secretary, and not less than five members, who form the field section. These five members are chosen by first dividing the State into five principal divisions and then selecting one man from the principal point in each division. These five men, while being members of the state committee, are in turn chairmen of, and responsible for, the proper organization of their district.

District boundaries follow established county lines, because eventually each county is to have a highways transport committee. In certain sections of the country the feature which tends to distinguish one district from another will be the large distribution centers forming the heart of the several districts. In other sections of the country which include no large cities the district will be determined principally by certain areas, such as agriculture, manufacture, lumber, minerals, oil, etc., and with regard to present development of transportation facilities.

The idea, however, is to see that the entire State is divided into five districts, each with its proper organization and representation on the state committee, so that the committee as a whole will have exact information of the varying conditions throughout the State.

In the States already highly organized, in addition to the five members of the state committee described above, who also serve as chairmen of the five state districts, an executive section or planning staff is made a part of the membership of the committee. The members of the executive sections have as their function the planning and inauguration of the special features of the work to be undertaken by the committee as a whole; to put into practical field operation such instructions as come from Washington.

Each member of the executive section is expected to devote his thought to one of the principal divisions of our work, such as rural motor express, return-load bureaus, cooperation with Federal Railroad Administration, greater efficiency of highways transportation, etc. The state highways commissioner, or engineer, should be a member of this section, as well as the state agricultural leader who directs the activities of the county agents throughout his State. The executive section is composed of men who can meet very frequently.

The scope of the work of these state committees in general can be divided into five sections.

1. *Return Loads*—The elimination of empty running of vehicles by the bringing together of shipper and truck owners in a systematic way, so as to provide full load where possible.

2. *Rural Express*—By rural motor express is meant the use of the motor truck or horse-drawn vehicle in regular daily service, over a fixed route, with a definite schedule of stops and charges, gathering farm produce, milk, live stock, eggs, etc., and delivering them to the city dealer and on the return trip carrying merchandise, machinery, supplies, etc., for farmers and others along the route. This service amounts to a collection and delivery that comes to the farmer's door with the same regularity that the trolley car passes over its tracks.

3. *Cooperation with the Federal Railroad Administration: Terminal Relief and Store-Door Delivery*—The relieving of congested terminals and cooperating to eliminate short hauls by railroads through effective transport service. Under this heading comes the establishment of store-door deliveries.

4. *Educational*—This educational campaign to place highways transport work in its proper light throughout the State through the medium of chambers of commerce, rotary clubs, mayors, newspapers, magazines, and to enlist the support of all motor-driven vehicle owners.

5. *Transport Operating Efficiency*—Making transportation more effective by encouraging the efficient use of all vehicles, by avoiding the making of trips with only part load, and by eliminating waste time in loading and unloading, and the avoiding of delays in giving and signing of receipts, and so on.

Among other matters which are considered are the proper legislation with regard to the operation of transportation over highways, charters, license fees, etc.; adequate means of financing operations; maintenance of proper contact with state highway departments; cooperation with existing agencies looking toward the establishment of adequate marketing facilities.

#### EXTENT OF MOTOR-TRUCK TRAFFIC

Inter-city motor-truck transportation service can be divided into four general classes.

First—Delivery service maintained by wholesaler and large corporations, such as the Great Atlantic and Pacific Tea Co., the Standard Oil Co., United Cigar Stores, for the purpose of restocking their customers and branch stores in towns within a radius of one hundred miles of distributing centers.

Second—Intermittent motor-truck service by individuals or companies for special service under contract and the use of trucks by large producers for purposes of marketing.

Third—Motor-truck companies maintaining regular routes, schedules and rates, performing all the functions of a common carrier between cities.

Fourth—The use of motor trucks by the Army between cantonments and near-by cities and the movement of large trains of motor trucks from inland factories to the seaboard under their own power and cargoes with munitions or other freight.

Innumerable instances of the use of motor trucks in relieving rail congestion can be had. In some instances manufacturers had found it impossible to secure as promptly as it was necessary special machinery or the material to enter into their products except by sending their own trucks overland for it, and con-

versely to deliver to other manufacturers the products of their own factories. By this means not only was railroad congestion relieved, but the efficiency of their own business was increased.

The total tonnage moving over highways is increasing at a tremendous rate, in some States as much as 400 per cent increase over last year being shown. In the Cleveland-Akron area it is reported that 61 per cent as much freight is being moved by motor express as the railroads are carrying. High development of the return-load idea, which insures a more economical operation of highways transport, is being pressed in all sections, particularly in Connecticut, with Hartford acting as the central bureau. In the vicinity of Cincinnati and Omaha live stock is being carried to the stockyards in increasing numbers. Rural express has reached a high point of efficiency in Maryland, New Jersey, eastern Pennsylvania, and southern New York. Arrangements are being made to connect the New York state barge canal ports with farming communities by rural express.

Shoe manufacturers supplying our armies operate fleets of trucks between Boston and near-by shoe centers, carrying hides in one direction and finished shoes in the other. Cotton and woolen mills in New England do not await the arrival of slow incoming freight. They go and get their raw materials. Heavy machinery is delivered direct from shops and foundries in Connecticut to factories in New York. Wholesale grocers deliver in Washington from warehouses in Baltimore. Tons of chemicals are delivered with but one handling after they leave the chemical works.

With the coal problem primarily one of distribution, motor trucks have been performing a service that undoubtedly will be reflected in the character of the coal bins for months to come. Not only have the motor trucks relieved the railroads by transporting coal over short distances, but have gone so far in some districts to haul coal direct from the mines to consumers. This is especially true in the Pittsburgh district, where hundreds of trucks throughout the summer have been engaged in hauling coal for Pittsburgh concerns direct from the mines to the company's own storehouses or cellars.

It is not an uncommon thing to see dozens of trucks rolling over the hills south of Pittsburgh loaded with coal secured from small bank mines. Their number is steadily increasing, thereby releasing railroad cars for long-distance hauling.

Hauling coal direct from mines by motor truck also was resorted to with much success at Terre Haute, Ind., the last winter when the retail dealers depending on car shipments were unable to secure coal by rail with sufficient frequency to keep their customers supplied. Motor trucks sped back and forth between Terre Haute and the mines which are within seven miles east and west of the city. Retail companies owning their own mines, if not already the owners of trucks, immediately purchased motor vehicles and by this method brought much-needed relief to the city. Hauling by truck was much faster than rail service, reducing the time of delivery from weeks to days.

Motor-truck transportation of coal from the mines directly to the consumer also has been contracted for by the Birmingham (Ala.) Civic Association, working in conjunction with the County Board of Revenue and the Board of City Commissioners. The contract was closed recently with the Jenkins Motor Company, and the company has agreed to establish two motor-truck lines, to move 200 tons of coal daily. This is reported to be the most extensive utilization of motor-truck transportation, for the hauling of coal from the mines to the consumer, in the United States. The plant contemplates the establishment of a municipal coal yard to supply domestic trade, and the construction of four miles of public highway, and two additional miles, connecting the mines with the main highway. Two fleets of trucks will be operated by the contractor and these are expected to add not less than 50,000 tons to the city's winter coal supply.

Careful research has revealed that 900,000 tons of war material and other important merchandise is being hauled yearly between Philadelphia and New York by motor trucks. During a single week in July, 1918, motor trucks carried a total of 3,175 tons of freight over an Ohio road 40 miles long between Cleveland and Akron, while three railroads running between these two towns reported a total carriage of 4,970 tons, which is almost an even break between the two systems of transportation. This is not an isolated case as the comparison undoubtedly has many parallels which could be cited if figures were available.

This service is equivalent to that which could be performed by the use of no less than 885 railroad cars each week. A significant fact brought to light in the survey of freight conditions existing between Cleveland and Akron was that during a nine-months period the highway tonnage from Cleveland to Akron was 65 per cent of the rail tonnage and that the freight transported over the Cleveland-Akron highway during the same period increased 140 per cent over a like period of time.

Some railroads have had to decree that goods consigned in less than carload lots cannot be delivered in any specified time. This ruling has resulted in increased tonnage hauled by motor trucks.

The facilities of express companies for general work have been very much limited through the necessity of using baggage and express cars in troop movement. As a consequence the purveyor of food supplies has found himself hard pressed to get transportation and he is placing increased dependence on the motor truck.

The forming of many heavy haulage companies operating trucks between big cities and sometimes covering as much as 150 miles on their regular routes is a significant development. The use of trucks in this kind of work presents advantages over the railroads since the truck picks up freight at the loading platform of the shipper and delivers direct to the door of the consignee, at a saving of time and labor.

The great possibilities of long-distance motor haulage are seen in the operation of the Akron to Boston Express by the Goodyear Tire and Rubber Company. A year and a half ago the Goodyear Company for a period of several days was unable to ship goods from its Akron plant by rail due to inability to secure empty box cars, and, largely as an experiment to test the feasibility of giant pneumatic tires and in an endeavor to deliver finished merchandise to the East, placed in operation a truck train to the Atlantic coast. After being in service since April 19, 1917, the truck train is proving so advantageous as compared with rail shipments that the company is now considering the putting into service of a large fleet of trucks to deliver the major portion of its goods to the various branches east of the Mississippi. It took the first seventeen days to cover the 740 miles between Akron and Boston, but today the same truck and others are making the same run in three and one-half days.

It is interesting to note the work of these trucks from the viewpoint of the Goodyear Company:

"To the uninitiated," says an official of that company, "it is startling to know that we have made these round trips—winter and summer—in an average of less than eight days. During the severest blizzards in January, with the thermometer down to 20 degrees below zero, these trucks were plying via the Lincoln Highway over the Pennsylvania mountains transporting war materials for the Government. Such experiences as these convince us that the motor truck offers immediate and practical relief to the present (winter of 1918) railway transportation congestion. If Goodyear can transport product over a 750-mile route in the dead of winter and make deliveries by truck when delivery by rail was impossible, surely motor trucks are infinitely more practical for hauls of 25, 50 and 100 miles. When we ship from Akron to Boston in three and one-half days, we are doing a great deal better than we have been able to do by railway express even in normal times.

"In pioneering long-distance highway transportation, naturally our first thought was to develop a wider market for our tires, both pneumatic and solid, by demonstrating the usefulness of trucks in competition with railway transport. But our experiences have demonstrated the vast usefulness of truck transportation in moving our product where railway transport is unavailable. When we started our truck fleet in April, 1917, the railway transportation problem was not so acute. Since then, however, our highway transport express frequently has been our sole relief from acute transportation problems. Time and again, railway embargoes have prevented shipments from Akron to the East when materials from our Akron plant were badly needed for war or commercial uses. In such predicaments our trucks have done valiant service.

"Incidentally, we have found that pneumatic tires materially increase the usefulness of the truck in such service.

"The wider use of motor trucks in the solution of present-day problems is of momentous import."

During September the Goodyear Tire and Rubber Company sent two of the

trucks used on the Akron-Boston run from Boston to San Francisco. The trucks covered the 3,717 miles in 20.37 days. From Boston to Akron they carried cotton fabric and from Akron each truck transported 18,000 pounds of airplane tires to the Pacific Coast. They averaged 15 miles an hour the greater part of the way. These two trucks like all units on the Akron-Boston run are equipped with a sleeping compartment back of the driver's seat. The driver's work in shifts and the trucks are kept on the move night and day, one man sleeping while the other drives. These trucks now on the return trip are hauling a load of baled cotton from the Goodyear cotton plantation in Arizona to a Goodyear fabric mill in Connecticut.

The history of the Beam-Fletcher Corporation of Philadelphia, which was the first to start a daily motor-truck freight line between Philadelphia and New York, and the rapid growth that has attended this company's business, is interesting.

On January 1, 1917, this company started business with a capital of \$26,000 and a fleet of eight 5-ton White trucks. By July 1 this fleet had been increased to twenty-two and by December 1 to thirty-two of the same kind and capacity. At present fifty-seven trucks are operated. A number of full loads of merchandise were hauled from Philadelphia to New York during the early part of the year, and on August 1, a daily motor-truck service was inaugurated between New York and Philadelphia.

A small storeroom was rented at 182 Washington Street, New York, on September 1, to be used as a receiving station, and on November 1 the company leased the six-story building, which it now occupies at the corner of Dey and Washington Streets. The business has increased by leaps and bounds, and while the gross income during 1917 was in the neighborhood of \$300,000, this company feels confident that it will run far above the one-half million mark in 1918.

At the present time this concern is operating almost its entire fleet in long-distance hauling between New York, Philadelphia, Baltimore, Reading, Easton, Allentown, Bethlehem, Millville, and Vineland, N. J., and from ten to twenty 5-ton trucks make the trip every night in the week between New York and Philadelphia, depending entirely on the requirements of their shippers.

It will be seen, therefore, that this company is moving from 100,000 to 200,000 pounds of freight daily between New York and Philadelphia, and approximately the same amount between its various other terminals. These figures compared to express-car tonnage show that they are daily moving the equivalent to a train of express cars consisting of from ten to twenty cars. About one-third of its business has been rush shipments for the Government, including parts of aeroplanes, munitions, motors, machinery, heavy castings, yarns, cloth for uniforms, and the like. The balance has been miscellaneous freight of all kinds for a great many customers.

Recently the company received an order from the Curtis Publishing Company to move 80,000 pounds of magazines from the Clyde Line Dock, Philadelphia, on account of an embargo placed that day, to New York. The order was placed about 2:30 p. m. and at 6 p. m. the last truck was on its way to New York. A few weeks ago they hauled 400,000 pounds of leather to New York for export shipment. At various other times they hauled from 100,000 pounds and upwards of sugar, phonograph records and various other commodities, which could not be shipped by rail or water, on account of embargoes. The rates are practically the same as express rates, and in some cases less than express rates.

The encouragement which the Government has given to the establishment of rural motor-express routes, has prompted this company to do its utmost to extend its service further. In consequence of which several new routes have been placed in operation.

The section traversed by the Beam-Fletcher trucks through the New Jersey towns is known as one of the greatest egg-producing areas in the country, and eggs are expected to be the biggest single item of farm produce hauled. A special type of body for hauling eggs is being used by this company. A feature of its construction is that nothing projects on the inside of the body to damage the eggs or crates in any way.

In some cases the trucks will be sent straight through from the Jersey ports to New York, and goods delivered the same night, whereas such produce as is

brought to Philadelphia will be transferred to a through truck for New York and delivered in New York the next morning.

This corporation also has decided to inaugurate a collection and delivery service in the Kensington mill district and in up-town New York, thus extending facilities to the textiles industry of this city heretofore not at its service. Shipments will be accepted in less-than-truck-load lots. Trucks will swing out from the main station in Philadelphia in the morning on delivery, picking up shipments for New York in the afternoon. These shipments will be carried to New York during the night and be delivered the following morning.

The Beam-Fletcher Corporation has also undertaken on a big scale the long-distance hauling of freight by truck between Washington and New York. It uses sixty 5-ton White trucks on this run and the business now handled by the company indicates the venture will prove as profitable as their earlier operations between New York and Philadelphia. At Washington the Beam-Fletcher company connects with the Maryland East Freight Company, which operates between Baltimore and the capital.

Many of the largest merchants of Washington and the Navy Yard contractors are using the new service extensively. All kinds of freight are carried, large and small, and are delivered direct to the consignee, thereby effecting a saving in time over railroad shipments. Points served by the new overland motor freight route include Washington, Baltimore, Philadelphia, New York, Easton, Allentown, and Bethlehem in Pennsylvania, and Alexandria, Va. The complete trip from Washington to New York is made in thirty-eight hours, while the time from Baltimore to Philadelphia is twelve hours.

Another instance of the success of motor-truck transportation is that of the Blackstone Transit Company, operating a fleet of thirty White trucks within a radius of 175 miles of Casper, Wyo. It would be impossible to supplant this service with any equipment other than motor trucks. The extensive wool and oil industries of this section place a dependence in this service which in a large measure makes their successful development possible. The Blackstone Company hauls practically all of the great quantities of supplies from the base at Casper, needed in the numerous oil fields of Wyoming, covering such distant points as Salt Creek, Big Muddy, Teapot, Lost Soldier, Riverton, and other oil-producing centers. On the return trips the trucks embody the return-load feature, hauling wool, the only agricultural product of the Wyoming oil section, from the shearing pens to the railroad station. Trips as far distant from Casper as 150 and 175 miles are frequently made. The hauling facilities of the Blackstone Transit Company have come to be such an integral part of the oil and wool business in recent years that the service is now regarded as indispensable.

A real innovation of motor-truck transportation is the motor-truck refrigerator operated in inter-city service by the Sullivan Packing Company of Detroit, Mich. It is, so far as known, the first truck in the country to be used for this purpose. When this company depended upon railroad delivery, two and one-half days were required to make a carload shipment from the Detroit plant to the branch in Toledo. This loss in time involved shrinkage in meats. The truck, with a heavily loaded trailer in tow, completes the trip in six hours, carrying an average of 18,000 pounds of meat. The body of this truck is designed and built very much like the ordinary refrigerator freight car. The walls and heavy side doors are made of aluminum, cork and wood, an excellent non-conducting combination. Top filling tanks for ice and brine are loaded from the outside. The owners of this refrigerator have found it so satisfactory and economical that an extensive expansion is contemplated on highways within a radius of one hundred miles of Detroit.

That the haulage of fragile commodities by motor truck is feasible has been demonstrated by the bureau of markets of the United States Department of Agriculture. The White Motor Company designed a truck body especially for the hauling of eggs. This truck left Vineland, N. J., at 11 a. m., and arrived in the wholesale district of New York City at 2 o'clock the next morning, traveling the entire distance of 140 miles without breaking a single egg. Delivery from the shipper to the wholesaler was made in fifteen hours, which is faster time than that made by express shipments. The five-ton truck carried 150 cases of eggs, weighing nearly four tons, and the balance of the load was made

up of plate glass. One full truck-load of 210 cases of eggs is now being hauled daily between Vineland and adjacent territory to New York.

Another use of motor trucks which is of distinct advantage to the railroads under any conditions, competitive or otherwise, is their employment on remote stage lines and in other sections where railroad construction has not been undertaken. In many sections of the West the trucks have supplanted the old stage-coaches, the horse-drawn vehicles being unable to compete with the trucks because of the lower cost of operation and the more efficient service obtainable. In this capacity the trucks act as feeders to the railroads and perform all the functions of branch lines.

### COST AND CHARGES OF MOTOR-TRUCK SERVICE

As Shown by the Railway Review, December 7, 1918

Many see in the rapid development of motor-truck traffic during the past few months only the logical evolution of the transportation industry. They assert that waterways are limited by natural laws, and railroads by economic conditions, transportation. These two must be supplemented by an additional means of transportation and this supplementary means is the motor truck, which is in reality a reversion to the original methods under improved conditions and with modern appliances.

There are many factors entering into the cost of motor-truck service—the type of truck, condition of the road, grades, character of the load and density of traffic.

The type of truck best suited for motor transportation is largely a matter of the personal judgment of the operator. It is usually decided by the plausibility of the arguments of the truck manufacturer. All trucks may be said to be good, and while some perform their functions better under certain conditions than others, their general utility must be determined by local conditions and no general rule can be applied.

Perhaps the principal factor in determining the cost of motor-truck transportation is the condition of the roads. Tractive tests conducted at various times during the past three years seem to indicate that concrete is the best type of road for motor-truck transportation. The saving effected on a concrete roadway lies in the utilization of power, the elimination of fuel waste, and in the upkeep of the truck.

The tests conducted by the good-roads bureau of the California State Automobile Association on various types of roads showed the following results:

PULL IN POUNDS PER TON	
Over a level, unsurfaced concrete road	27.6
Concrete base, ½-inch skin top asphaltic oil and screenings	49.2
Waterbound macadam, level, good condition	64.3
Concrete base, 1½-inch Topeka top, level, good condition	68.5
Gravel road, good condition, level	78.2
Earth road, fine dust, level	92
Earth road, stiff mud on top, firm underneath, level	218
Loose gravel, not packed down, new road, level	263

The following table of road resistance of rubber-tired trucks and trailers was obtained by the Troy Wagon Works. It is the result of various performances of different makes of motor trucks of various capacities handling trailers manufactured by this concern:

Type of road	Road resistance in pounds per ton
Asphalt	20
Smooth brick	25 to 35
Poor brick, ordinary (cobble or macadam)	35 to 60
Hard dry clay road or hard gravel road	50
Soft macadam	75
Ordinary country clay road	100
Ordinary country sand road	150
Sand, 3 inches deep	275 to 300

The following table of tractive resistance over various kinds of pavements shows the comparative results in pounds per ton obtained by the good-roads bureau of the California State Automobile Association, the United States Department of Agriculture, the Missouri Department of Agriculture, and the Packard Motor Car Company:

TABLE OF TRACTIVE RESISTANCE

Kind and Condition of Pavement	California State Auto Association	U. S. Department of Agriculture	Missouri Department of Agriculture	Packard Motor Car Company
Loose gravel	263	320	.....	.....
Average gravel	.....	80	.....	.....
Packed gravel	78	.....	.....	82
Average value	170	200	.....	.....
Earth road, mud on top	218	.....	251	.....
Average condition	.....	.....	.....	99
Earth road, dust on top	99	.....	90	.....
Average value	159	.....	170	.....
Unsurfaced concrete	27.6	.....	.....	80

The advantages of good roads are only too evident and this fact has long been recognized. Over twenty million square yards of concrete roads, including streets and alleys, have been laid yearly for the past three years. Of this amount twelve million square yards were laid in country highways, which is a strong indication of a nation-wide desire for better roads. When the advantages of motor-truck traffic are brought home to shippers and rural communities, it can safely be predicted that a greater increase in the construction of concrete and other permanent types of roadway will result. At the present time there are approximately one hundred and seven million square yards of concrete pavements in this country. If this were placed in one strip eighteen feet wide, it would mean 10,000 miles of concrete road, or enough to cross the continent three times.

The nature of the country traversed and the percentage of grade encountered is also a determining factor in motor-truck transportation costs. However, the cost is not excessive even in mountainous sections and motors have been able to operate where either from economic or natural causes a railroad could not be built. Moreover, the automobile and the truck are rapidly supplanting the horse-drawn stage coach in those parts of the country where this mode of transportation still persists. A typical instance of this is shown by the operation of the Redding-Weaverville Stage Company, between Redding and Weaverville, Cal. These two county seats are fifty-two miles apart and the only roads connecting them are mere mountain trails and narrow roads where mountain wagons were the only vehicles to pass. The grades are as high as 30 per cent. This stage company conceived the idea of substituting motor trucks for the old freighting wagon. The idea was ridiculed but nevertheless two 2-ton trucks were purchased. These have been so successful that they have gradually eliminated the competition of all horse-drawn vehicles on the route. This motor truck line also has a contract for carrying the mail and parcel-post between the two towns and is the only means of getting freight and mail into Trinity county. Formerly it took an eight-horse team seven days to make the round trip from Redding to Weaverville, hauling five tons one way. The cost of such a trip was \$98 for moving the five tons a distance of fifty-two miles. With the trucks the round trip is made in twenty-two hours at a cost of approximately only \$25. These figures give a fair idea of why the motor truck is rapidly becoming the chief transportation agency in such localities.

The character of the load is another element that determines the cost.

A high-grade truck is built with ample power to take it over the worst roads ordinarily encountered, and the steepest grades. For instance, the motor of a truck must exert ten times the force to propel it over a sandy road that it does to propel it over asphalt. It is evident that a truck designed to operate satisfactorily over the sandy road will have an immense amount of excess power when used only on the asphalt. When used, therefore, over ordinary hard-surfaced roads and moderate grades, it still utilizes but a part of its power. This excess of power (draw-bar pull) which every standard truck develops in addition to its rated carrying capacity, may be utilized and made profitable by the addition of a trailer. Otherwise, it represents waste.

Roughly speaking, the average motor truck, when loaded, develops a draw-bar pull in pounds of one-half of its rated capacity. For example, a 3-ton truck will develop 3,000 pounds draw-bar pull. The draw-bar pull required to draw a ton of material varies from 50 pounds on a brick street to 150 pounds on a hard country road. An average of 250 pounds draw-bar pull will haul a ton of pay load on a trailer. A 3-ton truck, therefore, will carry its 3-ton load

and still have sufficient reserve power to haul from twelve to fifteen tons behind it.

It may safely be stated that, under ordinary road conditions, the average truck has plenty of reserve power or draw-bar pull to enable it to handle a trailer of equal carrying capacity. The load is doubled, at the least, with a comparatively slight addition to the operating expense. This additional expense will run from ten to twenty per cent. To illustrate the profit in truck-trailer operation, as compared with truck alone, if a truck is earning \$24 a day, with an operating expense of \$14 a day, thus making a profit of \$10 a day, for about \$2 a day additional to cover trailer operating expense, the truck would, with trailer attached, carry double the load, and the profit would be \$18 instead of \$10, an increase of 80 per cent.

Truck costs are of two kinds, fixed and variable. The fixed charges are those which must be paid regardless of whether or not the truck performs any service, and variable are those which depend on the work which the truck does. The average cost of operation of a standard motor truck is 20 cents per mile. This figure covers both fixed and variable charges based on 25 per cent depreciation per year and is the one generally used by engineers and sales efforts as a basis of haulage costs. Thus, a 5-ton truck hauling five tons of pay-load a distance of one mile reduces the cost of one ton to 4 cents per mile, or 4 cents per ton-mile. If there is no return load the cost is doubled and should be quoted at 8 cents per ton mile. However, many regard 20 cents per mile as too low and believe the figure should be nearer 26 cents.

This illustration serves to indicate the value of trailers as well as the "return-load" idea. With the use of the trailer and the semitrailer, two and three times the load of the truck alone can be hauled. By making allowance for the increased expense of operation, although this is practically negligible, the cost per ton-mile will be considerably reduced.

The following table compiled by a leading truck and trailer manufacturer gives a fair idea of the operating cost of a 5-ton truck and a 5-ton trailer.

TRUCK		Per day
First cost of truck, \$4,575 (Life 5 years working 300 days per year, 1,500 days)		\$3,048
Gasoline—10 gal. per day at 25c		2.50
Oil—1½ quarts at 65c per gal.		.245
Tire cost, based on manufacturers' prices to the consumer. Pressed-on tires, 6-inch front and 6-inch dual rear, \$330.80. Assuming truck will run 50 miles a day and figuring on the basis of the 7,000-mile tire guarantee of manufacturers, this gives .047 a mile, or for the 50 miles		2.363
Repairs at \$400 per year		1.33
Driver's salary		4.50
Insurance, fire, at \$1.50 per \$100 on value of \$4,575 per year, \$68.75		.229
Insurance, liability and property damage. This runs from \$50 to \$126 a year for a limit of \$5,000 liability and \$1,000 property damage. We have figured on the basis of \$94 a year, or		.314
Hard grease—cups and wheels, at \$6 per year		.02
Interest on investment at 6%		.915
License fee, \$5 per year		.016
<b>Total operating expense of truck</b>		<b>\$15.48</b>
TRAILER		Per day
First cost of trailer, 7-inch solid rubber tires, \$1,670. (Life 5 years, working 300 days a year, 1,500 days)		\$1,112
Tire cost, based on manufacturers' prices to the consumer, 7-inch pressed-on tires, \$243.96. Assuming trailer will run 50 miles a day, and figuring on the basis of the 7,000-mile guarantee of manufacturers, this gives \$0.0348 a mile, or for 50 miles		1.74
Repairs at \$50 per year		.167
Insurance, fire		.069
Insurance, liability and property damage. Trailer rate is 25% of truck rate. Therefore, the rate for a year would be \$25, or		.083
Grease		.0001
Interest on investment at 6% per year		.334
License fee estimated \$5 per year (not required in some places)		.016
Increase of gasoline consumption and tire wear on truck, estimated at 10%		.485
<b>Total operating expense of trailer</b>		<b>\$4.01</b>

The same manufacturer has arrived at the following cost of other capacity trucks and trailers as follows:

3-ton truck, per day.....	\$13.064
3-ton trailer, per day.....	2.659
2-ton truck, per day.....	11.295
1-ton truck, per day.....	9.485
1½-ton trailer, per day.....	1.888
2-ton truck without trailer, per ton-mile.....	2.002
2-ton truck with 6-ton semitrailer, per ton-mile.....	.0808

While these calculations will not be found to meet any particular case they are as accurate as is possible to make them where charges of different kinds vary with different localities. By the use of trailers it also has been found profitable to run the trucks empty. For instance, when the running time of a truck is small in comparison with the loading and unloading time, it is more economical to use the truck in the same way as a locomotive is used, that is, merely for hauling the trailers. By this means it is never idle waiting for loads, as one trailer is being loaded or unloaded while the other trailer is making the trip with the truck.

Operating costs of motor trucks are doubled if no return load is provided, and it is for this reason that practically every chamber of commerce in the United States is beginning to formulate plans for a local motor-truck return-load bureau. The benefits to the country at large because of the establishment of a local centralized clearing-house for haulage is obvious. It has been estimated that the mileage of empty motor trucks in the United States in one year amounts to from 150,000 to 500,000 miles, and every mile that an unloaded truck runs costs the owner an average of 30 cents. If every truck were operated on the full-load basis in both directions, the gain in goods hauled would be at least one-third of those which are transported at the present time. The necessity of return load operation has been demonstrated, perhaps, to a greater extent in the East than elsewhere, owing to the fact that many factories are located in adjacent cities and there is a continual movement of goods between them in both directions.

The New York State Railways employ a number of motor trucks for overhead line work and for delivery purposes. It also uses several automobiles. Careful cost records of the truck and car service are kept by the company and economical operation is secured by thorough analysis of the detailed cost data thus obtained. To facilitate analysis the several costs, together with the car mileage for each truck, are tabulated each month for the month and for the year ending with that month. The following figures, abstracted from an article by C. L. Cadle, chief engineer, Rochester Lines, New York State Railways, in the Electric Railway Journal, show the average operating costs for four trucks for the year ended December 31, 1917:

AVERAGE OPERATING COSTS FOR FOUR WHITE TRUCKS

Car mileage.....	6,266 miles
Cost gasoline, per car-mile.....	9.8c
Cost oil, per car-mile.....	0.8c
Cost tires, per car-mile.....	12.5c
Cost repairs, per car-mile.....	8.4c
General expenses, per car-mile.....	2.8c
Total, per car-mile.....	34.3c

The high tire cost for trucks is stated to be due to the fact that vehicles were equipped with pneumatic tires when originally purchased.

THE RENO-GARDNERVILLE LINE

The following record of the Gardnerville Freight Line engaged in hauling freight from Gardnerville to Reno, Nevada, in 2-ton trucks, is illustrative of the costs and profits of similar lines.

Days in service.....	7
Trips.....	7
Deliveries.....	51
Load in pounds.....	40,450
Miles traveled.....	728
Gallons of gasoline.....	126
Pints of cylinder oil.....	21
Pounds of grease.....	2
Total time in hours and minutes.....	46-10

DAILY AVERAGES	
Trips	1
Deliveries	7
Load in pounds	5,778
Load per trip	5,778
Ton-miles	149.76
Average total time	6-35
Miles traveled	104
Trip distance	104
Miles per gallon of gasoline	5.77
Miles per pint of cylinder oil	24.66
AVERAGE DAILY COST	
Including interest on investment, insurance, taxes, rent, driver's wages, gasoline, oil and supplies, allowance for maintenance and repairs, depreciation and tires.	
Cost per day	\$13.37
Cost per mile	.12
Cost per ton	4.64
Cost per ton-mile	.08
Freight charges at \$8 per ton	161.84
Entire cost for week	93.59
Net proceeds for week	\$68.25
Net gain per ton	3.36

## RATES

The question of rates charged by motor truck express companies is only in its preliminary stage. There seems to be no fixed method of assessing charges. The rates of the Glazer Motor Express Company of Chattanooga, Tenn., are based on a fixed charge per 100 hundredweight per mile applying to three classes of freight. Merchandise shipments are accepted at a rate of 1 cent per mile per 100 hundredweight, with a minimum charge of 20 cents; live stock, household goods and similar bulky articles at a rate of 1½ cents per 100 hundredweight per mile; milling products at a rate slightly less than merchandise.

The Beam-Fletcher Corporation, operating between New York and Philadelphia and adjacent cities, have a minimum charge per shipment between certain localities; for instance, \$1 between Philadelphia and New York, Baltimore, Reading, etc. The weight rate per 100 pounds is assessed on all shipments weighing over 201 pounds per cubic foot; a space rate per cubic foot on all shipments weighing less than 201 pounds per cubic foot, and a special machinery rate. No charges are made for the collection of shipments of 1,000 pounds or over, or for delivery to consignees located in business sections of a city.

## POSSIBILITIES OF MOTOR TRUCK TRAFFIC

The possibility of long-distance motor truck travel was shown by the recent trip of a Maxwell truck from San Francisco to New York, a distance of 3,428 miles over the Lincoln Highway. This trip was made largely as an experiment to demonstrate the ability of the Maxwell motor truck. It carried 2,200 pounds of military supplies destined for France. This was the rated capacity of the truck. The journey was made in 17 days, 8 hours and 20 minutes at an average daily mileage of 197.8. The average speed was 16.54 miles per hour, with a maximum speed of not more than 20 miles. The average miles per gallon of gasoline was 11.7 and the average miles per gallon of oil was 326.54. The trip was made in July of this year, but every kind of weather and road conditions was encountered. Another innovation in transportation is the combined motor truck and trolley freight service, which is best illustrated by the Interurban Motor Despatch Company of Chicago. In this case the motor truck company occupies the same relation to the electric roads as the express company does to the steam railroads. The advantages of the service lie in increased speed of delivery and the reduced rates compared with the railroads. The trucks of the motor company call for freight at the point of origin and deliver it to the cars of the electric line. Most electric lines entering Chicago do not reach the center of the city but have their termini near the outskirts. This involves a haul by the motor trucks of from 6 to 13 miles. Daily schedules are maintained both of collection and delivery. Each freight train on the electric line averages six cars—a motor and five trailers, the total capacity of each car being 25 tons. The average rate of speed of the trailer freight train ranges from 20 to 30 miles an hour. The motor express company endeavors to deliver shipments

received in the morning that afternoon and shipments received in the evening the next morning. Delivery is also made at the point of destination by motor trucks. Were similar shipments handled by steam roads in the Chicago district the time of delivery would be from twenty-four hours to four days greater. Between Chicago and Aurora, Ill., a distance of 39 miles, the first-class railroad freight rate per 100 pounds is 26 cents. The rate on the motor express cooperating with the electric line is 28 cents. But the latter makes delivery on an average of from thirty-six hours to four days earlier than the steam lines. With this advantage shippers do not hesitate to pay the slightly increased rate. At the present time the business of this company is handled over a route 180 miles in length. It is planned eventually to extend service into adjacent States wherever interurban trolley lines are operated. This will make the company an interstate carrier, and what jurisdiction the Interstate Commerce Commission will exercise over the proposed extension has not been ascertained. In Chicago the company operates 5-ton trucks which travel an average of from 30 to 50 miles per day at a rate of 15 miles per hour. The cost of operation is estimated at \$16 per day for each unit, which includes fuel, repairs and maintenance. The company also, as inducement to responsible shippers, offers weekly credit accounts.

A recent issue of System described how two trucks operating in the Cleveland district saved a freight-car a day. The story is of interest as it shows the details incident to truck operation and indicates the competitive conditions which the railroads will have to meet if this feature of transportation is restored. Following is the story:

Two motor trucks have eliminated a branch establishment, a branch manager, a bookkeeper, a plant foreman, two horse-drawn wagons and two drivers for a provision company in Cleveland—all at a cost barely equal to previous for freight and drayage alone. The motor trucks are also increasing sales through giving prompter service, as well as cutting cost, on business that was formerly handled over the railroads.

To the west of Cleveland, 26 and 30 miles respectively from the company's plant, are the towns of Elyria and Lorain. Along the roads leading to each town are smaller suburban localities not to be overlooked as desirable markets. Originally the provision company had a branch house with cold-storage equipment at Lorain, manned by the force of five employees enumerated.

To supply the needs of this section a freight car was routed each day to Lorain by the way of Elyria, the shipment being made up partly of goods to fill orders and partly for stock. The car arrived at Elyria under normal schedule, on the day after packing. There it was uncoupled and Elyria shipments were removed. On the second day after packing, if all went well, it reached Lorain. There the remaining goods were unloaded, transferred to a wagon, and hauled to the branch house for storage or distribution. Orders could not be delivered to the customer's place of business until at least the third day after the car was packed.

This delay was costly in two ways: Because the provision business is highly sensitive to weather and other conditions, and it is difficult to forecast demand. For these reasons the branch was not infrequently overstocked on individual lines, with the consequent danger of loss through deterioration. Reduced prices as an inducement to move excess stock were not unusual. Also, there was a continual danger of complaints from the customer because the goods were three days on the road to him. From both angles conditions were highly unsatisfactory to the company when they decided to employ motor trucks to develop and handle this desirable suburban and small-town trade.

The present plan presents some graphic and profitable contrast. Of the former force at Lorain only the two salesmen remain. One is stationed there; the other has his headquarters at Elyria. Each covers his town and way-station toward Cleveland during the day, and mails in his order special delivery in time to reach the Cleveland plant in the early evening.

Each order is numbered serially by the salesman in the order that it should be delivered. The truck packer then packs the truck in reverse order, so that the driver need waste no time in locating the next delivery. In other words, the salesman routes the truck among his customers each trip in the order which he, from his familiarity with the locality, knows will save time and mileage. The packer observes his instructions, and the driver has merely to follow these exact directions in covering his route.

The orders received in the early evening are packed in the early morning

hours, and the truck leaves the home plant at six in the morning. A 3-ton truck operates daily over the route to Lorain, delivering at intermediate points also. The Elyria route is covered every other day by a 3-ton or a 1½-ton machine, depending on the bulk of the orders on hand. Goods are no longer shipped for "stock." If the 1½-ton truck makes the trip the 3-ton truck is employed on city hauling. The monthly average mileage of the Lorain truck is in the neighborhood of 1,700 miles.

While the solution of the company's Elyria-Lorain problem, because of the abandonment of the branch station, represents the greatest saving through using motor trucks, the company operates two other notable routes which are interesting, in one case because of the number of communities served, and in the other because of the greater length of the haul.

On alternate days a truck operates from Cleveland directly east through Wickliffe, Willoughby, West Mentor, and Mentor, to Painesville, 29 miles out. On three days a week also a similar service covers a 90-mile route reaching Tweinsburg, Hudson, Cuyahoga Falls, Kent, and Ravenna—the last named is 39 miles south of Cleveland.

The Painesville route illustrates the difficulty of freight shipments. In that territory the company had the alternative of paying a flat charge of \$5 for each way-station stopover, or of paying freight on the full carload to the farthest point. In either instance, freight service was necessarily slow.

To summarize briefly the following are the many advantages which this company feels that it derives from motor-truck delivery to towns nearby over rail service:

1. The trucks operate at a cost no greater than the sum of the freight costs and drayage charges of the earlier system. The previous overhead expense of the branch station, made up of five salaries, rent, upkeep, supplies and depreciation, is now a total saving of no inconsiderable size, and represents a clear gain for the company.

2. All goods now reach the customer absolutely fresh, always on the same day they leave the plant. Over half of the orders are delivered the day after they are placed. These two facts are naturally proving powerful sales arguments, immediately apparent in results.

3. The company is practically free from costly delays, their resultant complaints from customers and claims against the railroads for depreciation—expensive in the time they formerly consumed for the office departments. With truck delivery the whole transaction is personal, from the time the salesman enters the order to the minute that the truck driver, the company's representative, unloads the goods at the customer's place of business. All the many chances for misunderstandings, mistakes and delays which developed under the old system—where both a railroad company and a drayman handled the goods in shipment—are now eliminated.

4. Perhaps the most graphic result of the new policy, however, is the fact that the company's sales charts show that the cost of selling and delivery in the Elyria-Lorain territory has been cut one-half. All the other advantages may therefore be fairly regarded as "velvet."

**STATUS OF CASES REFERRED TO IN FORMER REPORTS WHICH WERE STILL PENDING BEFORE THE COMMISSION OR THE COURTS AT THE CLOSE OF THE YEAR 1916.**

**Case No. 300—First-Class One-Way Passenger Fares Between Points on Southern Pacific Company's Lines in Nevada.**

This case, entitled *Railroad Commission of Nevada v. Southern Pacific Company*, the details of which are set forth on pages 38 and 39 of the Commission's seventh annual report, is still pending.

**Case No. 304—Charges Assessed Passengers Using Drawing-Rooms and Compartments in Pullman Cars.**

This case, entitled *J. G. Crumley v. Southern Pacific Company and the Pullman Company*, referred to on page 41 of the Commission's seventh annual report, and page 32 of the Commission's biennial report for 1915-1916, was dismissed October 14, 1918.

Attorney for complainant had, during the year 1915, requested the Commission to hold this case in abeyance. No action having been taken by complainant since that time, the Commission decided to dismiss the proceeding without prejudice on the date above named.

**Case No. 315—Application of Rates on Well-Boring Outfit Moving from San Jose to Fallon.**

This case is referred to on page 45 of the Commission's seventh annual report, and on page 33 of the Commission's biennial report for 1915-1916, and is entitled *W. D. Moody v. Southern Pacific Company*.

Owing to the fact that technically under the tariff provision in effect at the time the shipment of well-boring outfit moved correct charges were collected from complainant, it was impossible for the Commission to secure reparation. Considerable correspondence was interchanged regarding a readjustment of the Western Classification. However, it was impossible to settle the matter informally, and up to the present time no formal action has been taken.

**Case No. 326—Telephone Rates Between Rhyolite and Nevada-California State Line.**

This case, entitled *Keane Wonder Mining Company v. J. R. Lane, et al.*, referred to on pages 35 and 36 of the Commission's biennial report for 1915-1916, was dismissed on October 14, 1918.

The proceeding had been held in abeyance on request of complainant since February 16, 1916, and, it being understood that satisfactory adjustments had been made, the case was dismissed without prejudice.

**Case No. 328—Caretakers of Live Stock in Double-Deck Cars.**

This case, entitled *Tonopah Goldfield Meat Company v. Las Vegas and Tonopah Railroad Company*, referred to in detail on pages 36 and 37 of the Commission's biennial report for 1915-1916, was dismissed October 14, 1918.

The reason for dismissal was that the matter was not pressed to a formal proceeding by complainant, and it was impossible to adjust the case informally.

**Case No. 345—Rates on Mineral Water and Carbonated Beverages, Carson City to Various Points in Nevada.**

This proceeding, entitled *Carson Brewing Company v. Virginia and Truckee Railway, Southern Pacific Company, and Tonopah and Gold-*

field Railroad, referred to on page 44 of the Commission's biennial report for 1915-1916, was dismissed October 14, 1918, for the reason that complainant did not request formal action. The partial adjustment which was made by the carriers in 1915 evidently satisfied the complainant.

**Case No. 350—Alleged Unsatisfactory Telephone Service.**

This case, entitled *G. H. Fulstone v. The Bridgeport Telephone and Telegraph Company and Reading Brothers*, referred to on page 46 of the Commission's biennial report for 1915-1916, was dismissed October 14, 1918, for the reason that complainant did not press the matter formally. It is understood that better service resulted from the informal action taken by the Commission.

**Case No. 360—Petition of the Bullfrog Goldfield Railroad.**

This case, entitled *Petition of the Bullfrog Goldfield Railroad Company*, referred to on page 49 of the Commission's biennial report for 1915-1916, was decided December 30, 1916, the following order being entered:

ORDERED, That the Bullfrog Goldfield Railroad Company is hereby authorized to discontinue, for the present, its branch-line service between Beatty and Rhyolite.

This is not to be construed as authority for the said company to remove the track between the two points named, but at any time, after the lapse of one year from the date of this order, an application by the petitioning railroad for leave to remove the track between said points will be entertained by the Commission and given due consideration.

**Case No. 368—Rates on Lumber and Its Products.**

This proceeding, entitled *Verdi Lumber Company v. Southern Pacific Company*, referred to on page 51 of the Commission's biennial report for 1915-1916, is still pending.

**Case No. 372—Switching Charges.**

This case, entitled *Tonopah and Goldfield Railroad Company v. Las Vegas and Tonopah Railroad Company*, referred to on page 52 of the Commission's biennial report for 1915-1916, is still being held in abeyance.

The hearing of this case was postponed on request of complainant, who has not requested that the case be brought to a formal conclusion.

**Case No. 385—Overcharge on Shipment of Quartz Mill.**

This case, entitled *Robert McSherry v. Western Pacific Railroad Company*, referred to on pages 54 and 55 of the Commission's biennial report for 1915-1916, was dismissed March 28, 1917.

The Commission was unable to secure an adjustment through informal means and so notified complainant under date of March 7, 1917. As the shipment of the quartz mill was interstate in character, the Commission offered to take the matter up with the Interstate Commerce Commission if complainant so requested. As nothing further was heard from complainant, the case was dismissed.

**CASES FILED WITH THE RAILROAD COMMISSION OF NEVADA  
DURING DECEMBER, 1916, AND THE YEAR 1917**

**Case No. 387—Car Shortage.**

This case was taken up by the Commission on its own motion December 11, 1916, as a result of a telegram filed by John Rubke, a fuel dealer

of Carson City, Nevada, received by him from the Utah Fuel Company of Salt Lake City, Utah.

During the entire winter of 1916-1917 the Commission carried on a continuous correspondence with railroad officials and others with a view to relieving the serious fuel shortage which existed in Nevada at that time. As the winter referred to was a particularly severe one, the question was of the greatest importance.

As an example of conditions it was found that on January 28, 1917, the following-named cities and town were short the following number of cars of coal for which orders had been placed either early in the winter or late in the fall of 1916:

Reno, 63 cars; Montello, 2 cars; Wells, 3 cars; Elko, 16 cars; Carlin, 3 cars; Battle Mountain, 12 cars; Winnemucca, 46 cars; Imlay, 3 cars; Hazen, 1 car; Fallon, none; Mina, 3 cars; Sparks, 9 cars; Tecoma, none; Cobre, 1 car; Nenzel, 3 cars; Golconda, 3 cars; Beowawe, 1 car; Palisade, 4 cars; Halleck, none; Deeth, 1 car; Wabuska, 3 cars; Mason, 6 cars; Schurz, 2 cars; Luning, 2 cars; Virginia City, 5 cars; Carson City, 9 cars; Minden, 1 car; Yerington, 11 cars; Eureka, 3 cars; Ely district, 20 cars; Austin, 25 cars short, but shortage taken care of by Nevada Central Railroad through its storage supply; Tonopah and Goldfield, about 25 cars. The total shortage amounted to approximately 286 cars, or about 14,300 tons of coal.

The above figures on shortage covered coal for domestic consumption only, and did not relate to the shortage of coal for industrial purposes. As an example of industrial conditions, it was found that the Nevada Northern Railway and Nevada Consolidated Copper Company, operating in the Ely District, had only five day's supply of coal on hand on January 25, 1917.

The Commission took this matter up with the Interstate Commerce Commission during January, 1917, and through the efforts of all concerned the situation was greatly relieved in February, 1917.

This case was also handled in conjunction with Case No. 395.

#### **Case No. 388—Reparation Claims on Coal Shipments.**

On December 23, 1916, a complaint was received from Cremer Erikson and Co., of Goldfield, Nevada, against the Tonopah and Goldfield Railroad and other railroads delivering coal in the Goldfield district.

Complainant protested against the establishment of a tariff regulation requiring receivers of coal to stand a shrinkage in coal weights amounting to 2 per cent, instead of only 1 per cent, the regulation which had been in effect for several years past. It was contended that the natural shrinkage of coal in transit from the mines in Utah and Wyoming to Goldfield was not in excess of 1 per cent, and that any figure in excess of 1 per cent was unreasonable and excessive.

This case was taken up informally with the traffic officials of the Tonopah and Goldfield Railroad and the Las Vegas and Tonopah Railroad.

The Las Vegas and Tonopah Railroad Company advised that it had never made any deductions on account of shrinkage of coal in transit, while the Tonopah and Goldfield Railroad Company stated that the 2 per cent shrinkage deduction had to be made in compliance with tariff regulations then in effect.

Complainant was furnished with copies of the letters from both

companies, and as the Commission was not requested to take formal action the case was dismissed.

Later this same question was taken up under Case No. 440.

**Case No. 389—Interchange Tracks Between Lines of Southern Pacific Company and Western Pacific Railroad.**

This proceeding was taken up by the Commission on its own motion January 24, 1917. The Southern Pacific Company and Western Pacific Railroad Company were requested to establish and maintain interchange tracks at points in Nevada, such as Elko, Carlin, and Winnemucca.

Under date of February 21, 1917, the Commission was advised that the roads concerned could find no immediate reason for establishing interchange tracks at the points named, but agreed to give the matter further consideration.

As no formal complaints had been received by the Commission concerning this question, the case was held in abeyance.

Soon after the United States Railroad Administration took over the operation of the Southern Pacific Company and Western Pacific Railroad Company, such information as the Commission had on this subject was laid before the administration and an investigation was requested.

As a result of the various investigations and actions of the Commission relative to this subject, a letter was received from W. R. Scott, Federal Manager of the United States Railroad Administration for the Southern Pacific Company and Western Pacific Railroad, under date of October 5, 1918, advising that action had been taken looking toward the establishment of certain interchange tracks at points in Nevada.

Under the adjustment the Southern Pacific tracks would be used for all west-bound traffic and the Western Pacific tracks for all east-bound traffic between Winnemucca and Wells, Nevada. Suitable cross-overs and connections between the tracks of the Southern Pacific and Western Pacific lines were being established at Winnemucca and Alazon. Connections for terminal handling had already been installed at Elko and Carlin. It was understood that the paired operation of the two lines would be commenced November 1, 1918.

**Case No. 390—Telephone Rates at Moapa.**

On January 18, 1917, a petition was received from the Moapa Valley Telephone Company asking the Commission to grant authority to the company to increase its local telephone rates.

Under date of January 20, 1917, the Commission advised the company to file its increased rate schedules, making them effective on thirty days' notice, when such schedule would be subject to suspension pending hearing and investigation, provided the Commission deemed it to the public interest to make such suspension.

The petition was therefore dismissed.

**Case No. 391—Telephone Service Requested.**

On January 28, 1917, a complaint was received from Antone Schulz against the United Farmers Telephone and Telegraph Company asking that the defendant company be required to render telephone service at complainant's ranch, a short distance south of Carson City, Nevada.

This question was taken up with the defendant company and the Nevada Consolidated Telephone and Telegraph Company with a view

to securing an adjustment informally. It appeared that the United Farmers Telephone and Telegraph Company operated a toll line only, such line extending to the city limits of Carson City, while the Nevada Consolidated Telephone and Telegraph Company rendered local telephone service only in Carson City and to Stewart, Nevada, where the Government Indian School is located. Complainant desired service through the Carson City local exchange of the Nevada Consolidated Company.

It was found that neither company would agree to furnish the service desired by complainant, and as no formal action was requested, the case was dismissed.

**Case No. 392—Lighting of Virginia and Truckee Railway Passenger Coaches.**

On January 27, 1917, the Commission on its own motion addressed a letter to officials of the Virginia and Truckee Railway, calling attention to the lighting system on the passenger coaches of that company.

The Commission recommended the installation of a modern lighting system, instead of the use of oil lamps, which afforded very poor light and would be extremely dangerous in case of accident.

As a result of this recommendation the Virginia and Truckee Railway commenced to operate its passenger equipment with electric lights installed effective December 19, 1917.

**Case No. 393—Shortage of Refrigerator Cars.**

On February 16, 1917, a complaint was received from F. O. Stickney of Yerington, Nevada, stating that it was impossible for the potato shippers of Mason Valley to secure refrigerator cars for the transportation of their commodity to Pacific Coast and other markets.

This case was consolidated with Case No. 395.

**Case No. 394—Shortage of Refrigerator Cars.**

A complaint was received from G. H. Plummer of Yerington, Nevada, on February 16, 1917, making the same statement as was contained in the complaint of F. O. Stickney in Case No. 393.

This case was consolidated with Case No. 395.

**Case No. 395—Car Shortage.**

Under date of March 1, 1917, Cases Nos. 387, 393, and 394 were handled under this heading. These cases related to shortage of equipment for the transportation of coal into the State and refrigerator cars for the transportation of potatoes out of Mason Valley and the Dayton district. In addition to the above there was also an alleged shortage of equipment for the transportation of wood out of Westwood, Cal., to various Nevada points.

The question of coal equipment is fully covered under the heading of Case No. 387.

Under date of February 23, 1917, W. R. Scott, General Manager of the Southern Pacific Company, advised the Commission that ten refrigerator cars had been forwarded to the Mason Valley district and that two or three cars per day would be provided until shipments of potatoes had been moved. This action relieved the situation.

With respect to the shipment of wood from Westwood, Cal., the Red River Lumber Company claimed that the Southern Pacific Company had for the three weeks preceding March 17, 1917, refused to allow them to ship gondola cars loaded with wood to any points off the main line of

that railroad company. This matter was taken up by telegraph with Southern Pacific officials who, under date of March 20, 1917, advised that at that time there were 38 box-cars, 2 flat-cars, and 7 coal-cars at Westwood, and 17 box-cars, 16 flat-cars, and 7 coal-cars at Susanville, ready to move into Westwood for loading lumber and wood. From this it appeared that there was sufficient equipment to take care of the shipping requirements at Westwood.

**Case No. 396—Telephone Rates at Tuscarora.**

On March 12, 1917, a petition was received from the Northern Nevada Telephone Company, requesting the Commission's approval of proposed increases in local telephone rates in the Tuscarora district.

Under date of April 6, 1917, the Commission advised the company to file its increased rate schedule, making the same effective on thirty days' notice, when such schedule would be subject to suspension pending hearing and investigation, provided the Commission deemed it to the public interest to suspend the schedule.

The petition was therefore dismissed.

**Case No. 397—Flour and Grain Rates.**

Under date of March 24, 1917, the Commission addressed a letter to officials of the Southern Pacific Company taking up the question of rates on flour in carload lots moving from Nevada flour-producing points.

The attention of the Southern Pacific Company was called to the fact that the Interstate Commerce Commission in its order covering Case No. 8441 (*The Utah-Idaho Millers and Grain Dealers Association v. The Denver and Rio Grande Railroad Company, et al.*) had required the carriers to establish rates on wheat flour amounting to a maximum of 5 cents per hundred pounds in excess of wheat rates.

As this order affected rates on flour from Utah and Idaho points to points located in Nevada, and as Nevada millers had to purchase considerable hard wheat from Utah and Idaho, the Nevada millers would be unable to compete in their own markets against the wheat flour from the two States named, in view of the existing differentials between flour and wheat rates in effect from Nevada milling points to California and Nevada markets. These differentials ranged from 10 to 25 cents per hundred pounds.

The Commission requested that rates on wheat flour from Reno, Kodak, Lovelock, Fallon, Wabuska, and other flour producing points in Nevada to Tonopah, Goldfield, Elko, Winnemucca, Lovelock, San Francisco, Stockton, Sacramento, and other points to which shipments were moving be amended so that such rates would not exceed the wheat rate by more than 5 cents per hundred pounds.

The Interstate Commerce Commission later opened the Utah-Idaho case for further hearing and investigation, and pending the disposition of the same no action was taken regarding the Nevada rates.

On May 17, 1917, the Interstate Commerce Commission reaffirmed its original order, and this Commission again took up the question of flour rates from Nevada points.

Under date of September 13, 1917, the Southern Pacific Company advised that tariffs were in the hands of the printer adjusting rates on flour in compliance with the request of the Commission.

As a result of the action the following illustrates a few of the adjustments:

From Reno, Nevada, to—	Flour rate, old	Flour rate, new	Reduction
Carlin.....	\$0.40½ cwt.	\$0.40 cwt.	\$0.00½ cwt.
Elko.....	.49½ cwt.	.40 cwt.	.09½ cwt.
Halleck.....	.45 cwt.	.40 cwt.	.05 cwt.
Deeth.....	.45 cwt.	.40 cwt.	.05 cwt.
Wells.....	.47½ cwt.	.40 cwt.	.07½ cwt.
Tecoma.....	.60 cwt.	.40 cwt.	.20 cwt.
Sacramento.....	.43 cwt.	.30 cwt.	.13 cwt.
San Francisco.....	.50 cwt.	.30 cwt.	.20 cwt.

#### Case No. 398—Cleaning and Fumigating Cattle Cars.

On March 26, 1917, the Commission filed a petition of intervention in Docket 9329, pending before the Interstate Commerce Commission. The case was entitled *The National Livestock Exchange v. Abilene and Southern Railway Company, et al.*

In this proceeding complainant attacked the rates charged by carriers in the United States for cleaning and disinfecting livestock cars. The charges usually assessed for this service was \$2.50 per car for single decks, and \$4 per car for double decks.

As these charges for the service referred to were of considerable importance to the livestock interests of Nevada, the Commission believed it advisable to intervene in the case. It was impossible for members of the Commission to appear personally at the hearing of this proceeding, which was held in Chicago on April 23, 1917. However, the interests of all livestock shippers were being protected by the National Livestock Exchange.

The Interstate Commerce Commission decided this case in July, 1918, and sustained the rates as charged by the carriers. The proceeding was therefore dismissed.

#### Case No. 399—Train Service on Virginia and Truckee Railway.

On February 23, 1917, an oral complaint was received from F. Golden of Reno, Nevada, against the Virginia and Truckee Railway, alleging that on a certain date the morning passenger train out of Reno had left him after the conductor had promised to hold the train a few minutes until complainant went after another passenger intending to leave on that train.

On being referred to the railroad company advice was received to the effect that the train had pulled out without complainant owing to the fact that the conductor had been informed that the two gentlemen were already aboard. The incident was regretted.

Complainant was notified of the action taken, and the case was dismissed.

#### Case No. 400—Safety Regulations.

On March 13, 1917, an oral complaint was received against the Steptoe Valley Smelting and Mining Company.

The complaint alleged that the mining company was operating dinkey engines and switch engines at McGill, Nevada, without headlights, and also recommended that some action be taken requiring the company to provide adequate markers and lights for equipment. It was also alleged that platforms were not sufficiently protected.

This matter was taken up with the general manager of the Steptoe Valley Smelting and Mining Company, who advised under date of

April, 12, 1917, that the questions complained of would be adjusted at the earliest possible moment.

**Case No. 401—Hay and Straw Rates, Wabuska to Eastern Nevada Points.**

On March 29, 1917, a complaint was received from W. T. McNeil of Wells, Nevada, against the Southern Pacific Company, alleging unreasonable rates on hay and straw in carload lots from Wabuska to Wells, Carlin, and other eastern Nevada points.

This matter was taken up informally with officials of the Southern Pacific Company, with the suggestion that the same rates be established from Wabuska as were then in effect from Fallon to various eastern Nevada points.

As a result of the investigation the Southern Pacific Company advised that there was little or no hay and straw moving from Wabuska to eastern Nevada, and that the establishment of lower rates was not justified.

On April 21, 1917, complainant was advised of the defendant company's position, and was asked to file a formal complaint provided it was still felt that the lower rates should be established. No formal complaint being filed by complainant within thirty days, the case was dismissed.

**Case No. 402—Failure to Report Correct Time of Arrival of Passenger Trains.**

On April 3, 1917, a complaint was received from H. A. B. Sneve, a member of the Travelers' Protective Association of Reno, Nevada, against the Southern Pacific Company. In his complaint Mr. Sneve alleged that the traveling public was being greatly inconvenienced through the negligence of the operators in failing to properly post the arrival of trains at various stations in the State of Nevada.

This matter was taken up with officials of the Southern Pacific Company, who, after careful investigation, advised that proper instructions had been issued to all operators requiring them to properly post the arrival of trains for the information of the traveling public. It appeared that part of the trouble, at least, was caused by erroneous information sent to station operators by division offices.

On May 29, 1917, complainant advised that the complaint had been satisfactorily adjusted.

**Case No. 403—Failure to Report Correct Time of Arrival of Passenger Trains.**

On April 6, 1917, a complaint was received from the Travelers' Protective Association of America against the various railroad companies operating in Nevada, with respect to the inefficient manner in which the arrival of passenger trains was being posted at various stations in the State.

This case was handled in the same manner as Case No. 402, and assurance was received from all roads that proper action had been taken to correct the existing trouble.

The case was therefore closed June 6, 1917.

**Case No. 404—Rates on Soap, Carloads, from Reno.**

On April 19, 1917, a complaint was received from the Commercial Soap Company of Reno, Nevada, against the Southern Pacific Company and Nevada Northern Railway Company, alleging unreasonable rates on soap in carload lots from Reno to Winnemucca and East Ely, Nevada. Complainant requested the establishment of a rate not to

exceed 35 cents per hundred pounds to Winnemucca and 80 cents per hundred pounds to East Ely.

Under date of April 21, 1917, the Commission took this question up with officials of the Southern Pacific Company, with a view to securing an adjustment informally. On May 1, 1917, the defendant company addressed the Commission, stating that after investigation it was found that there was no commercial necessity for establishing the rates requested by complainant.

On May 7, 1917, the Commercial Soap Company was advised of the position taken by the Southern Pacific Company, and requested to file a formal complaint if it was still felt that the existing rates should be modified. Nothing being heard from complainant within thirty days, the case was dismissed.

**Case No. 405—Abandonment of Train Service on Eureka Nevada Railway.**

On May 2, 1917, a telegraphic complaint was received from J. M. Kellogg of Palisade, Nevada, against the Eureka Nevada Railway Company, alleging that the defendant company had given notice that it would abandon all train service at once.

A large amount of correspondence was carried on regarding this case which resulted in the restoration of regular freight and passenger service within about forty-five days.

It appeared that the general manager of the Nevada Transportation Company, which operates the Eureka Nevada Railway, had decided to abandon service owing to a controversy between the Postoffice Department and his road. As this was a question over which neither the people of this State nor the Railroad Commission had any jurisdiction, the Commission took the position that train service must be maintained by the company regardless of any controversy which might exist.

On May 3, 1917, the Nevada Transportation Company was advised that unless train service was resumed at once a receiver for the road would be applied for. Under date of May 6, 1917, the general manager of the company notified the Commission that orders had been given to run trains once a week between Palisade and Eureka in order to take care of the people of Eureka who were running short of supplies.

After the reestablishment of train service the defendant company declined to accept interstate bills of lading, as all interstate tariffs had been canceled. This caused considerable inconvenience to the shipping public located on this line of railroad, as it became necessary to rebill all interstate freight at Palisade, Nevada. Effective September 10, 1917, all interstate rates were reestablished.

**Case No. 406—Fifteen-Per-Cent Advance-Rate Cases.**

On May 19, 1917, the Railroad Commission of Nevada formally entered its appearance before the Interstate Commerce Commission, by filing protest with that body against the proposed 15 per cent increase in freight rates applied for by all of the railroads operating in official and western territory in the United States.

Chairman Bartine appeared before the Interstate Commerce Commission in the preliminary hearing of this case, which was held in Washington, D. C., on April 20, 1917, but members of the Commission found it impossible to attend subsequent hearings.

On June 27, 1917, the Interstate Commerce Commission rendered an

opinion and order allowing certain increases in class rates between points in official territory and also small increases in freight rates applying to bituminous coal, coke, and iron ore in all the territories. All other increases were suspended until October 28, 1917.

Later all carriers withdraw their applications for a general 15 per cent advance in freight rates.

For Fifteen-Per-Cent Advance-Rate Cases in Nevada, see Investigation and Suspension Dockets 8 to 15, inclusive.

**Case No. 407—Condition of Road-Bed and Equipment on Nevada Interurban Railway.**

On May 20, 1917, a complaint was received through the City Attorney of Reno, Nevada, from the City Council of Reno against the Nevada Interurban Railway, an electric line running between the city of Reno and Moana Springs, Nevada.

The complaint alleged that the road-bed of the railway and the equipment operated by the company were in bad condition owing to lack of repair and upkeep and to physical deterioration. The Commission was requested to take such action as might be necessary in the premises to render the road-bed and equipment safe and suitable for the transportation of passengers.

On June 9, 1917, the Commission issued a citation to the defendant company, giving it until June 22, 1917, in which to file answer to the complaint. The answer was filed June 20, 1917.

The case was heard by the Commission on July 12, 1917, and a further hearing was held on July 27, 1917. Both hearings were held in the city of Reno, Nevada.

On request of complainant the Commission has withheld its decision in this proceeding. It is understood that the defendant company has made repairs to its road-bed and equipment satisfactory to the City Council of Reno. The case is therefore held in abeyance.

**Cases Nos. 408, 409—Livestock Loss and Damage Claim.**

On June 6, 1917, two standard loss and damage claims were filed with the Commission by R. F. Raine of Palisade, Nevada. The claims were against the Southern Pacific Company and Western Pacific Railroad Company in the sum of \$500 each.

These claims were returned to Mr. Raine with the recommendation that he file them with the proper officials of the railroad companies, which had never received the same for consideration. The case was therefore dismissed.

**Case No. 410—Rates on Scrap Iron.**

On June 13, 1917, a complaint was received from Campbell & Kelly of Tonopah, Nevada, against the Bullfrog Goldfield Railroad Company and Tonopah and Goldfield Railroad Company. Complainant alleged that the rate of \$8 per ton applicable to scrap iron in carload lots from Beatty to Tonopah, Nevada, was unreasonable and asked for the establishment of a reasonable charge for the transportation of the commodity.

This matter was taken up with officials of the two railroad companies, who notified the Commission under date of September 7, 1917, that complainant had been advised that a joint rate of \$4.70 per ton

would be established on scrap iron, carloads, from Beatty to Tonopah. As this rate was satisfactory to complainant, the case was closed.

**Case No. 411—Safety of Employees Endangered by Buildings Too Near Spur Tracks at Elko.**

On June 20, 1917, a complaint was received from Harry Wilson Lodge, No. 313, Brotherhood of Railroad Trainmen, of Winnemucca, Nevada, against the Western Pacific Railroad Company. Complainant alleged that certain buildings on the spur tracks of the defendant company at Elko, Nevada, were built too close to such tracks for the safety of railroad employees.

This question was taken up with officials of the Western Pacific Railroad Company, who, under date of August 8, 1917, advised that the matters complained of had been remedied. The case was therefore closed.

**Case No. 412—Telephone Service.**

On June 24, 1917, a complaint was received from ten subscribers on the telephone line operated by A. S. Bryant of Bridgeport, Cal. This line is operated under the name of the Bridgeport Telephone and Telegraph Company. Complainants alleged extremely poor telephone service and asked the Commission to have the same remedied.

A personal conference was held with Mr. Bryant regarding this matter, who stated that he would endeavor to remedy the defective service as soon as possible. Nothing further being heard from complainants, the Commission assumed that satisfactory service was being rendered. The case is therefore considered closed.

**Case No. 413—Rates on Soda Ash, Keeler, Cal., to Belleville, Nevada.**

On June 29, 1917, a complaint was received from the Belleville Tailings Association of Belleville, Nevada, against the Southern Pacific Company.

Complainant alleged that a shipment of 2,207 pounds of soda ash had been received at Belleville from Keeler, Cal., upon which charges had been assessed on the basis of 87 cents per hundred pounds. It was further alleged that the Southern Pacific Company had in effect a less-than-carload commodity rate of 50 cents per hundred pounds applicable to shipments of soda ash moving from Keeler, Cal., to Reno, Nevada. As Belleville is intermediate to both Keeler and Reno, the Commission was requested to secure the application of the 50-cent rate on the shipment of soda ash complained of.

Under date of September 11, 1917, the Southern Pacific Company advised that it would be glad to apply to the Interstate Commerce Commission for permission to make the refund on the basis of complainant's request. Complainant was notified of the action taken and the case was closed.

**Case No. 414—Claim for Refund on Shipment of Ore.**

On July 6, 1917, a complaint was received from John T. Reid of Lovelock, Nevada, against the Southern Pacific Company. Complainant alleged that a carload shipment of antimony ore had been forwarded from Lovelock, Nevada, to Seattle, Wash., with instructions to sample at Hazen, Nevada. Through oversight or negligence the shipment was forwarded to destination without sampling at Hazen. Com-

plainant stated that owing to the defendant company's error in neglecting to have the car or ore stopped at Hazen for sampling in transit, a loss of \$205.20 was sustained.

It appeared that the Washington smelter had made certain deductions in the value of the ore on account of arsenic content, and further that the value on antimony had dropped between the time the shipment passed Hazen and the time it was delivered in Seattle. Complainant would have reconsigned the ore to an eastern point had the sampling in transit at Hazen developed the fact that the ore contained arsenic, the eastern concerns making no deductions on that account. If no arsenic had been found at Hazen, the ore would have been forwarded on to Seattle, and the smelter would have made settlement at Hazen on the basis of the market price for antimony on the date of sampling. Therefore complainant asked that the Southern Pacific Company be required to refund the sum of \$205.20.

This matter was taken up with officials of the defendant company, and correspondence was interchanged regarding the same at intervals during the entire year. The Commission took the position that refund should be made. On January 28, 1918, the Southern Pacific Company advised that refund could not be made. The company's legal department stated that the railroad could not be held responsible for deductions made by the smelter on account of the arsenic content in the ore, as that was a matter of contract between complainant and the smelter, and any damages accruing on this account should be collected from the smelter people.

The claim for reparation on account of the drop in market price between the time the shipment passed Hazen and the time it arrived at Seattle was objected to on the grounds that the claim was based upon a secret complication of contractual relations said to exist between shipper and consignee, and which contractual relations were said to call for the assessment of damage upon a different basis than that prescribed by contract set forth in the bill of lading, incorporated in and made part of the tariff, contract being to the effect in substance that the damage if any is to be computed on basis of market value at the time and place of shipment.

On January 31, 1918, complainant was notified of the action taken by the Southern Pacific Company, and advised that as the Commission had no power to enforce the payment of claims it would be necessary to carry the question into a court of proper jurisdiction if it was still felt that the claim should be paid.

#### **Case No. 415—Refund Claim on Shipment of Ore Sacks, Returning.**

On July 11, 1917, a complaint was received from John T. Reid against the Southern Pacific Company and other carriers asking for a refund of \$4.69 on a shipment of ore sacks returned from Chicago to Kodak, Nevada.

The facts, as outlined by complainant, were as follows:

On May 29, 1916, a carload of antimony ore was shipped by complainant from Kodak, Nevada, to East Chicago, Indiana, with instructions to stop for sampling in transit at Murray, Utah. The shipment was carried through to East Chicago without being stopped for sampling in transit. Had the car been stopped in line with instructions, the ore which was forwarded from Kodak in sacks would have been

moved from Murray to East Chicago in bulk and the sacks returned to Kodak from Murray, thereby saving charges on the empty sacks amounting to \$4.09 in freight and 60 cents in drayage, a total of \$4.69.

This case was handled in a similar manner to that in which Case No. 414 was handled. The Commission took the position that refund should be made owing to the negligence of the carrier failing to stop the car of ore for sampling in transit according to instructions contained on the original bill of lading covering the shipment.

Under date of January 28, 1918, the Southern Pacific Company advised that this case was in process of adjustment and that refund would be made to complainant at an early date. The case was therefore closed.

**Case No. 416—Night Telephone Service at Ely.**

On July 22, 1917, a complaint was received from G. F. Boreman, City Attorney of Ely, Nevada, written on behalf of several citizens of Ely, against the White Pine Telephone Company.

Complainant alleged that it was practically impossible to raise central after 1 or 2 o'clock in the morning, except after long and continuous ringing. An incident was cited where an accident had occurred during the early hours of the morning which made it necessary to call a doctor as quickly as possible. It appears that it took forty minutes to get in touch with the central office of the company.

This matter was taken up with officials of the defendant company who assured the Commission under date of July 27, 1917, that they regretted the poor service referred to in the complaint, and that every effort would be made to see that first-class service was rendered.

Under date of July 26, 1917, complainant requested that the complaint be withdrawn. The case was therefore closed.

**Case No. 417—Water for Live Stock in Railroad Corrals at Hudson.**

On July 19, 1917, a complaint was received from C. G. Foster of Simpson, Nevada, against the Nevada Copper Belt Railroad Company, alleging that a shipment of hogs had been delivered by complainant to the railroad company at Hudson for shipment; that the hogs were held in the stock corrals at Hudson overnight; that there was no water in the troughs, and complainant was forced to haul water from the river in a gasoline drum and when the same was placed in the troughs it was found that the same would not hold water. Before sufficient water could be gotten to the corrals two hogs died, their total value being \$55.

Complainant asked the Commission to investigate the matter with a view to requiring improved service, and inquired whether he was entitled to reparation on the damage incurred through negligence of the railroad company.

The Commission took the question up with officials of the defendant company and advised the shipper to file claim for the damage sustained.

Under date of July 22, 1917, the Nevada Copper Belt Railroad Company notified the Commission that the service complained of would be immediately corrected, and stated that the incident was regretted.

Complainant was so notified on July 31, 1917, and the case was closed.

**Case No. 418—Coal Shipments from Denver and Rio Grande Railroad Points.**

On August 1, 1917, a letter was received signed by the Cameron Coal

Company, Independent Coal and Coke Company, Spring Canyon Coal Company, and the Standard Coal Company, all of Salt Lake City, Utah. The Commission was requested to use its best offices in securing relief from the threatened coal famine. It appeared that, owing to heavy washouts on the Denver and Rio Grande Railroad and also owing to shortage of motive power, that railroad would be unable to handle coal shipments efficiently during the fall and winter of 1917.

In connection with this matter a letter was received from the general manager of the Eureka Nevada Railway stating that the road was practically out of coal and that, unless shipments were secured, operations would have to be discontinued by August 11, 1917.

Telegrams were forwarded to the Interstate Commerce Commission, the Union Pacific System, and the Denver and Rio Grande Railroad with respect to the fuel shortage on the Eureka Nevada Railway, in an endeavor to secure prompt movement of shipments of coal consigned to that railroad. On August 9, 1917, the Eureka Nevada Railway advised that it had received a carload of coal which temporarily, at least, relieved the situation.

With respect to the general situation, a large amount of correspondence was interchanged with officials of the Interstate Commerce Commission, and the various railroads. It became necessary, in the opinion of the Commission, to recommend to the Interstate Commerce Commission that the Denver and Rio Grande Railroad Company be required to place an embargo on through freight in order to release sufficient motive power and equipment to take care of the movement of coal.

Before this case came to a final termination, the United States Fuel Administration was created and took charge of all matters pertaining to the movement of coal. The Utah and Wyoming situation was finally relieved by the establishment of a district car-service bureau in Utah, which superintended the distribution of coal under the direction of the Fuel Administration.

**Case No. 419—Loss of Shipment of Household Goods.**

On August 13, 1917, a complaint was received from Rev. B. H. Lewis of Egan, S. D., against the Nevada-California-Oregon Railway and other carriers, regarding the loss of a shipment of household goods forwarded from Lakeview, Oreg., to Egan, S. D., on June 4, 1917.

Although this was a question not under the jurisdiction of the Commission, an endeavor was made to trace the shipment in question through officials of the Nevada-California-Oregon Railway, the Western Pacific Railroad Company, the Denver and Rio Grande Railroad Company and the Union Pacific System.

Delivery of the household goods was traced to the Chicago, Milwaukee and St. Paul Railway at Omaha, and complainant was so notified. As nothing further was heard from complainant, it is assumed that the shipment was received.

**Case No. 420—Rate on Second-Hand Rails, Millers to Hazen.**

On August 21, 1917, a complaint was received from the Western Ore Purchasing Company at Hazen, Nevada, against the Tonopah and Goldfield Railroad Company and Southern Pacific Company. The Commission was requested to secure an equitable adjustment of the rate applicable to shipments of second-hand rails moving from Millers, Nevada, to Hazen, Nevada.

It appeared that the two railroad companies had joined in a rate of 50 cents per hundred pounds to cover the movement of second-hand machinery and lumber from Millers to Hazen, such rate taking effect May 8, 1917, and expiring June 8, 1917. Several shipments of second-hand rails moved between the points named upon which charges were assessed on the basis of 93 cents per hundredweight. Complainant asked for the protection of the 50-cent rate on rail shipments.

Under date of August 25, 1917, this matter was taken up with the Tonopah and Goldfield Railroad Company recommending the protection of the 50 cents per hundred pounds rate.

On September 25, 1917, the Commission was advised that both carriers were agreeable to the protection of the rate recommended by the Commission, and the case was therefore closed.

**Case No. 421—Shortage of Coke at Thompson Smelter.**

On August 22, 1917, a complaint was received from S. W. Belford, on behalf of the Mason Valley Mines Company against the Southern Pacific Company and other carriers transporting coke from Utah and Colorado points to Thompson, Nevada. It was alleged that owing to the fuel shortage the Mason Valley Mines Company smelter at Thompson had been forced to discontinue the operation of one of its units. The Commission was requested to use its influence in securing relief.

This matter was taken up with the Interstate Commerce Commission by telegraph and a reply was received to the effect that the question would be immediately investigated.

Under date of September 6, 1917, the Commission was advised by complainant that the movement of coke shipments to Thompson had greatly improved, particularly from Utah. Later on the Colorado situation was also improved and the smelter was provided with sufficient coke to operate both units. The case was therefore closed.

**Case No. 422—Loss of Shipment of Bees.**

On August 12, 1917, a complaint was received from Clark J. Guild of Yerington, Nevada, against the Southern Pacific Company and Atchison, Topeka and Santa Fe Railway Company. Complainant alleged that his brother, H. C. Guild, had purchased a carload of bees from Jos. Walrath of Oakley, Cal., the car being forwarded from Oakley on May 30, 1917, billed to H. C. Guild at Yerington, Nevada, and routed via Atchison, Topeka and Santa Fe Railway to Stockton, Cal., thence Southern Pacific Company to Wabuska, Nevada, and Nevada Copper Belt Railroad Company to destination. Owing to a proclamation issued by the state authorities of Nevada prohibiting the shipment of bees into the State, the car in question was stopped at Sparks, Nevada. The consignment was therefore a complete loss to complainant's brother.

Complainant contended that neither shipper nor consignee knew of the embargo on bee shipments to Nevada, while the railroads did, and consequently should stand the damages, amounting to over \$500, as the Atchison, Topeka and Santa Fe Railway Company should have refused to accept the shipment at Oakley.

The Commission advised complainant that the matter would be handled informally with a view to securing an adjustment of the claim, although it was without jurisdiction over damage claims of either an interstate or intrastate character.

After considerable correspondence a letter was received from the Aetehison, Topeka and Santa Fe Railway Company under date of April 15, 1918, offering to refund the sum of \$45 to H. C. Guild. It was contended that the bees had been returned to Oakley, and were inspected at Stockton, where it was found that they had not been properly shipped, thereby causing a large amount of loss of the bees. It was stated that if the hives had been properly equipped the shipment would have been in as good a condition upon its return to Oakley as it was when shipped. The company sold the bees at Oakley, realizing \$50 on the sale. As it cost \$5 for inspecting the shipment, the net proceeds were only \$45, which the company offered to refund.

On April 19, 1918, complainant was notified of the proposed adjustment and advised to have H. C. Guild file damage suit either against the carriers or shipper if the same was not satisfactory. The case was therefore closed.

**Case No. 423—Rates on Honey, Less Than Carloads.**

On August 25, 1917, the Commission, on its own motion, took up the question of rates on honey in less-than-carload lots between various points on the Southern Pacific Company's lines in Nevada.

It was found that rates of 65 cents per hundred pounds had been voluntarily established by the Southern Pacific Company from points on its Nevada and California Railway Branch in California to Wabuska, Nevada, applicable to less-than-carload shipments of honey in the comb boxed. Rates prevailing between points in Nevada amounted to two and one-half times the first-class rate. The company was requested to establish rates on this commodity between honey-producing and -consuming points in Nevada not to exceed first class.

Under date of February 27, 1918, the defendant company advised that, owing to the fact that rates on honey out of Laws and other California points on its Nevada and California Railway Branch had been established for emergency purposes to take care of the surplus honey produced at those points, such rates should not be used for comparative purposes in ascertaining what reasonable rates would be for the transportation of the commodity between other points. It was therefore stated that the company could not at that time readjust rates in Nevada as suggested by the Commission.

This case has been held in abeyance by the Commission since February 27, 1918.

**Case No. 424—Rate on Grading Machine, Sodaville to Carson City.**

On August 27, 1917, a complaint was received from S. A. Imelli, against the Southern Pacific Company and Virginia and Truckee Railway, alleging the assessment of an unreasonably high rate for the transportation of a second-hand grading machine from Sodaville to Carson City, Nevada.

Upon investigation it was found that the proper rate had been assessed on the shipment in question; namely, Class A of 71 cents per hundredweight. The total weight of the outfit was 27,600 pounds and charges amounted to \$195.96. The Commission considered that the rate in question was extremely high for the transportation of a second-hand article between the points named, and therefore requested the two car-

riers interested in the haul to establish a through rate of 40 or 45 cents per hundred pounds to cover this particular movement.

On November 12, 1917, the Southern Pacific Company advised that it was agreeable to the protection of a rate of 50 cents per hundred pounds on the shipment in question. The Virginia and Truckee later advised that it would join in a 50-cent rate.

As this adjustment was satisfactory to complainant, the Commission under its Refund Authority No. 181, dated January 25, 1918, authorized a refund of \$61.36 to complainant, and the case was closed.

**Case No. 425—Refusal of Prince Consolidated Mining and Smelting Company to Bender Freight Service on its Line of Railroad.**

On September 2, 1917, a formal complaint was received from the Virginia Louise Mining Company against the Prince Consolidated Mining and Smelting Company. In the complaint it was alleged that the defendant company operated a line of railroad between Pioche, Nevada, and its mine, a distance of approximately eight miles. It was further alleged that, while the Prince Consolidated Mining and Smelting Company had been rendering freight service to various mines and leasers located on its line of railroad, the complainant had been denied such service. The Commission was requested to compel the defendant company to render freight service to complainant.

Citation was issued to the Prince Consolidated Mining and Smelting Company on September 8, 1917, which was given fifteen days after service of summons in which to file its answer to the complaint. The answer was duly filed on October 1, 1917.

The hearing in this proceeding was held at Pioche, Nevada, before Commissioner Shaughnessy, on October 30 and 31 and November 1, 1917. F. R. McNamee, Wm. E. Orr, and Leo A. McNamee appeared for complainants, and Dickson, Ellis & Lucas, Edwards & Wasson, and A. L. Scott appeared for defendants.

On December 2, 1917, a petition of intervention was filed which was signed by various prospectors, miners, and mine owners of Pioche, Nevada. The petition was filed and made of record in the proceeding, and the parties signing the same were allowed to intervene in the case.

Plaintiff's brief was filed on January 10, 1918, and defendant's on January 11, 1918. The case was argued before Commissioner Simmons at Carson City, Nevada, on February 5, 1918, arguments being made by Messrs. F. R. McNamee, A. C. Ellis, and S. W. Belford.

On May 5, 1918, the following stipulation was received signed by the attorneys for both parties to the proceeding:

IT IS HEREBY STIPULATED AND AGREED BY and between the respective parties in the case of *The Virginia Louise Mining Company (a Corporation) v. Prince Consolidated Mining and Smelting Company (a Corporation)* by their respective attorneys and the attorneys for all protestants and petitioners in the above-entitled cause that the above-entitled proceeding and all matters relative and pertaining thereto be forever dismissed, and that an order be entered by the Railroad Commission of Nevada dismissing said proceeding and all matters relative and pertaining thereto, the same having been adjusted to the full satisfaction of all parties hereto.

Therefore, under date of May 27, 1918, this case was formally dismissed and all parties were duly notified.

**Case No. 426—Delay in Receiving Coal Shipments.**

On September 22, 1917, a complaint was received from C. B. Likes of Fallon, Nevada, against the Southern Pacific Company and Denver and Rio Grande Railroad Company. It was alleged that a car of coal had been forwarded from Clear Creek, Utah, by the Utah Fuel Company on September 4, 1917, and had not been received by complainant in Fallon, Nevada, on September 21, 1917, seventeen days later.

This matter was taken up with the superintendent of the Southern Pacific Company at Ogden, Utah, with the request that he trace the shipment in question and to advise what action could be taken to secure more prompt deliveries of coal shipments.

On September 28, 1917, the Southern Pacific Company advised that the car referred to in the complaint had not been received by that company until September 17, 1917, and was forwarded west on September 19, 1917. It appeared that the delay was caused by the Denver and Rio Grande Railroad and that no delay occurred on the Southern Pacific lines.

Complainant was advised of the action taken, and the case was closed.

**Case No. 427—Tourist Passenger Fares from Eastern to Nevada Points.**

On September 23, 1917, a complaint was received from W. T. McNeil of Carlin, Nevada, against the Southern Pacific Company, alleging discrimination in favor of Utah and California as against Nevada in the matter of tourist passenger fares from eastern to Pacific Coast points.

A letter was addressed to complainant requesting further information with regard to his complaint, and no reply to the same being received within thirty days, the case was dismissed.

**Case No. 428—Loss of Meat Shipments, Reno to Eureka.**

On October 1, 1917, a complaint was received from the Humphrey Supply Company of Reno, Nevada, against the Southern Pacific Company and Eureka Nevada Railway Company. Complainant alleged that during the month of March, 1917, two shipments of sausage had been forwarded to Eureka, Nevada, but that, owing to washouts on the Eureka Nevada Railway, the shipments had not been delivered to consignee and the same had been returned to complainant at Reno in a spoiled condition. The Southern Pacific agency at Reno had investigated the goods upon their return and acknowledged that the same were unfit for use, and shipper was informed that there would be no difficulty in securing reparation. However, complainant was unable to secure reparation for the damaged goods, and asked the Commission to secure an adjustment.

The Commission informed complainant that it had no direct jurisdiction over damage claims, but that the question would be taken up with officials of the railroad companies with a view to securing an adjustment if possible.

The matter was taken up with the Southern Pacific Company, but up to the time of closing this report no definite action has been taken with respect to adjusting the same. The case is therefore held in abeyance.

**Case No. 429—Freight and Passenger Rates to and from Searchlight.**

On August 8, 1917, a complaint was received from W. W. Wishon of Searchlight, Nevada, against the Atchison, Topeka and Santa Fe Railway Company. Complainant alleged that the existing freight and passenger rates between points in California and Searchlight, Nevada, were exorbitant, and requested an investigation of the same.

The Commission made an investigation of the tariffs in effect between California points and Searchlight, Nevada, and found that rates were similar to those in effect between California points and those located in southern Nevada mining districts. No definite action was taken in this proceeding, for the reason that the rates were all interstate in character, and therefore entirely within the jurisdiction of the Interstate Commerce Commission. Carriers generally were applying for increased rates, and government control of railroads was anticipated at an early date. The Commission therefore felt that the time was inopportune for taking the question up formally with the Interstate Commerce Commission, and the matter is still being held in abeyance.

**Case No. 430—Express Bullion Rates to Carson City from Various Nevada Points.**

On October 17, 1917, a complaint was received from a committee on express rates of Carson City, Nevada, against Wells Fargo & Co. Express and The American Express Company. Complainant alleged that the prevailing express rates on bullion from various points on defendant's system in Nevada to Carson City, Nevada, were exorbitant and discriminatory against Carson City when compared with bullion rates from Nevada points to San Francisco, Cal., and Salt Lake City, Utah. The Commission was requested to secure an equitable adjustment of these rates with a view to securing the adoption of a schedule which would allow bullion to move from Nevada points to the United States Assay Office at Carson City, Nevada.

The following schedule sets forth the mileage from various Nevada bullion-producing points to San Francisco, Cal., and Carson City, Nevada, together with the existing rate per \$1,000 on silver bullion to the two points named:

From—	Distance		Rate per \$1,000	
	To San Francisco	To Carson City	To San Francisco	To Carson City
Rochester	369.8 miles	157.9 miles	\$2.35	\$2.50
Austin	569.1 miles	457.2 miles	3.90	3.70
Eureka	609.7 miles	397.8 miles	3.50	4.45
Pioche	1,170.3 miles	958.4 miles	3.85	3.85
Goldfield	517.0 miles	237.2 miles	3.15	2.85
Tonopah	486.0 miles	297.2 miles	2.80	2.50
Thorne	384.4 miles	104.6 miles	2.50	2.00

The following is a similar schedule, eliminating the mileage, setting forth the prevailing rates per \$1,000 on gold bullion:

From—	To San Francisco	To Carson City
Rochester	\$0.85	\$0.85
Austin	1.00	1.25
Eureka	1.25	1.25
Pioche	1.25	1.25
Goldfield	1.25	1.00
Tonopah	1.00	.85
Thorne	.85	.75

The question of readjusting these rates was taken up with officials of Wells Fargo & Co. and The American Express Company, and under date of November 28, 1917, the Commission was advised that the com-

panies were agreeable to making certain modifications in the then existing rates. Following is a schedule of the proposed rates per \$1,000 on bullion as compared with those in effect at that time:

From—	Silver to Carson City		Gold to Carson City	
	Current rate	Proposed	Current rate	Proposed
Rochester.....	\$2.50	\$1.55	\$0.85	\$0.75
Austin.....	3.70	2.60	1.25	1.00
Eureka.....	4.45	2.85	1.25	1.00
Pioche.....	3.85	3.80	1.25	1.25
Goldfield.....	2.85	2.35	1.00	.85
Tonopah.....	2.50	2.10	.85	.85
Thorne.....	2.00	1.55	.75	.75

On December 3, 1917, a copy of the proposed adjustment was transmitted to the Express Committee of Carson City, with the request that the Commission be advised whether the proposed rates were satisfactory.

Under date of February 1, 1918, complainant advised that the adjustment offered was not satisfactory, and requested further modifications in the rates to Carson City.

On March 4, 1918, the traffic manager of Wells Fargo & Co. suggested that a conference be called for the purpose of informally discussing the rates under consideration. Owing to conflicting dates it has been impossible to get all parties together for the purpose of a conference up to the time of closing this report.

Pending a final determination of the questions involved, the express companies have established the rates as proposed in their letter of November 28, 1917, which partially adjusts the case.

**Case No. 431—Flour Rates from Reno to Fernley-Lassen Branch Points on Southern Pacific Company.**

On October 25, 1917, a complaint was received from the Riverside Mill Company of Reno, Nevada, against the Southern Pacific Company. Complainant alleged that, effective November 25, 1917, the defendant company proposed to establish carload flour rates from points on its Fernley-Lassen Branch to Reno, Nevada, which were lower than the rates from Reno to points located on that branch. As these rates were interstate in character, the Commission was requested to file a protest with the Interstate Commerce Commission asking for a suspension of the reduced rates from the Fernley-Lassen Branch points to Reno, pending investigation.

The Commission found, after investigation, that the rates complained of had been in effect since January 28, 1916, and were not to be made effective November 25, 1917, as understood by complainant. Therefore it was useless to request the Interstate Commerce Commission to suspend rates that were already in effect. It was further found that the rates out of Reno, Nevada, to Southern Pacific Company's Fernley-Lassen Branch points were from 5 to 7½ cents per hundred pounds higher than the rates in the reverse direction, but the minimum carload weight from Reno was 20,000 pounds as against a minimum of 30,000 pounds on flour to that point. The case was therefore dismissed.

**Case No. 432—Passenger-Train Service at Riepetown.**

On November 1, 1917, a petition was received which was signed by various residents of Riepetown, Nevada, requesting the Commission to compel the Nevada Northern Railway Company to stop its passenger

trains at Riepetown for the purpose of taking on and letting off passengers.

This matter was taken up informally with the management of the Nevada Northern Railway Company who advised under date of November 23, 1917, that after the town referred to had burned down the company had discontinued stopping its passenger trains at that point. It was further stated that the town had been rebuilt, but consisted of nothing but a collection of dance-houses and saloons which were located about the same distance from the old stopping-point for Riepetown and the present station of Kimberly, where the Consolidated Copper Mines are located and where regular passenger-train stops are made.

On December 20, 1917, the Commission received a petition signed by residents of Kimberly, Nevada, protesting against the stopping of passenger trains at Riepetown.

As the residents of Riepetown did not press this matter formally, and it was impossible to secure an informal adjustment of the question, the case was held in abeyance with the idea that formal proceedings might be instituted.

**Case No. 433—Delay in Handling Fuel-Oil Shipments on Nevada-California-Oregon Railway.**

On November 1, 1917, a complaint was received from the Nixon Nevada Mining Company of Purdy, Cal., against Nevada-California-Oregon Railway Company. Complainant alleged that it was equipped to handle 1,500 gallons of fuel oil a day. It was also alleged that the defendant company was in a position to handle 4,500 gallons of fuel oil a day, but that during a month period only 12,500 gallons of fuel oil had been furnished to the mine. It appeared that unless increased shipments of oil were secured by complainant there was danger of the mine becoming flooded owing to an insufficient supply of oil to run the pumps.

This question was taken up with officials of the defendant company who, under date of November 13, 1917, advised that improved service would be rendered complainant and no further trouble was looked for.

The case was therefore closed, complainant being advised of the action taken.

**Case No. 434—Rates on Lime, Sloan to Thorne, Nevada.**

On November 6, 1917, a complaint was received from the Nevada Lime and Plaster Company of Las Vegas, Nevada, against the Los Angeles and Salt Lake Railroad Company, the Las Vegas and Tonopah Railroad Company, the Bullfrog Goldfield Railroad Company, the Tonopah and Goldfield Railroad Company, and the Southern Pacific Company. Complainant alleged that the existing rate on lime in car-load lots from Sloan, Nevada, to Thorne, Nevada, was unreasonably high and prohibited the movement of the commodity between the points named. The Commission was requested to secure the establishment of a rate of \$8.50 per ton, which complainant considered a reasonable rate for the service.

The Commission urged the defendant carriers to establish the rate requested, and a large amount of correspondence was interchanged regarding the subject. It appeared that all were agreed that the

through rate of \$8.50 per ton was reasonable, provided each line secured the division it thought it ought to have.

The Commission felt that it would be impossible to secure an adjustment of this case informally, and therefore formally cited the defendant companies to appear and show cause why a through rate of \$8.50 per ton should not be established to cover the movement of lime in carload lots from Sloan to Thorne, Nevada.

The case was set for hearing to take place in Carson City, on March 14, 1918, but a letter was received from the freight traffic manager of the Southern Pacific Company on March 7, 1918, stating that all of the defendant carriers had come to an agreement regarding divisions, and that the \$8.50 per ton rate would be published and made effective.

The date of hearing was therefore indefinitely postponed. On May 21, 1918, the rate was made effective, and the case was closed.

#### Case No. 435—Rates on Coal from Coaldale to Nevada Points.

On November 15, 1917, a request was received from the Darms Coal Mining Company of Coaldale, Nevada, asking that the Commission secure the establishment of a rate of \$3 per ton on coal from Coaldale to Reno, Nevada, and also reduced rates from Coaldale to Tonopah and Goldfield, Nevada. It was stated that the mining company had from four to five thousand tons of coal in sight, but that the expense of mining and transporting the same to the railroad siding at Coaldale was extremely high, therefore necessitating the establishment of low rates to allow the commodity to move.

This matter was taken up by telegraph with officials of the Tonopah and Goldfield Railroad Company and the Southern Pacific Company, urging the adoption of rates which would allow this coal to move, as the Commission deemed it of the greatest importance to develop coal property in Nevada if possible.

The Tonopah and Goldfield Railroad Company replied under date of November 15, 1917, stating that, while there were grave doubts as to the commercial value of the coal mined at Coaldale, the company was willing to adopt one of two plans to aid in the development of the property.

The first plan was to transport one or two cars to each of the towns of Reno, Tonopah, and Goldfield free of charge, and if it was found that the coal made a good fuel and would be used by the people at the points named, equitable freight rates would be established to cover further shipments.

The second plan was to establish the same rate on coal from Coaldale to Reno as was in effect from Reno to Coaldale, namely, \$6.35 per ton, and also to establish the same rates from Coaldale to Tonopah and Goldfield as were formerly in effect of \$2 per ton to Tonopah and \$2.80 per ton to Goldfield. It was suggested that if this plan were adopted the rates should be experimental and limited to a certain number of shipments, to be canceled after the movement of the same if the enterprise was unsuccessful or other rates established if necessary for further shipments.

The Darms Coal Company was notified of the proposals of the Tonopah and Goldfield Railroad Company and under date of December 8, 1917, requested the Commission's approval of the first plan suggested by the railroad company. The company was notified accordingly and

replied on December 12, 1917, that if the coal company would make its arrangements to ship the cars of coal to Tonopah and Goldfield where fuel was badly needed that the same would be handled free of charge.

Under date of February 4, 1918, the Darms Coal Company advised that it would be unable to take advantage of the offer of the Tonopah and Goldfield Railroad Company as the vein of coal was found to be too small to use for shipping purposes. The case was therefore dismissed.

**Case No. 436—Station Service at Deeth.**

On November 16, 1917, the Chief Engineer of the Commission advised that he had been in receipt of a complaint from William Kearney against the Western Pacific Railroad Company, alleging that several parties had been forced to wait outside of the depot at Deeth, Nevada, from 8:30 p. m. till 11 p. m. for a passenger train on November 13, 1917. The depot had been locked, and it was impossible for prospective passengers to secure entrance, thereby being forced to wait outside in the cold.

This matter was taken up with the general superintendent of the Western Pacific Railroad Company, who advised under date of November 27, 1917, that instructions had been issued to the agent at Deeth that in case the evening train was late the waiting-room door of the depot must be left open, with fire in the heating stove and fuel available for replenishment so that passengers waiting for trains may be comfortable.

As this adjustment was satisfactory, the case was closed.

**Case No. 437—Toll Rates of Moapa Telephone Company.**

On November 17, 1917, a letter was received from the Moapa Telephone Company complaining of the fact that railroad employees acting as Western Union Telegraph Company operators were insisting on utilizing the telephone line of the complainant without paying for service. It was further stated that families of railroad employees and their friends were taking advantage of the situation and securing free service. Upon protesting against the practice, complainant was advised that the Western Union Telegraph Company would discontinue joint service unless the free service was rendered.

Under date of November 20, 1917, the Commission advised complainant that under the Railroad Commission law the Commission had authority to compel the maintenance of connections between two or more telephone and telegraph lines if it was found that the maintenance of the same was for the public good. Complainant was also advised that section 8 of the Railroad Commission law permitted the exchange of free telephone and telegraph service with employees of other companies, but that nothing in the law compelled the granting of such free service.

Nothing further being heard from complainant, the case was considered closed.

**Case No. 438—Shortage of Refrigerator Cars in Mason Valley.**

On November 16, 1917, a telegram was received from Wm. Graunke of Hudson, Nevada, stating that he was unable to secure refrigerator cars to transport two carloads of potatoes. It was further stated that the potatoes would be a total loss unless the cars were placed by November 19, 1917.

This matter was taken up with the Southern Pacific superintendent's office at Sparks, Nevada, which advised that eight refrigerator cars would go forward to Mason Valley points on the night of November 16. The question was also taken up with the superintendent of the Nevada Copper Belt Railroad at Mason, who advised that cars would be furnished complainant promptly.

Complainant was so advised, and the case closed.

**Case No. 439—Refund on Round-Trip Passenger Ticket, Carson City to Reno and Return.**

On October 29, 1917, a complaint was received from A. V. Higgins, of Carson City, Nevada, against the Virginia and Truckee Railway. Complainant alleged that he had purchased two week-end round-trip passenger tickets for himself and another party, from Carson City to Reno, Nevada, and return. The tickets were purchased on the basis of one fare for the round trip, or \$1.50 each, and were good for return passage until Monday afternoon. Complainant and party holding the second ticket were unable to return to Carson City on Monday and endeavored to secure transportation on the tickets on Tuesday. The conductor refused the tickets and complainant was forced to purchase two one-way tickets, Reno to Carson City, at \$1.50 each. The Commission was requested to secure an adjustment.

Upon investigation the Commission found that the railroad company had properly assessed charges according to the tariffs in effect, but felt that in cases of this nature parties failing to use the return portion of these tickets on Monday should be accorded the benefit of the thirty-day round-trip fare, which was \$2.25 between Carson City and Reno. This view was expressed to officials of the Virginia and Truckee Railway, who failed to coincide. As complainant did not care to press the matter, the case was dismissed.

**Case No. 440—Application of Weights on Coal Shipments.**

On November 17, 1917, the Commission on its own motion, forwarded a formal protest to the Interstate Commerce Commission at Washington, D. C., asking for the suspension of the following provisions which were proposed to be made effective December 1, 1917, on coal traffic destined to Tonopah and Goldfield Railroad points:

**NOTE**—Observing published minimum, the actual weight, as determined on track scale at originating point or first available weighing station, will apply in assessment of freight charges on shipments of coal, carloads. (See Exception 1.)

**EXCEPTION 1**—Any such shipments may be reweighed on carrier's track scales at or nearest destination upon the request of the shipper or consignee at an extra charge of \$1 per car, provided the order to reweigh is placed in time to avoid extra switching, and the point of origin or first track scale weight will govern if such reweighing does not show shrinkage of more than 2 per cent; but if the shrinkage is more than 2 per cent, freight charges will be assessed on the basis of 102 per cent of the weight resulting from such reweighing and no charge made for reweighing.

If there is evidence of shortage of coal from car before same is set for unloading, or if obvious error exists in the billed weight, it is the duty of the agent to make notation on way-bill to that effect and reweigh such car without assessing charge for reweighing.

Under existing conditions at the time protest was made, an adjustment in the weight was made by carriers if upon reweighing it was shown that there was a shrinkage of more than 1 per cent. The Com-

mission believed that the 1 per cent provision was much more equitable than the proposed 2 per cent rule and therefore filed its protest.

After a conference with a representative of the Cremer and Erikson Company of Goldfield, Nevada, and the traffic manager of the Tonopah and Goldfield Railroad Company, the Commission decided to withdraw its formal protest, as assurance was given by the traffic manager of the Tonopah and Goldfield Railroad Company, that he would use his best endeavors to have the 1 per cent rule reestablished in southern Nevada territory within one month. The Commission's protest was withdrawn on November 28, 1917.

This matter was taken up by the Tonopah and Goldfield Railroad Company with the Pacific Freight Tariff Bureau with a view to securing the adjustment promised, but a majority of the members of that bureau were opposed to any modification of the 2 per cent rule and therefore refused to reestablish the old provision.

At the time of closing this report the Pacific Coast District Freight Committee of the United States Railroad Administration has under consideration the adoption of a rule providing for the reweighing of coal at or near destination and readjusting freight charges in cases where the reweighing discloses a difference of over 500 pounds from the billed weight. The Commission considers that this is a much fairer rule than either the 1 or 2 per cent provisions, and believes that the same will be made applicable on all coal traffic moving from Utah and Wyoming points to Nevada points.

**Case No. 441—Refusal of Railroad Company to Receive Nonperishable Freight at Reno.**

On December 6, 1917, a complaint was received from the Riverside Mill Company against the Southern Pacific Company. Complainant alleged that it was having considerable trouble in having the defendant company accept nonperishable freight, such as grain, except on certain days in the week. Complainant further stated that it was not asking the defendant company to ship the freight on the same day as it was delivered to the freight sheds at Reno, but asked that the Commission require the company to accept the freight on any day during its regular receiving hours.

This question was taken up with the assistant general freight agent of the Southern Pacific Company at Reno, who made a prompt adjustment by issuing the necessary instructions requiring the acceptance of nonperishable freight on all days during regular receiving hours.

The case was therefore closed.

**Case No. 442—Petition for Installation of Government Wireless Plant at Tonopah.**

On December 14, 1917, the Commission received a letter from its Chief Engineer who was in Tonopah, Nevada, stating that the people of that town were endeavoring to have the United States Government install a radio plant at Tonopah, and had requested the Commission to use its influence in securing such service.

This matter was taken up with Chief Commissioner Bartine who was in Washington, D. C., at the time, with the request that he and Commissioner Shaughnessy, who was also in Washington, investigate the question and see what could be done.

Under date of February 1, 1918, information was received to the

effect that all radio plants in the United States had been either taken over by the Government or closed, and that the construction of new plants was not permitted.

The case was therefore dismissed.

**Case No. 443—Advance in Express Rates.**

On November 25, 1917, a letter was received signed by the presidents of The American Express Company, The Southern Express Company, and Wells Fargo & Co., transmitting a copy of the petition of these companies to the Interstate Commerce Commission asking for an advance of 10 per cent in all express rates.

As this was a matter entirely within the jurisdiction of the Interstate Commerce Commission, calling for no direct action by this Commission, the letter and copy of the petition were simply acknowledged and no formal action taken.

**Case No. 444—Charges Assessed on Shipment of Second-Hand Lumber and Corrugated Iron. Derby to Lakeview.**

On January 5, 1918, a complaint was received from I. L. Winters of Carson City, Nevada, against the Southern Pacific Company and Virginia and Truckee Railway. Complainant alleged that he had received a shipment of second-hand lumber and corrugated iron from Derby, Nevada, billed to Lakeview, Nevada, upon which charges had been assessed amounting to \$107.07, the shipment weighing 40,850 pounds. Complainant further alleged that these charges were excessive and asked the Commission to secure an adjustment.

Upon investigation it was found that the lumber weighed 35,850 pounds which had been rated at 23 cents per hundred pounds, and the corrugated iron weighed 5,000 pounds and had been rated at 43 cents per hundredweight. These rates had been correctly assessed according to the tariffs on file with the Commission and were class rates, namely, class B on the lumber and class 4 on the corrugated iron. No through commodity rate had been established on these commodities for the reason that Derby was not a lumber-producing point and there was little movement of either commodity from that point.

The question was taken up with officials of the defendant companies with the suggestion that a lower through rate be established to cover the movement of this particular shipment of second-hand material. Under date of February 21, 1918, the carriers advised that they were unwilling to establish lower rates. Further correspondence was had regarding this matter, but, as the railroads continued to maintain their position that no refund should be made, the case was dismissed June 6, 1918, as the Commission had no authority under the law to force a refund in a case where the legal rates had been assessed.

**Case No. 445—Baggage Lost in Transit.**

On January 1, 1918, a complaint was received from Mrs. V. Hageman of Miami, Oklahoma, against Wells Fargo & Co. Express. Complainant alleged that she had a trunk in storage at the company's office in Wabaska, Nevada, since February, 1917. It was further alleged that the company had been requested to deliver the trunk to the Southern Pacific Company for shipment to Miami, Oklahoma, but that several letters had been received from the defendant company stating that the trunk could not be located. The Commission was requested to assist in locating complainant's property.

This matter was taken up with officials of Wells Fargo & Co., who advised, under date of March 25, 1918, that the trunk had been located at Luning, Nevada. It appears that the trunk had been originally shipped from Luning to Wabuska, Nevada, in the name of Miss Frankie Hunt, but owing to the fact that no claimant appeared for the same it was returned to Luning, where it was held. The entire trouble appeared to be caused by the confusion in names. The company also advised that there was a refund of \$16.60 due Mrs. Hageman, which would be returned.

Complainant was notified of the result of its investigation, and the case was closed.

**Case No. 446—Automobile Service between Reno, Nevada, and Westwood, Cal.**

On January 17, 1918, a complaint was received from E. A. Maaske, owner of the Reno-Doyle-Susanville-Westwood stage line of Reno, Nevada, against R. G. Brooks, of Reno, Nevada. Complainant alleged that R. G. Brooks, who represented the Red River Lumber Company of Westwood, Cal., was operating an automobile service between Reno and Westwood without filing a schedule of rates with the Commission and that he was conducting an unfair method of competition against complainant in the matter of transporting employees of the Red River Lumber Company between Reno and Westwood.

Upon investigation it developed that the defendant was not operating an automobile stage line between Reno and Westwood, but represented the Red River Lumber Company as an employment agent. The whole controversy appeared to be personal between the two parties to the proceeding, involving questions over which the Commission had no jurisdiction whatever. The case was therefore dismissed.

**Case No. 447—Flour and Cereal Rates from Reno to Eastern Nevada Points on Western Pacific Railroad.**

On February 8, 1918, a complaint was received from the Riverside Mill Company of Reno, Nevada, against the Western Pacific Railroad Company. Complainant alleged that rates on flour and cereals in carload lots from Reno to Carlin, Elko, Halleck, Deeth, Starr, and Wells, Nevada, on defendant company's line of railroad ranged from 40¼ to 47½ cents per hundred pounds as compared with a rate of 40 cents per hundredweight from San Francisco, Cal., to the same points. The Commission was requested to secure the establishment of rates not exceeding 35 cents per hundred pounds from Reno to the points named.

Upon investigation it was found that Southern Pacific Company rates on flour and cereals in carload lots from Reno to Carlin, Wells, etc., were 40 cents per hundredweight. A letter was addressed to officials of the defendant company transmitting a copy of the complaint in this proceeding and advising that an adjustment be made in the rates complained of.

Under date of April 4, 1918, the company addressed a letter to the Commission stating that it was agreeable to establishing rates of 40 cents per hundredweight on flour and cereals in carload lots from Reno to the points named. These rates were published in Supplement No. 2 to Western Pacific Railroad Company's Tariff 36-D, effective May 20, 1918. As this adjustment was entirely satisfactory to complainant, the case was closed.

**Case No. 448—Rates on Plaster, Carloads, Mound House to Elko, via Reno.**

On February 17, 1918, a complaint was received from the Pacific Portland Cement Company, Consolidated, of San Francisco, Cal., against the Virginia and Truckee Railway and Southern Pacific Company. Complainant alleged that on October 26, 1917, a carload of plaster had been shipped from its plant at Mound House, Nevada, to Elko, Nevada, and that through error of complainant's shipping department had been routed via the Virginia and Truckee Railway to Reno, and thence Southern Pacific Co. to destination instead of having been routed via the last-named company through Hazen to destination. Consequently the carriers applied a rate of \$5 per ton, made up of 75 cents per ton Mound House to Reno, plus \$4.25 per ton, Reno to Elko, instead of a through rate of \$3.50 per ton which applied via Hazen. Complainant requested the Commission to secure the protection of a \$3.50 per ton rate, claiming that such rate was fully remunerative for the service rendered via Reno.

The Commission found that the rate assessed was correct according to the tariffs legally on file, but submitted the complaint to the traffic departments of the two defendant companies for investigation with the request that they advise whether an adjustment would be made in line with the complainant's request.

Under date of May 17, 1918, the Commission was advised that the carriers could see no reason for making refund in this particular case, and as the Commission had no power to force a refund under the law, even though it might be found that refund should be made after formal investigation, complainant was advised of the position of the carriers, and the case was dismissed.

**Case No. 449—Increased Rates on Ore on Nevada Short Line Railroad.**

On February 18, 1918, a telegraphic complaint was received from the Nenzel Crown Point Mining Company of San Francisco, Cal., against the Nevada Short Line Railway Company. Complainant alleged that the defendant company was about to increase its rate on ore in carload lots from Rochester to Nenzel, Nevada, 50 cents per ton, and therefore desired to make protest against the increase as the same would be prohibitive for the grade of ore shipped by complainant.

Upon checking up the tariffs of the Nevada Short Line Railway, it was found that the increased rate complained of had gone into effect on the same date that complaint was made and that, therefore, the Commission had no power to suspend the same pending an investigation.

Complainant was advised by telegraph that the rates could not be suspended, but that upon receipt of a formal complaint an investigation would be immediately started. It was suggested that in the meantime complainant submit data regarding the class of ore being shipped and the effect of the increased rate upon this traffic.

No reply being received to this telegram, and no complaint being filed by complainant within thirty days, the case was dismissed.

**Case No. 450—Shortage of Refrigerator Cars in Mason Valley.**

On February 21, 1918, a complaint was received from Romeo Rosaschi of Yerington, Nevada, against the Nevada Copper Belt Railroad Company and Southern Pacific Company. Complainant alleged that there were approximately 300 cars of potatoes to be shipped out of

Mason Valley to various markets within a short time, and that at the present time orders had been placed for forty refrigerator cars, the railroad company being unable to furnish this equipment. It was further alleged that shippers were anxious to move these potatoes, as they were liable to spoil and there was a steadily declining market on the commodity. The Commission was requested to use every effort to relieve the situation.

A similar complaint was received from A. Maionchi of Yerington, Nevada, on February 22, 1918, and the two complaints were considered under this case number.

This matter was taken up by telegraph with officials of the Southern Pacific Company, who advised that the situation was caused by the conditions existing in the middle West where all available refrigerator cars were required to save food products. It was further stated that everything possible would be done to relieve the Mason Valley situation at the earliest practicable date.

Under date of March 19, 1918, the Commission was advised that ten refrigerator cars had been delivered to the Nevada Copper Belt Railroad Company at Wabuska, with twenty-five more to follow the same night. After this date little, if any, trouble was experienced by shippers in securing equipment.

In connection with this case a letter was received from the general manager of the Southern Pacific Company calling attention to the fact that a certain potato shipper of Churchill, Nevada, had held a refrigerator car for loading for a period of five days, and requested the Commission to impress upon shippers and consignees the necessity of loading and unloading equipment promptly.

The shipper complained of was notified of the incident and requested to cooperate with the carriers by promptly releasing equipment.

**Case No. 451—Grain Rates from Nevada-California-Oregon Railway Points to Reno.**

On February 27, 1918, a complaint was received from the Riverside Mill Company against the Nevada-California-Oregon Railway Company and Western Pacific Railroad Company. Complainant alleged that the current rate on grain from Lakeview, Cal., to Reno, Nevada, was 25 cents per hundredweight, while the rate to San Francisco, Cal., from Lakeview was only 30 cents per hundredweight. It was also alleged that the rate from Davis Creek to Reno was 20 cents per hundredweight and from Alturas 18 cents. The Commission was requested to secure the establishment of a blanket rate from the points of origin named to Reno of 18 cents per hundred pounds.

This matter was taken up informally with the defendant railroad companies with a view to securing an adjustment in line with complainant's request.

This case is still pending, now being under consideration by officials of the United States Railroad Administration, who have advised that a decision will be reached at the earliest practicable date.

**Case No. 452—Abandonment of Telephone Toll Stations at Imlay and Oreana.**

On February 28, 1918, a petition was received from the Bell Telephone Company of Nevada, requesting authority to discontinue its toll stations at Imlay and Oreana, Nevada. It was stated that arrangements were being made to provide the United States Government with

a circuit through the State of Nevada, the same to form a portion of a transcontinental circuit requested by the Federal authorities. It was further stated that the discontinuance of this service at Imlay and Oreana would not deprive the communities of telephone service, as Imlay was served by the Utah, Nevada and Idaho Telephone Company, and Oreana by the Golconda Telephone and Power Company.

On March 2, 1918, the following resolution was adopted by the Commission, a copy of the same being forwarded to petitioner in this proceeding:

*Resolved*, That the Bell Telephone Company of Nevada be authorized to discontinue its toll stations at Imlay and Oreana, Nevada, during the period of the war in order to permit that company to cooperate to the fullest extent possible with the United States Government in establishing a through toll line in Nevada.

The case was therefore closed.

**Case No. 453—Alleged Overcharge on Shipment of Ore, Beowawe, Nevada, to Kennett, Cal.**

On March 13, 1918, a complaint was received from A. E. Raleigh of Beowawe, Nevada, against the Western Pacific Railroad Company and Southern Pacific Company. Complainant alleged that a shipment of ore valued at \$28.88 per ton, had been shipped by him from Beowawe, Nevada, to Kennett, Cal., via the Western Pacific Railroad Company and Southern Pacific Company, it being understood that the same rating applied via that route as applied locally via the Southern Pacific Company. It was further alleged that freight charges had been assessed on the basis of \$8 per ton, while if the shipment had moved locally via the Southern Pacific Company the charges would have been based on a rate of \$4.55 per ton. Complainant contended that the charges as assessed were unreasonable, and requested the protection of the \$4.55 per ton rate on this particular shipment.

Under date of March 26, 1918, the Commission advised complainant that it was of the opinion that there was little chance of redress in this case, for the reason that the Southern Pacific Company had named a rate of \$4.55 per ton on ore for the haul, Beowawe to Kennett, over its own line, and naturally, as a business proposition, would not join in a similar rate with the Western Pacific Railroad Company when it would only receive a very small portion of the revenue, giving the bulk of the same to its competitor. Complainant was also advised that the Commission had no direct jurisdiction over interstate rates of this nature, and therefore could do nothing except in an indirect way, but did not desire to be understood as going on record as saying that the \$8 per ton rate was reasonable for the service rendered.

Complainant was advised to file a formal complaint with the Interstate Commerce Commission, asking for the establishment of a reasonable rate from Beowawe, Nevada, to Kennett, Cal., via the Western Pacific Railroad Company and Southern Pacific Company, if it was felt that a rating should be established via that route. The case was dismissed.

**Case No. 454—Violation of Full-Crew Law by Western Pacific Railroad Company.**

On March 16, 1918, a complaint was received from B. F. Rosa, secretary of Lodge No. 313, Brotherhood of Railroad Trainmen, against the

Western Pacific Railroad Company. Complainant alleged that the defendant company was operating a self-propelled car known as a "Jumbo" in the vicinity of Palisade, Nevada, without an engine or train crew. It was further alleged that the car was handling several other cars, and that in operating the same without an engine or train crew the defendant company was violating the full-crew law of the State.

Under date of March 19, 1918, complainant was advised that since the operation of the railroads of the country had been taken over by the Government, it would appear that the proper mode of procedure in matters connected with operation would be to lay them before the Director-General of Railroads.

The case was dismissed.

**Case No. 455—Telephone Service at Beatty and Rhyolite.**

On March 26, 1918, a complaint was received from the Sunset Mining and Development Company, and three other residents of Beatty and Rhyolite, Nevada, against the Bullfrog District Telephone Company of Beatty. Complainants alleged that the defendant company was presumed to render telephone service in the towns of Beatty and Rhyolite, Nevada, between the hours of 8 a. m. and 6 p. m. each day, but that it often occurred that it was impossible to secure a response from the operator until 9 or 10 o'clock in the morning. It was further alleged that during the day it often took from fifteen minutes to an hour to get any service. The Commission was requested to require the telephone company to give adequate service.

This matter was taken up with the defendant company, but it required the writing of several letters before a response was received. In reply it was stated that there was only one of the complainants left in the community, and that the telephone line was being operated for the benefit of four subscribers. The company was therefore considering going out of business on October 1, 1918, but would endeavor to render the best service possible as long as operations were continued.

With further reference to this matter, see Case No. 481.

**Case No. 456—Claims on Ore Shipments Against Eureka Nevada Railway.**

On April 6, 1918, a complaint was received from C. Van Fleet of Elko, Nevada, written on behalf of J. M. Kellogg, of Lee Canyon, Nevada, against the Eureka Nevada Railway Company. Complainant alleged that Mr. Kellogg had shipped forty-one cars of ore from Evans Siding on the Eureka Nevada Railway, such shipments being consigned to Utah smelters. It was further alleged that the defendant railroad company owed the shipper the sum of \$122.82 on account of the adjustment of ore valuations according to smelter returns, but that the defendant company refused to allow claims covering these shipments for the reason that the same were not filed within forty-five days after shipments had moved. The Commission was requested to secure an adjustment.

Upon investigation it was found that the tariff of the Eureka Nevada Railway Company covering shipments of ore carried the following provision:

No refund will be made to consignor, consignee, assigns or connecting carriers who may undertake to correct charges on the rates applied under item 78 of this tariff unless certificate of valuation upon which claim for refund is based has been filed with an agent

or the auditor of the Eureka Nevada Railway at Palisade, Nevada, within forty-five days from the last day of the month in which shipment was made, and unless so filed the rates indicated in item 30 herein will be assessed.

This matter was taken up with the general manager of the defendant company urging an early adjustment of the claims, stating that it was the opinion of the Commission that in any case where overcharges have been made by a carrier owing to misapplication of rates, shipper is entitled to refund regardless of whether errors are discovered within one day or five years after the shipment had been forwarded or received.

As the shipments under consideration were interstate in character, a letter was addressed to the Interstate Commerce Commission under date of April 9, 1918, asking for an opinion as to the legality of the rule set forth above.

On April 20, 1918, the Interstate Commerce Commission replied, declining to rule upon the legality of the provision referred to except after formal hearing and investigation.

Complainant was notified of the Interstate Commerce Commission's attitude, and the statement was made that while the Commission could, through formal procedure, secure a ruling as to the reasonableness of the provision relating to the adjustment of ore rates, it could not force refund on the shipments which had moved during 1917. In the Commission's opinion the question of refund would have to be carried to a court of competent jurisdiction. The Commission awaited further instructions as to carrying this matter before the Interstate Commerce Commission, but hearing nothing from complainant within thirty days, the case was dismissed.

**Case No. 457—Lost Baggage and Storage Charges on Same.**

On April 6, 1918, a complaint was received from Mrs. S. O. Dykes of Wellington, Nevada, against the Southern Pacific Company. Complainant alleged that she had checked a trunk and a suit-case from Springfield, Ohio, to Hazen, Nevada, and had rechecked the two pieces of baggage from Hazen to Hudson, Nevada. It was further alleged that the trunk had reached Hudson, but that the suit-case had never been forwarded and was being held at Hazen with c. o. d. charges amounting to \$4.10. The Commission was requested to secure the release of the baggage and a cancelation of the charges.

On April 9, 1918, this question was taken up with the general baggage agent of the Southern Pacific Company at San Francisco, Cal., who, under date of April 11, 1918, advised that the baggage had been ordered forwarded to Hudson, and charges canceled.

Complainant was so notified and the case was closed.

**Case No. 458—Shipment of Potatoes from Mason to Reno.**

On April 18, 1918, a complaint was received from Emilio Dinucia of Mason, Nevada, against the Nevada Copper Belt Railroad Company and the Southern Pacific Company. Complainant alleged that he had purchased and ordered shipped thirteen tons of seed potatoes to be forwarded from Mason to Reno, Nevada, to be consigned to A. Pardini at the latter point. It was further alleged that the railroad company had declined to accept the shipment, owing to the fact that complainant

was not shipping a sufficient quantity of potatoes to make a maximum carload as required by the United States Railroad Administration. The Commission was requested to secure the shipment of the potatoes at the earliest practicable date in order to prevent their loss.

This matter was taken up with the assistant general freight and passenger agent of the Southern Pacific Company, who advised under date of April 22, 1918, that arrangements had been made whereby the potatoes would be transported from Mason to Reno by loading the car to capacity with less-than-carload freight after loading of the potatoes had been completed.

As this adjusted the case, the same was closed.

**Case No. 459—Weights Applied on Two Shipments of Potatoes, Hudson, Nevada, to Sacramento, Cal.**

On April 27, 1918, a complaint was received from William Graunke of Gardnerville, Nevada, against the Nevada Copper Belt Railroad Company and Southern Pacific Company. Complainant alleged overcharges on two shipments of potatoes which moved from Hudson, Nevada, to Sacramento, Cal., during November, 1917.

The two shipments were consigned to different parties in Sacramento, and it appears that each shipment was covered by two freight bills with a minimum weight of 30,000 pounds on each, making a gross minimum of 60,000 pounds for each shipment. Cars were loaded to full visible space capacity and only actually contained about 55,000 pounds each, although charges were assessed on the basis of 60,000 pounds on each car. Shipper requested the application of actual weights and requested the Commission's cooperation in securing the same.

This matter was taken up with the officials of the defendant companies, and under date of June 8, 1918, the Commission was advised that investigation developed the fact that four bills of lading had been issued to cover the two cars in order to enable shipper to load the same to capacity within the free time. This allowed shipper to hold the cars four days without paying demurrage. Therefore for each bill of lading issued a minimum loading of 30,000 pounds was required, or, in this case, 60,000 pounds per car.

The Commission considered that this method of allowing the issuance of two bills of lading on one car in order to enable shippers to hold equipment four days instead of two without payment of demurrage was wrong and would defeat the plan of the Railroad Administration in securing the prompt release of railroad equipment.

Letters were addressed to the defendant railroad companies and also to the Regional Director of the Railroad Administration at Chicago, Ill., outlining the position of the Commission and asking under what authority or rule this method of handling equipment was allowed.

The Southern Pacific Co. advised under date of June 26, 1918, that the minimum carload was the unit (in the case at issue 30,000 pounds), and that the railroad company could not refuse to issue an additional bill of lading on a car when one minimum carload of freight had been placed in the car. No definite ruling has been received from the Regional Director of the Railroad Administration up to the time of closing this report.

This matter was also taken up with the Food Administrator for

Nevada, but it has been impossible to secure an adjustment of the case up to the present time. The proceeding is therefore held on the docket.

**Case No. 460—Abandonment of Property of Silver Peak Railroad Company.**

On May 10, 1918, a petition was received from various residents of Esmeralda County stating that the owners of the Silver Peak Railroad Company were about to tear up and destroy the track, road-bed, and appurtenances of its railroad from Blair to Blair Junction, Nevada. The Commission was requested to require the defendant railroad company to continue operations as a common carrier and prevent it from removing its property.

On May 14, 1918, a telegram was received from the Chairman and Clerk of the Board of County Commissioners of Esmeralda County asking whether permission had been granted the Silver Peak Railroad Company to remove its property, and stating that rails were already being removed by the company.

The Commission advised that authority had not been granted, and that attorneys for the company had been advised to stay proceedings pending investigation.

On May 16, 1918, an investigation of this matter was held by the Commission before Chief Commissioner Bartine, appearances being made by Messrs. Sam Platt, attorney for the Silver Peak Railroad Company, and B. A. Rives, its secretary. Testimony was taken, and the Commission was assured that no further action would be taken by the company until a decision had been rendered.

On May 25, 1918, the Commission entered the following order:

**BEFORE THE RAILROAD COMMISSION OF NEVADA**

*In the Matter of the Discontinuance of Service, Dismantling and Removing of the Property of the Silver Peak Railroad Company, Located in Esmeralda County, Nevada.*

In the above-entitled matter it has been shown to the Commission that for a number of years past said Silver Peak Railroad Company has been operated at a heavy loss; that the great bulk of its business has been derived from the Pittsburg-Silver Peak Gold Mining Company; that said Company has not only discontinued operations, but has dismantled its plant and removed nearly all of the material of which such plant was composed; that hereafter no business from that source will or can inure to the Silver Peak Railroad Company unless some extraordinary and unforeseen developments should take place.

It further appears that apart from the business furnished by the said Pittsburg-Silver Peak Gold Mining Company, the surrounding and adjacent country is capable of furnishing very little freight and very little passenger traffic—nothing anywhere near commensurate with the expense of operating said railroad.

Upon the basis of these facts the Silver Peak Railroad Company has notified this Commission of its purpose to discontinue operations upon its road and remove the rails, ties, equipment, and other material appertaining thereto, and has asked the approval of the Commission to such action. We can see no reason why such petition should not be granted; and it is, therefore,

**ORDERED.** That the said Silver Peak Railroad Company be allowed to discontinue its service, both freight and passenger, and to remove the rails, ties, equipment, and other material constituting and making up said railroad, and retire from business as a common carrier.

**BY ORDER OF THE COMMISSION.**

E. H. WALKER, *Secretary.*

Carson City, Nevada, May 25, 1918.

**Case No. 461—Loss of Shipment of Oranges, Redlands, Cal., to Reno, Nevada.**

On May 13, 1918, a complaint was received from C. A. Howard of Reno, Nevada, against the Southern Pacific Company. Complainant alleged that he had personally shipped a box consisting of oranges and grape-fruit from Redlands, Cal., to Reno, Nev., and that when shipped the fruit was in good condition. It was further alleged that upon receipt of the shipment in Reno, it was found that the same consisted of a different box containing nothing but culls. It appeared that the railroad company declined to make reparation. The Commission was requested to secure an adjustment.

This matter was taken up with the freight-claim agent of the Southern Pacific Company, who, under date of May 23, 1918, advised that an inspection had been made of the fruit upon its arrival in Reno, and that it was found the same consisted of oranges and grape-fruit, wrapped in the original wrappers of the Randolph Marketing Company. The fruit was withered and soft and had the appearance of being windfalls.

The company therefore found that the original shipment had been received by complainant in a bad condition which was no fault of the carrier.

The complainant was informed that the Commission could not force settlement in a case of this kind and was advised that his only recourse was the courts.

**Case No. 462—Rates on Graphite from Carson City to Pacific Coast Points.**

On May 15, 1918, a complaint was received from W. H. Chedie of Carson City, Nevada, against the Virginia and Truckee Railway and Southern Pacific Company. Complainant alleged that the current rate on graphite in carload lots from Carson City, Nevada, to San Francisco, and Oakland, Cal., of \$5 per ton was unreasonably high as compared with the rate of \$3 per ton in effect on gypsum and plaster from Mound House, Nevada, to the same points. The Commission was requested to secure the establishment of a \$3 per ton rate on graphite.

Under date of May 15, 1918, this matter was taken up with officials of the defendant companies who advised on August 17, 1918, that no reason could be found for reducing the rate complained of.

On August 24, 1918, complainant was notified of the action of the carriers, and, as the case was interstate in character, was advised to file a complaint with the Interstate Commerce Commission if it was still felt that a lower rate should be established.

**Case No. 463—Demurrage Regulations at Mound House.**

On May 21, 1918, a complaint was received from William Donovan of Silver City, Nevada, against the Virginia and Truckee Railway. Complainant alleged that Silver City was four and one-half miles from Mound House, its shipping point, and that on carload shipments received it took at least seventy-two hours in which to unload the cars and haul the freight to Silver City. It was further alleged that it was practically twenty-four hours before notice was received of the arrival of shipments at Mound House for the reason that the agent would send postal cards to the consignee in Silver City, which were not received until the day after the car arrived.

This matter was taken up with the general freight agent of the Virginia and Truckee Railway, who advised on June 8, 1918, that arrange-

ments would be made whereby telephone notice of the arrival of cars would be sent to consignees at Silver City, in lieu of postal cards as at present. Attention was also called to Item 16 of the company's Special Tariff No. 16, which provided that carload lots may be unloaded and held subject to less-than-carload storage charges. When destined to points five to ten miles from the railroad station a further exemption of five days could be secured in this manner.

Complainant was notified of the action taken by the defendant carrier, and nothing further being heard within thirty days the case was considered satisfactorily adjusted.

**Case No. 464—Rates on Gravel, Carloads, Lahontan to Fallon.**

On June 7, 1918, a complaint was received from the Department of Highways, State of Nevada, against the Southern Pacific Company. Complainant alleged that the current rate on gravel in carload lots from Lahontan to Fallon, Nevada, was unreasonable and excessive, and requested the Commission to establish, after formal investigation, a rate not to exceed 1 cent per ton per mile, or such other rate as the Commission might find reasonable for the service rendered.

Citation was issued to the defendant company on June 8, 1918, which was given until June 24, 1918, in which to file its answer to the complaint. Further time was granted the company in which to file answer, the same being received on July 5, 1918. With the answer the Southern Pacific Company filed a motion to dismiss the proceeding on the grounds that the Commission lacked jurisdiction on account of the Federal operation of railroads. The motion to dismiss was denied by the Commission on July 9, 1918, and the date of hearing was set for July 22, 1918.

On July 20, 1918, a telegram was received from the United States Railroad Administration at Washington, D. C., requesting the Commission to withhold further action in this proceeding until such time as the questions at issue could be considered by the Administration. The Commission acceded to the request of the Administration and vacated the date of hearing. On July 22, 1918, complainant filed a brief in the case.

Considerable correspondence was carried on regarding this case, between the Commission and the officials of the United States Railroad Administration, who, under date of August 30, 1918, offered to establish a rate of 70 cents per ton to cover the movement of gravel in carload lots from Lahontan to Fallon. Complainant was not satisfied with the adjustment offered, and the Administration was so advised, with the further information that complainant considered any rate in excess of 40 cents per ton prohibitive.

On October 4, 1918, complainant requested the Commission to hold this case in abeyance owing to the fact that the Department of Highways of Nevada would be unable to carry on any further road construction work during the war. The case is therefore still on the docket, being held in abeyance.

**Case No. 465—Rate on Rice Flour, Carloads, San Francisco to Reno.**

On June 15, 1918, a complaint was received from the Riverside Mill Company of Reno, Nevada, against the Southern Pacific Company, alleging that a carload of rice flour had been received from San Francisco, Cal., upon which charges had originally been assessed on the

basis of 30 cents per hundred pounds. It was further alleged that these charges were later raised to a basis of 50½ cents per hundred-weight. The Commission was requested to investigate the matter and advise what justification there was for a higher charge on rice flour than on wheat flour.

The Commission found that rice flour was not entitled to a 30 cent per hundredweight rate under the tariffs on file, and that charges had been correctly assessed. However, it was felt that this rating should apply on rice flour, and therefore the matter was taken up with officials of the defendant company.

Up to the time of closing this report it has been impossible to secure a ruling from the Railroad Administration regarding this question. The case is therefore still pending.

**Case No. 466—Rates on Wheat Flour, Carloads, Reno, Nevada, to Memphis, Tenn.**

On June 20, 1918, a complaint was received from the Riverside Mill Company of Reno, Nevada, against the Southern Pacific Company and other transcontinental carriers alleging that the current rate on wheat flour, carloads, from Reno, Nevada, to Memphis, Tenn., was 70 cents per hundred pounds, minimum weight 60,000 pounds, as compared with a rate of 55 cents per hundred pounds on the same commodity, minimum weight 80,000 pounds, from Seattle, Wash., to Memphis, Tenn. It was further alleged that the rate from Reno was discriminatory in that it exceeded the rate from Seattle, and the Commission was requested to secure an adjustment if possible.

This question was taken up with the Interstate Commerce Commission and officials of the United States Railroad Administration with a view to securing the establishment of a rate from Reno to Memphis which would not exceed the rate from Seattle to the same point.

Up to the time of closing this report no definite ruling has been secured from the Administration. The case is therefore still pending.

**Case No. 467—Loss of Personal Effects in Transit.**

On June 27, 1918, a complaint was received from J. D. Connolly of Sierraville, Cal., against P. Guabeouno, who operated an auto stage between Reno, Nevada, and Beelerville, Cal. Complainant alleged the loss of baggage consisting of bedding and personal effects which defendant was supposed to transport from Reno to Beelerville. The Commission was requested to secure reparation for the complainant.

On June 28, 1918, complainant was advised that the Commission had no jurisdiction over damage cases or proceedings of an interstate character, and therefore advised him to bring proceedings for recovery of damages in a court of competent jurisdiction. The case was dismissed.

**Case No. 468—Rate on Fuel Wood, Carloads, Verdi to Reno.**

On June 27, 1918, a complaint was received from the Verdi Lumber Company against the Southern Pacific Company. Complainant alleged that, effective June 25, 1918, the United States Railroad Administration had increased rates 25 per cent and that it had established a minimum of \$15 for the transportation of carload freight. It was further alleged that this ruling increased charges on the transportation of fuel wood, Verdi to Reno, Nevada, from approximately \$5 per car to \$15 per car, or 200 per cent. The Commission was requested to secure an adjust-

ment whereby the rate on this tariff would be increased not more than 25 per cent over and above the rate in effect prior to June 25, 1918.

Upon investigation the Commission found that the \$15 per car minimum referred to applied to all commodities except such low-grade material as brick, cement, coal, coke, logs, ore, sand and gravel, and stone. As fuel wood is a low-grade material the Commission felt that the \$15 minimum should not be applied on its transportation, and therefore took the question up with the United States Railroad Administration at Washington, D. C., requesting an adjustment.

The administration accepted the Commission's recommendation and, effective November 16, 1918, all tariffs containing rates applicable to wood were amended so as to provide that that commodity should be excepted from the \$15 per car minimum. The case was therefore closed.

**Case No. 469—Milling in Transit Privileges on Grain in Nevada.**

On July 17, 1918, a complaint was received from the Riverside Mill Company of Nevada against the Southern Pacific Company, asking the Commission's cooperation in securing milling-in-transit privileges on grain in the State of Nevada.

The Commission had some years ago endeavored to secure similar privileges for the grain-milling industry in Nevada, by taking the question up with the Interstate Commerce Commission. That body, however, advised that, although these privileges were in effect in many States, it was against the policy of the Commission to allow the railroads to establish any further practices of that kind. The matter was therefore dropped.

This Commission has long been in favor of the establishment of milling-in-transit rates in Nevada. By the establishment of such rates in the State it would be possible for shippers of grain in eastern Nevada to forward their products to the flour mills at either Lovelock, Elko, Reno, or other points, have the same milled into flour and reshipped to California or Nevada markets at the through grain rate from the point of origin of the grain plus a nominal charge per car or per ton for the expense of handling the cars at the flour-milling points. At the present time charges are based on the grain rate from point of origin to the flour-milling point, plus the flour rate to the consuming point.

This matter was taken up with Nevada's representatives in Congress, urging that every effort be used in securing the cooperation of the United States Railroad Administration. It was pointed out that the establishment of these milling-in-transit rates would aid materially in the development of the State, and that the very fact that the privilege was granted in some States and not in others was a great discrimination against the States not accorded the privilege.

At the time of closing this report the Commission has received information to the effect that the rates requested are about to be established in Nevada, and also in Utah and Arizona. However, tariffs have not as yet been filed, and the case is still on the docket.

**Case No. 470—Vacation Telephone Rates in Reno.**

On July 29, 1918, a complaint was received from Miss May Callahan of Reno, Nevada, against the Bell Telephone Company of Nevada. Complainant alleged that she had applied to the telephone company for a vacation rate at one of her houses that had been occupied by a tenant named Evans. It appeared that the party had moved out of

the house and complainant was trying to rent it. Complainant further alleged that she had been given to understand that by paying for one month's telephone rental she would be accorded vacation rates until she notified the company to put her on the regular rate. The Commission was requested to adjust the matter.

This question was investigated personally by the Chief Engineer of the Commission, who found that the rules of the company were to the effect that any party desiring vacation rates must pay in advance for the entire period during which they desired those rates to apply, but not longer than four months. The defendant company stated that complainant had been informed of this fact. It was also stated that the vacation rates must apply in the name of the party renting the telephone, while in this case complainant desired the telephone rented in her own name.

After discussing the matter with complainant she decided to withdraw her complaint. The case was therefore dismissed.

**Case No. 471—Fencing on Southern and Western Pacific Rights of Way.**

On August 31, 1918, a complaint was received from R. F. Raine of Palisade, Nevada, against the Southern Pacific Company and Western Pacific Railroad Company. Complainant alleged that the fencing on the rights of way of the two defendant companies was in such poor condition that large numbers of live stock were getting on the railroad tracks and many being killed by trains. The Commission was requested to require the defendant companies to put their fencing in good condition.

This matter was taken up with the officials of both the Southern Pacific Company and Western Pacific Railroad Company, who advised that instructions had been issued to fence gangs in the vicinity of Palisade to immediately make proper repairs and see that fencing was kept in good condition. Complainant was notified of the action taken, and the case was closed.

**Case No. 472—Passenger Train Service at Golconda.**

On August 31, 1918, a complaint was received from the Business Men's Association of Winnemucca, Nevada, against the Southern Pacific Company. Complainant alleged that the defendant company refused to stop its passenger train No. 19 at Golconda, Nevada, which caused inconvenience to passengers traveling between the two points.

A copy of the complaint was forwarded to the general manager of the Southern Pacific Company, who replied that the town of Golconda was served by two passenger trains, west-bound, a day, namely, No. 5, leaving at 12:38 p. m. on Southern Pacific Company, and No. 1, leaving at 11:09 p. m. on the Western Pacific Railroad. In view of the very small passenger traffic out of Golconda the company felt that adequate service was being given.

A copy of the defendant company's letter was forwarded to complainant, asking whether further action was desired. Up to the time of closing this report nothing further has been heard from complainant but the case is still being held on the docket for future action if necessary.

**Case No. 473—Freight Rates from California Points to Fallon, Nevada.**

On September 4, 1918, a complaint was received from the I. H. Kent Company of Fallon, Nevada, against the Southern Pacific Company.

complaining against the method being used in assessing freight charges from California points to Fallon, and asking the Commission to secure an adjustment.

Upon investigation it was found that from California points to Fallon and other points on the Nevada and California Railway Branch of the Southern Pacific Company, the increased rates effective June 25, 1918, were being applied on the combination of rates on Hazen, Nevada. As an example, the first-class rate from San Francisco to Fallon prior to June 25, 1918, was made up of a rate of 97 cents per hundred pounds to Hazen, plus  $13\frac{1}{2}$  cents per hundred, Hazen to Fallon, or a through rate of  $\$1.10\frac{1}{2}$ . Effective June 25, 1918, the 25 per cent advance was applied to the 97-cent rate from San Francisco to Hazen, making the new rate  $\$1.21\frac{1}{2}$ , while the rate from Hazen to Fallon of  $13\frac{1}{2}$  cents was increased to the minimum first-class rate of 25 cents per hundredweight, thereby making the through rate  $\$1.46\frac{1}{2}$ , or an increase of nearly 33 per cent instead of 25 per cent.

Had the 25 per cent advance been made on the old through rate of  $\$1.10\frac{1}{2}$  the current rate would have been  $\$1.38$  instead of  $\$1.46\frac{1}{2}$  per hundred pounds.

The Commission took this matter up with the San Francisco District Freight Traffic Committee of the United States Railroad Administration with the recommendation that the rates on freight from California points to all points on the Nevada and California Branch of the Southern Pacific Company be brought to the basis of a 25 per cent increase over the through rates in effect prior to June 25, 1918, instead of assessing the increase on the combination rates above referred to.

Under date of September 28, 1918, the committee advised that the Commission's recommendation had been adopted and that thereafter rates would be assessed on the basis of a 25 per cent increase on the old through rates.

Complainant was notified of the action taken, and the case was closed.

#### **Case No. 474—Proposed Abandonment of Las Vegas and Tonopah Railroad.**

On September 9, 1918, the Commission received a copy of a formal notice of the Las Vegas and Tonopah Railroad Company to abandon and tear up its roadway and track between Las Vegas and Beatty, Nevada, together with a copy of a traffic agreement to be adopted by the Bullfrog Goldfield Railroad Company and the Tonopah and Tidewater Railroad Company for handling freight and passenger business between Crucero, Cal., and Beatty and Goldfield, Nevada.

On September 16, 1918, this matter was taken up with the United States Railroad Administration by telegraph, the Commission protesting against abandonment of the property and urging that some means be adopted whereby the operation of the road might be continued.

The position of the Las Vegas and Tonopah Railroad Company was that the railroad had never paid, and that owing to a ruling of the administration refusing to allow the company's shop-work to be done at Las Vegas, Nevada, by the Los Angeles and Salt Lake Railroad Company, and also ordering the routing of through freight from California points to Tonopah and Goldfield, Nevada, via the Tonopah and Tidewater Railroad Company's line, a shorter route, a considerable additional loss of revenue would accrue.

The Commission felt that as the property was to be abandoned on account of rulings of the Railroad Administration, some action should be taken by that body, in order to insure the continued operation of the road. If the property should be abandoned it would mean the elimination of a direct railroad route between northern and southern Nevada, and would also deprive the State, and counties in which the railroad operated, of a large amount of taxable property.

In reply to the Commission's telegram the administration advised that knowing the location of the property it was not believed that the road should be abandoned and therefore the matter had been referred to the Short Line Section of the Administration for complete investigation.

A large amount of telegraph and letter correspondence has been carried on regarding this case, and at the time of closing this report no definite action has been taken by the United States Railroad Administration looking toward the continued operation of the property or allowing it to be abandoned. However, it has been suggested by the administration that probably the railroad would be taken over by the Government and operated as a branch of the Los Angeles and Salt Lake Railroad.

**Case No. 475—Consolidation of Passenger Facilities at Reno.**

On September 30, 1918, the Southern Pacific Company requested the approval of a plan of the United States Railroad Administration to consolidate Southern Pacific Company and Western Pacific Railroad Company passenger facilities in Reno, Nevada.

The consolidation proposed provided that both Southern Pacific and Western Pacific trains should leave and enter the Southern Pacific depot at Reno, and that all tickets would be sold, and baggage checked, at that depot. Additional ticket agents and baggage men were to be placed at the Southern Pacific depot to take care of the increased traffic.

The Commission considered that the proposed plans would result in a great deal of benefit to the traveling public for the reason that under the consolidation, a union depot would be established with increased passenger facilities which would result in an accommodation to the public. It was also understood that considerable funds would be conserved by the United States Railroad Administration through the operation and maintenance of one depot instead of two.

The consolidation plan was therefore approved.

**Case No. 476—In the Matter of Increased Express Rates.**

On October 10, 1918, the following telegram was received from the Special War Committee of the National Association of Railway and Utilities Commissioners:

At express hearing before Interstate Commerce Commission, Stice, president of express company, admitted that reduction of 5 per cent in railroad division contracts would produce twelve million dollars to express company, which represents amount it claims it needs. The States present urged that Commission investigate revenues of railroad administration and recommend if possible that Director-General modify contract 5 per cent, thus satisfying demand of needed express revenue without increasing rates or interfering with successful operation or ability of Government to pay return. See my two express bulletins. If you favor this suggestion please wire Commission at once.

Under date of October 14, 1918, a telegram was addressed to the War Committee of the National Association of Railway and Utilities Commissioners authorizing the committee to represent the Nevada Commission and to make in its behalf whatever concurrence might be necessary to meet the existing war emergency in express rates and favoring the 5 per cent reduction in railroad express contracts as a means of solving the problem.

This matter is still under investigation by the Interstate Commerce Commission.

**Case No. 477—Rate on Shelled Corn, Carloads, St. Thomas to Las Vegas.**

On October 10, 1918, a complaint was received from H. Blanding of Las Vegas, Nevada, against the Los Angeles and Salt Lake Railroad Company. It was alleged that the rate of 35 cents per hundred pounds had been quoted for the transportation of shelled corn in carload lots from St. Thomas to Las Vegas, Nevada. Complainant contended that this rate was excessive in comparison with rates in effect from Utah to Las Vegas, which did not exceed 41 or 42 cents per hundredweight.

Upon investigation it developed that the correct rate applicable to the commodity for transportation between the points named was 23 cents per hundred pounds instead of 35 cents as quoted. Complainant was so notified, and nothing further being heard it is assumed that the rate quoted was satisfactory. The case was therefore dismissed.

**Case No. 478—Train Service to and from Fernley-Lassen Branch Points.**

On October 12, 1918, a letter was received from the United States Railroad Administration at San Francisco, Cal., stating that at the time the Southern Pacific Company was operating trains 127 and 27, 28 and 128, between Hazen, Nevada, and Susanville, Cal., also mixed trains 29 and 30 between Susanville and Westwood, Cal.

In the interest of economy it was proposed to withdraw all of these trains and establish a daily passenger run between Reno, Nevada, and Westwood, Cal., operating over Western Pacific rails between Reno and Flanigan, Nevada. It was further stated that this would give a direct passenger-train service between Reno and Westwood, and intermediate points. The Commission was requested to approve the proposed adjustment.

On October 19, 1918, a telegram was forwarded to the Railroad Administration approving the proposed plan, provided suitable passenger-train service was established to take care of traffic on the Fernley-Lassen Branch between Flanigan, Pyramid, and Fernley, Nevada.

At a later date a personal conference was held between members of the Commission and W. R. Scott, Federal Manager of the Government railroads operating on the Pacific Coast. It was agreed that mixed-train service should be established between Flanigan, Pyramid, and Fernley which would take care of the traffic satisfactorily.

The case was therefore closed.

**Case No. 479—Rates on Grain, Carloads, Wabuska, to Reno, Nevada.**

On October 14, 1918, a complaint was received from William Graunke of Gardnerville, Nevada, against the Nevada Copper Belt Railroad Company and Southern Pacific Company. Complainant alleged that a mixed carload of grain, consisting of wheat, barley, and

oats, had been forwarded by him from Hudson, Nevada, to Reno, Nevada, under date of October 9, 1918. It was further alleged that the mixed carload of grain had been shipped for the reason that the Railroad Administration required the loading of cars to full-space capacity, otherwise the grains would have been forwarded in straight carloads. In consequence of shipping a carload of mixed grains complainant was required to pay a rate of 10 cents per hundred pounds higher than the rate applicable to straight carloads of wheat, barley, or oats.

The Commission was requested to secure the protection of a rate of 25 cents per hundred pounds, instead of the rate as charged of 35 cents, if possible to obtain such an adjustment.

This matter was taken up with the San Francisco District Freight Traffic Committee of the United States Railroad Administration at San Francisco, Cal. It was pointed out that the current through rate on mixed carloads of grain was 35 cents per hundredweight, made up of a commodity rate of  $12\frac{1}{2}$  cents from Hudson to Wabuska, Nevada, which applied on mixed carloads of grain, and the Class C rate of  $22\frac{1}{2}$  cents from Wabuska to Reno, Nevada. Attention was also called to the fact that there was in effect a commodity rate of  $12\frac{1}{2}$  cents per hundredweight applicable to straight carloads of wheat, oats, barley, etc., from Wabuska to Reno, but this rate would not apply on mixed shipments of these grains.

The committee was urged to amend the grain rates from Wabuska to Reno so as to allow the  $12\frac{1}{2}$ -cent rate to apply on mixed carloads, and that this rate be protected on the shipment under consideration. It appeared to the Commission that this amendment should be made especially in view of the fact that shippers were being forced to load all equipment to capacity, thereby forcing them to load mixed carloads of grain. Under existing conditions shippers were practically being penalized for complying with orders of the Railroad Administration.

Up to the time of closing this report this matter is still under consideration.

**Case No. 480—Pullman Accommodations on Train 20, East-Bound, Out of Reno.**

On August 7, 1918, the Commission, in response to a request for information from the United States Railroad Administration, called attention to the fact that Southern Pacific train No. 20, which passed Reno east-bound about midnight each night, was not giving satisfactory service in the matter of Pullman space allotted to the city of Reno.

An actual incident was cited wherein passengers who were unable to take train No. 2 which left Reno, east-bound, at 9 p. m., were waiting for train No. 20. The agent at Reno was unable to give them any assurance of Pullman accommodations on the train and stated that in all probability no reservations could be secured as the Pullman space was generally all taken by the time the train reached Reno. On the particular night referred to there were about ten passengers who intended to take train No. 20, among whom were two women with three children.

Upon the arrival of the train all the passengers took passage, taking their chances of securing Pullman accommodations. The Pullman conductor was able to give every one a berth and it was found that there were several berths still vacant after space had been allotted to the Reno passengers.

The Commission considered that this was very poor service, and that if no definite space were allotted to the city of Reno notice should at least be given the Reno agency as to the space that would be available upon the arrival of the train at that point.

On October 12, 1918, the assistant general freight and passenger agent of the Southern Pacific Company at Reno, called on the members of the Commission for the purpose of discussing this matter and agreed to see that instructions were issued to the Pullman conductor of train 20 to telegraph from Colfax, Cal., each night, notifying the Reno agency of the space available. The Commission considered this a satisfactory adjustment of the question as a specific amount of space was provided for Reno passengers on train No. 2, upon which most people traveled.

The case was therefore closed.

**Case No. 481—Discontinuance of Service of the Bullfrog District Telephone Company.**

On October 7, 1918, notice was received from the Bullfrog District Telephone Company that it was forced to discontinue telephone service in Beatty and Rhyolite, as there were only two or three subscribers left who still took service. It appeared that the only interested party was E. E. Palmer of Beatty, who operated a general merchandise store and who was being urged to take over the line.

Under date of October 7, 1918, a telegram was sent to the company stating that if it was impossible for it to secure the cooperation of E. E. Palmer, it would be justified in discontinuing service on account of the small business available in the district.

It is understood that satisfactory arrangements were made with E. E. Palmer, who took over the operation of the line.

The case was therefore closed.

**Case No. 482—Shortage of Stock Cars at Hudson.**

On October 18, 1918, a complaint was received by telephone from F. W. Simpson of Wellington, Nevada, against the Nevada Copper Belt Railroad Company and the Southern Pacific Company. Complainant alleged that on October 14, 1918, orders had been placed for three stock cars to be placed for loading at Hudson, Nevada, on October 17, 1918. Up to the date of complaint the cars had not been delivered, and complainant was holding stock at Hudson for shipment. The Commission was requested to secure equipment at the earliest possible moment.

This matter was taken up by long-distance phone with the chief dispatcher of the Southern Pacific Company at Sparks, Nevada, who advised that through oversight the three cars had not been forwarded to Hudson, but assured the Commission that they would be placed for loading by the 19th.

Complainant was notified of the action taken, and the case was closed.

**Case No. 483—Weighing Charges at Las Vegas.**

On November 4, 1918, a complaint was received from H. Blanding of Las Vegas, Nevada, against the Los Angeles and Salt Lake Railroad Company. Complainant alleged that in ordering the reweighing of carload freight he had been in the habit of paying \$5 per car, but that

during the past three months charges of \$7 per car had been assessed. The Commission was requested to investigate the matter and advise as to the authority for the \$7 per car charge.

As the Commission was unable to check either the \$5 or the \$7 charge, the matter was taken up with complainant for the purpose of ascertaining further particulars with reference to the movement of these cars in the Las Vegas yard.

The case is still pending.

**Case No. 484—Rates on Farm Products Between Virginia and Truckee Railway Points.**

On November 9, 1918, a complaint was received from George Peckham against the Virginia and Truckee Railway, alleging unreasonably high freight rates on hay, grain, potatoes, and other farm products from Huffakers and other points in the vicinity of Huffakers, Nevada, to Reno, Nevada. The Commission was requested to secure an equitable adjustment of these rates.

This matter has been taken up with the management of the Virginia and Truckee Railway, which has the same under investigation.

The case is still pending.

**Case No. 485—In the Matter of Uniform Class Rates in Intermountain Territory.**

On November 9, 1918, the United States Railroad Administration submitted to the Commission for consideration a tentative scale of uniform class rates to be adopted and put into effect on all Government-operated railroads in the intermountain territory. It was stated that the scale submitted was merely tentative and subject to modification. The Commission was asked to give its opinion concerning this matter.

It appears that similar scales of class rates are to be adopted in other zones in order to bring about the establishment of uniform class-rate schedules in the various territories of the United States.

The Intermountain scale is known as the 120 per cent scale, the Pacific Coast and Southern Territory scales are known as the 100 per cent scales, while a 75 per cent scale is proposed for the Middle Western Territory.

The Commission has gone on record as being opposed to the 120 per cent scale for this State, and believes that anything in excess of the 100 per cent schedule will be unreasonable.

Within a short time a meeting of representatives of the Intermountain Territory is to be held in Salt Lake City, Utah, for the purpose of considering this question.

The case is still pending.

**Case No. 486—Rates on Waste Paper, Carloads, Carson City, Nevada, to Los Angeles, Cal.**

On November 14, 1918, the Commission addressed a letter to the officials of the Virginia and Truckee Railway Company and Southern Pacific Company, requesting the establishment of a rate of \$7 per ton on waste paper, baled, in carload lots from Carson City, Nevada, to Los Angeles, Cal.

This action was taken on behalf of the Board of Capitol Commissioners of the State of Nevada, who stated to the Commission that as a war economy measure all waste paper had been saved and baled, and that at the present time there was an accumulation of some fifteen or twenty

tons ready for shipment. The Board had been quoted a price of \$12 per ton on the paper, f. o. b. Los Angeles, Cal., but as the prevailing freight rate from Carson City to that point exceeded \$12 per ton, it was found necessary to obtain a rate which would at least allow something to the board for the cost of handling the material. Therefore a rate of \$7 per ton was requested.

This case is still pending.

This report covers all cases handled by the Commission up to and including November 26, 1918, during the two-year period for which report is made.

#### INVESTIGATION AND SUSPENSION DOCKETS

##### **I. & S. Docket No. 7—Cancellation of Freight Rates on Eureka Nevada Railway.**

On April 28, 1917, the Commission entered upon an investigation concerning the propriety of the Eureka Nevada Railway Company canceling all freight rates, which it proposed to do, effective May 3, 1917. The supplement to the tariff providing for this cancelation was suspended for a period of sixty days.

This case never came to a hearing for the reason that the Eureka Nevada Railway Company reestablished all of its intrastate freight rates and has maintained the same since May 3, 1917.

##### **I. & S. Docket Nos. 8, 9, 10, 11, 12, 13, 14, and 15—Fifteen-Per-Cent Advance-Rate Cases.**

Effective July 1, 1917, the following railroad companies operating in Nevada, proposed to increase their freight rates 15 per cent on Nevada intrastate business:

The Southern Pacific Company, Tonopah and Goldfield Railroad Company, Western Pacific Railroad Company, Nevada Northern Railway Company, Los Angeles and Salt Lake Railroad Company, Virginia and Truckee Railway, Bullfrog Goldfield Railroad Company, Las Vegas and Tonopah Railroad Company, Tonopah and Tidewater Railroad Company, Nevada Copper Belt Railroad Company, and the Nevada-California-Oregon Railway Company.

The Pacific Freight Tariff Bureau also filed supplements to freight schedules proposing to increase various joint freight rates 15 per cent.

On June 6, 1918, the Commission entered upon an investigation of these proposed increases and suspended forty-seven supplements to freight schedules filed by the various carriers for a period of sixty days from July 1, 1917.

These cases were set down for hearing to take place in Carson City, July 20, 1917.

On July 11, 1917, the Commission was requested to vacate the date of hearing, as the carriers desired to withdraw all supplements to tariffs proposing a 15 per cent advance in freight rates.

The carriers were therefore allowed to withdraw the supplements to tariffs referred to, the date of hearing was vacated, and the cases dismissed.

##### **I. & S. Docket No. 16—Increases in Freight Rates on Eureka Nevada Railway.**

On October 10, 1917, the Commission entered upon an investigation concerning the reasonableness of certain increases in freight rates proposed to be made effective on the Eureka Nevada Railway on October

15, 1917. The proposed rates were suspended for a period of sixty days.

Under date of October 20, 1917, the Eureka Nevada Railway Company advised that it was not the intention to increase intrastate freight rates, and the tariff was therefore withdrawn in its application to Nevada business.

The case was dismissed.

**I. & S. Docket No. 17—Increase in Freight Rates on Pioche Pacific Railroad.**

On June 12, 1918, the Pioche Pacific Railroad Company filed a supplement to its local freight tariff making a uniform advance of 10 per cent in the rates, effective July 12, 1918.

A protest was filed by the Uvada Copper Company of Salt Lake City, Utah, requesting that the rates be suspended by the Commission pending an investigation as to their reasonableness.

On June 15, 1918, the Commission entered upon an investigation of the reasonableness of the proposed rates, and suspended them for a period of sixty days.

A hearing was held in this proceeding in Carson City, Nevada, on July 27, 1918. The Commission was unable to complete its investigation within the sixty days and therefore entered an order under date of September 10, 1918, suspending all ore rates for a further period of sixty days, but allowing the 10 per cent advance on other freight rates.

The Commission's opinion and order in this proceeding was entered November 9, 1918, and a copy of the same follows:

BEFORE THE RAILROAD COMMISSION OF NEVADA

INVESTIGATION AND SUSPENSION DOCKET No. 17

*In the matter of certain increases in freight rates on the Pioche Pacific Railroad.*

OPINION

BY THE COMMISSION:

On June 13, 1918, the Pioche Pacific Railroad Company filed a formal notice with the Commission, reading as follows:

Notice is hereby given that thirty (30) days hence, namely, July 12, 1918, there will become effective the following increase in rates on this railroad:

On all commodities, both inbound and outbound, ten (10) per cent of the rates set forth upon our rate schedule "C" dated May 1, 1915.

A charge for transferring ore from narrow to broad-gage cars of fifteen cents per ton.

On June 15, 1918, a protest was received from the Uvada Copper Company, of Salt Lake City, Utah, objecting to the proposed increases in freight rates on the Pioche Pacific Railroad, and particularly protesting against the 10 per cent advance in ore rates from Jackrabbit to Pioche, Nevada, and the charge of 15 cents per ton to be established for transferring ore from narrow to broad-gage cars at Pioche.

On the basis of this protest, the Commission issued an order on June 15, 1918, suspending the operation of the new rates for a period of sixty days, pending an investigation as to the reasonableness of the proposed increases.

A hearing was held regarding the matters involved in this proceeding on July 27, 1918. Appearance was made on behalf of the Uvada Copper Company by H. W. Prickett, but no formal appearance was made on behalf of the Pioche Pacific Railroad Company. On July 9, 1918, the railroad company filed a statement regarding its financial condition and reasons for increasing freight rates, with the request that such statement be considered in determining the reasonableness of the increases. This statement was duly considered as evidence at the hearing above referred to.

Protestant's entire testimony related to the question of increased rates on ore.

and therefore consideration of proposed rates on other commodities than ore was practically eliminated from this proceeding.

The Commission was unable to complete its investigation by September 10, 1918, and the proposed rates on ore, including the transfer charge of 15 cents per ton, were further suspended to November 9, 1918. The proposed rates on other commodities were not further suspended, and therefore went into effect September 10, 1918.

The following facts were developed in this investigation:

The Pioche Pacific Railroad Company operates a line of narrow-gage railroad out of Pioche, Nevada, where it connects with the Los Angeles and Salt Lake Railroad. The railroad consists of two branches, one serving the Amalgamated Pioche Mines and Smelters Corporation mines located on what is known as the Hill Division, a distance of two miles from Pioche, and the other branch serving the Uvada Copper Company mines at Jackrabbit, Nevada, located on what is known as the Jackrabbit Division, a distance of fourteen miles from Pioche.

While the Pioche Pacific Railroad Company and the Amalgamated Pioche Mines and Smelters Corporation are separate corporate organizations, a number of the employees of the railroad company are also employed by the mining company and there is nothing in the record which discloses the manner in which salaries and wages are charged against the two corporations. The Commission is, therefore, unable to determine whether the salaries and wages charged against the railroad company are commensurate with the services rendered by such employees or not.

We find that, according to the annual report of the Pioche Pacific Railroad Company for the year ending December 31, 1917, salaries and wages charged against the company amounted to \$12,952.70, out of a total operating expense of \$15,796.01, or 82 per cent of the total expense. This, on its face, appears extremely high. As a comparison, we find the salaries and wages paid by other narrow-gage railroads operating in Nevada range from 60 to 74 per cent of total operating expenses.

The record further develops the fact that the ore rates on the Hill Division which serves the Amalgamated Pioche Mines and Smelters Corporation, were 75 cents per ton prior to July 1, 1918, with an additional charge of 15 cents per ton for transfer at Pioche. These rates covered ore regardless of valuation. Effective July 1, 1918, these rates were reduced by the establishment of the following scale:

Tonnage of 15 or less per day.....	75 cents per ton
Over 15 to 40 tons per day.....	60 cents per ton
Over 40 to 75 tons per day.....	55 cents per ton
Over 75 tons per day.....	50 cents per ton
For transferring from narrow- to broad-gage cars.....	15 cents per ton

The Pioche Pacific Railroad Company states that the reason for this reduction was on account of the fact that the Amalgamated Pioche Mines and Smelters Corporation had increased its shipments to an average of over 15 tons per day.

The scale of rates in effect on ore from Jackrabbit to Pioche, Nevada, varies according to valuation, and a different scale is in effect during the winter months than that in effect during the summer period. The rates in effect from April to October, inclusive, range from \$1 per ton on ore of \$10 per ton valuation, or less, to \$3 per ton on ore of \$100 per ton valuation, or over. Rates in effect during the months of November to March, inclusive, are 25 cents per ton higher than the summer rates. Under these scales of rates, no transfer charges were assessed at Pioche, Nevada.

The Pioche Pacific Railroad Company proposes to increase the rates named in the preceding paragraph 10 per cent, and add a charge of 15 cents per ton for transfer charges at Pioche.

During the calendar year 1917, the Uvada Copper Company shipped 6,592 tons, or 76 per cent of the total ore originating on the Pioche Pacific Railroad Company. Upon half of this tonnage the winter rates applied, amounting to an average of \$1.50 per ton, while the balance was shipped under summer rates of approximately \$1.25 per ton. The Amalgamated Pioche Mines and Smelters Corporation shipped 24 per cent of the ore tonnage in 1917, or 2,046 tons, at an average charge of 75 cents per ton, plus a transfer charge of 15 cents per ton.

According to figures submitted for 1918, it is found that on the basis of

the six-month period, January 1 to June 30, inclusive, the Nevada Copper Company will increase its tonnage of ore by approximately 1,340 tons over the 1917 tonnage. Figures on increased shipments by the Amalgamated Pioche Mines and Smelters Corporation during the year 1918 have not been submitted, although it is claimed that there has been some increase. It will, therefore, be seen that while both mining companies have increased their tonnage during the year 1918, the rates charged the Amalgamated Pioche Mines and Smelters Corporation have been decreased to a certain degree, while it is proposed to increase charges on ore shipped by the Nevada Copper Company.

In view of the above facts, the Commission feels that it should suspend without prejudice the proposed increased rates on ore from Jackrabbit to Pioche, Nevada, for the reason that it has been impossible to definitely allocate operating expenses with particular reference to salaries and wages to the Pioche Pacific Railroad Company and the Amalgamated Pioche Mines and Smelters Corporation, and for the further reason that although there is an apparent increase in ore tonnage on both the Jackrabbit and Hill Divisions, the rates from Jackrabbit are proposed to be increased while the rates on the Hill Division have been actually decreased.

With respect to the transfer charge of fifteen cents per ton, the Commission is of the opinion that the same should apply on shipments of ore from Jackrabbit in the same manner as such charges are assessed on ore moving from the Hill Division. An order will be entered accordingly.

#### ORDER

At a general session of the Railroad Commission of Nevada, held at its offices in Carson City, Nevada, November 9, 1918.

#### INVESTIGATION AND SUSPENSION DOCKET No. 17

IT APPEARING, That on June 15, 1918, the Commission entered upon an investigation concerning the propriety of the increases and the lawfulness of the rates, regulations, charges, and practices stated in a schedule filed by the Pioche Pacific Railroad Company reading as follows:

Notice is hereby given that thirty (30) days hence, namely, July 12, 1918, there will become effective the following increase in rates on this railroad:

On all commodities, both inbound and outbound, ten (10) per cent of the rates set forth upon our rate schedule "C" dated March 1, 1915.

A charge for transferring ore from narrow- to broad-gage cars of fifteen cents per ton.

IT FURTHER APPEARING, That a full investigation of the matters and things involved has been had, and that the Commission, on the date hereof, has made and filed a report containing its findings of facts and conclusions thereon, which said report is hereby referred to and made a part hereof; it is

*Ordered:* That upon ore in carloads moving from Jackrabbit to Pioche, Nevada, the proposed increases in rates of ten per cent (10%) be denied. It is further

*Ordered:* That the proposed establishment of a charge of fifteen cents per ton of 2,000 pounds for transferring ore from narrow-gage to broad-gage cars at Pioche, Nevada, be granted. It is further

*Ordered:* That an amendment or supplement to Pioche Pacific Railroad Company's schedule "C" be filed with the Commission adjusting rates in line with this order, making such amendment or supplement effective on or after November 9, 1918.

BY ORDER OF THE COMMISSION,

E. H. WALKER, *Secretary.*

[SEAL]

All of which is respectfully submitted.

J. F. SHAUGHNESSY,

*First Associate Commissioner.*

W. H. SIMMONS,

*Second Associate Commissioner.*

E. H. WALKER, *Secretary.*

the six-month period, January 1 to June 30, inclusive, the Uvada Copper Company will increase its tonnage of ore by approximately 1,340 tons over the 1917 tonnage. Figures on increased shipments by the Amalgamated Pioche Mines and Smelters Corporation during the year 1918 have not been submitted, although it is claimed that there has been some increase. It will, therefore, be seen that while both mining companies have increased their tonnage during the year 1918, the rates charged the Amalgamated Pioche Mines and Smelters Corporation have been decreased to a certain degree, while it is proposed to increase charges on ore shipped by the Uvada Copper Company.

In view of the above facts, the Commission feels that it should suspend without prejudice the proposed increased rates on ore from Jackrabbit to Pioche, Nevada, for the reason that it has been impossible to definitely allocate operating expenses with particular reference to salaries and wages to the Pioche Pacific Railroad Company and the Amalgamated Pioche Mines and Smelters Corporation, and for the further reason that although there is an apparent increase in ore tonnage on both the Jackrabbit and Hill Divisions, the rates from Jackrabbit are proposed to be increased while the rates on the Hill Division have been actually decreased.

With respect to the transfer charge of fifteen cents per ton, the Commission is of the opinion that the same should apply on shipments of ore from Jackrabbit in the same manner as such charges are assessed on ore moving from the Hill Division. An order will be entered accordingly.

#### ORDER

At a general session of the Railroad Commission of Nevada, held at its offices in Carson City, Nevada, November 9, 1918.

#### INVESTIGATION AND SUSPENSION DOCKET No. 17

IT APPEARING, That on June 15, 1918, the Commission entered upon an investigation concerning the propriety of the increases and the lawfulness of the rates, regulations, charges, and practices stated in a schedule filed by the Pioche Pacific Railroad Company reading as follows:

Notice is hereby given that thirty (30) days hence, namely, July 12, 1918, there will become effective the following increase in rates on this railroad:

On all commodities, both inbound and outbound, ten (10) per cent of the rates set forth upon our rate schedule "C" dated March 1, 1915.

A charge for transferring ore from narrow- to broad-gage cars of fifteen cents per ton.

IT FURTHER APPEARING, That a full investigation of the matters and things involved has been had, and that the Commission, on the date hereof, has made and filed a report containing its findings of facts and conclusions thereon, which said report is hereby referred to and made a part hereof; it is

*Ordered:* That upon ore in carloads moving from Jackrabbit to Pioche, Nevada, the proposed increases in rates of ten per cent (10%) be denied. It is further

*Ordered:* That the proposed establishment of a charge of fifteen cents per ton of 2,000 pounds for transferring ore from narrow-gage to broad-gage cars at Pioche, Nevada, be granted. It is further

*Ordered:* That an amendment or supplement to Pioche Pacific Railroad Company's schedule "C" be filed with the Commission adjusting rates in line with this order, making such amendment or supplement effective on or after November 9, 1918.

BY ORDER OF THE COMMISSION.

E. H. WALKER, *Secretary.*

[SEAL]

All of which is respectfully submitted.

J. F. SHAUGHNESSY,

*First Associate Commissioner,*

W. H. SIMMONS,

*Second Associate Commissioner.*

E. H. WALKER, *Secretary.*

The six-month period January 1 to June 30 inclusive, the Nevada Copper Company will increase its tonnage of ore by approximately 1,340 tons over the 1917 tonnage. Figures on increased shipments by the Amalgamated Potosi Mines and Smelters Corporation during the year 1918 have not been submitted, although it is claimed that there has been some increase. It will therefore be seen that while both mining companies have increased their tonnage during the year 1918, the rates charged the Amalgamated Potosi Mines and Smelters Corporation have been decreased to a certain degree, while it is proposed to increase charges on ore shipped by the Nevada Copper Company.

In view of the above facts, the Commission feels that it should suspend without prejudice the proposed increased rates on ore from Jackrabbit to Potosi Nevada, for the reason that it has been impossible to definitely allocate operating expenses with particular reference to salaries and wages to the Nevada Pacific Railroad Company and the Amalgamated Potosi Mines and Smelters Corporation, and for the further reason that although there is an attempt to increase its ore tonnage on both the Jackrabbit and Hill Districts, the rates from Jackrabbit are proposed to be increased while the rates on the Hill Division have been actually decreased.

With respect to the transfer of fifteen cents per ton, the Commission is of the opinion that the same should apply on shipments of ore from Jackrabbit in the same manner as such charges are assessed on ore moving from the Hill Division. An order will be entered accordingly.

ORDER

At a general session of the Railroad Commission of Nevada, held at its offices in Carson City, Nevada, November 8, 1918.

INVESTIGATION AND RECOMMENDATION, JUNE 12, 1918

IT APPEARS that on June 12, 1918, the Commission entered upon an investigation concerning the propriety of the increase and the lawfulness of the rates, regulations, charges and practices stated in a schedule filed by the Nevada Pacific Railroad Company, reading as follows:

There is hereby fixed that thirty (30) days hence, namely, July 12, 1918, there will become effective the following increase in rates on this railroad:

On all commodities, both inbound and outbound, ten (10) per cent for the month of July 1918, and thereafter 5 per cent monthly, to the end of the year 1918.

A charge for transportation on round-trip rates of 100 per cent for each subsequent month.

The following investigation of the matters and things mentioned above has been had, and the Commission on the date herein has made a report containing the names of facts and conditions known, which report is hereby returned to you and made a part hereof. It is hereby ordered that upon an increase in rates from Jackrabbit to Potosi Nevada, the proposed increase in rates of ten per cent (10%) be denied. It is

ordered that the proposed establishment of a charge of fifteen cents per ton on 2,000 pounds of transportation ore from Carson come to three cents per ton Nevada be denied. It is further

ordered that an amendment or engagement to Potosi Nevada Railroad Company be denied. The Commission adjusting rates in line with the order making an increase of equipment charges on ore from Nevada be denied.

BY ORDER OF THE COMMISSION

L. H. W. - Chairman

W. H. - Secretary

Witness my hand and seal of office this 12th day of November, 1918.

L. H. W. - Chairman

# **APPENDIX**

---

## **ANNUAL REPORTS**

**OF THE**

# **Railroads Operating in Nevada**

**FOR THE YEARS ENDING DECEMBER 31, 1916, AND  
DECEMBER 31, 1917**

---

-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-

### CHARACTER OF CARRIER, AND NUMBER OF SHAREHOLDERS

Company	Character of carrier		Operated by		Number of shareholders	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	Operating	Operating			42,245	44,561
Bullfrog Goldfield Railroad	Operating	Operating			46	45
Central Pacific Railway	Not operating	Not operating	Southern Pacific	Southern Pacific	10	10
Eureka Nevada Railway	Not operating	Not operating	Nevada Tran. Co.	Nevada Tran. Co.	Not shown	7
Las Vegas and Tonopah Railroad	Operating	Operating			9	9
Los Angeles and Salt Lake Railroad	Operating	Operating			14	14
Nevada-California-Oregon Railway	Operating	Operating			23	23
Nevada Central Railroad	Operating	Operating			14	14
Nevada Copper Belt Railroad	Operating	Operating			Not shown	Not shown
Nevada Northern Railway	Operating	Operating			10	10
Nevada Transportation Company	Operating	Operating			6	6
Pioche Pacific Railroad	Operating	Operating			Not shown	Not shown
Silver Peak Railroad	Operating	Operating			1	1
Southern Pacific Company	Operating	Operating			34,346	37,853
Tonopah and Goldfield Railroad	Operating	Operating			61	62
Tonopah and Tidewater Railroad	Operating	Operating			11	11
Virginia and Truckee Railway	Operating	Operating			16	16
The Western Pacific Railroad	Operating	Operating			14	16
Totals					76,826	82,678

## MILEAGE

Company	Total mileage operated		Nevada mileage operated		Miles of yard track and sidings in Nevada	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	8,648.21	8,629.59	11.60	11.60	.99	
Bullfrog Goldfield Railroad .....	86.59	86.59	86.59	86.59	9.00	9.19
Central Pacific Railway .....	(a)	(a)	(a)	(a)	(a)	(a)
Eureka Nevada Railway .....	(b)	(b)	(b)	(b)	(b)	(b)
Las Vegas and Tonopah Railroad .....	118.81	118.81	118.81	118.81	6.15	6.15
Los Angeles and Salt Lake Railroad .....	1,154.20	1,164.47	266.94	266.94	56.49	58.46
Nevada-California-Oregon Railway .....	275.11	275.11	27.00	27.00	3.75	4.56
Nevada Central Railroad .....	93.30	93.30	93.30	93.30	2.00	2.00
Nevada Copper Belt Railroad .....	41.47	41.47	41.47	41.47	6.54	6.54
Nevada Northern Railway .....	165.10	168.05	165.10	168.05	23.44	26.85
Nevada Transportation Company .....	84.00	84.00	84.00	84.00	3.05	3.05
Pioche Pacific Railroad .....	16.00	16.00	16.00	16.00		
Silver Peak Railroad .....	17.50	17.50	17.50	17.50	1.50	1.50
Southern Pacific Company .....	7,065.14	7,102.90	746.27	746.27	231.58	231.58
Tonopah and Goldfield Railroad .....	113.41	113.41	113.41	113.41	11.57	11.50
Tonopah and Tidewater Railroad .....	169.07	169.07	30.95	30.95	3.25	3.25
Virginia and Truckee Railway .....	67.48	67.48	67.48	67.48	18.07	17.73
The Western Pacific Railroad .....	961.43	974.47	427.25	427.25	41.17	41.17
Totals .....	19,078.82	19,122.82	2,308.53	2,317.22	405.58	423.53

<sup>a</sup>Central Pacific Railway is operated by the Southern Pacific Company.

<sup>b</sup>Eureka Nevada Railway is operated by the Nevada Transportation Company.

<sup>c</sup>1916 figures are given, none being shown in 1917.

## MILEAGE AND CAPITAL STOCK

Company	Nevada mileage— All tracks		Capital stock— Total par value authorized		Capital stock— Total par value outstanding	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	12.59	11.60	\$374,199,500.00	\$374,199,500.00	\$340,751,200.00	\$344,699,500.00
Bullfrog Goldfield Railroad.....	95.59	95.78	2,000,000.00	2,000,000.00	1,640,000.00	1,640,000.00
Central Pacific Railway.....	(a)	(a)	84,675,500.00	84,675,500.00	84,675,500.00	84,675,500.00
Eureka Nevada Railway.....	(b)	(b)	500,000.00	500,000.00	500,000.00	500,000.00
Las Vegas and Tonopah Railroad.....	124.96	124.96	1,550,000.00	4,000,000.00	1,550,000.00	1,550,000.00
Los Angeles and Salt Lake Railroad.....	323.43	325.40	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00
Nevada-California-Oregon Railway.....	30.75	31.46	2,200,000.00	2,200,000.00	2,200,000.00	2,200,000.00
Nevada Central Railroad.....	95.30	95.30	750,000.00	750,000.00	750,000.00	750,000.00
Nevada Copper Belt Railroad.....	41.47	48.01	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
Nevada Northern Railway.....	188.54	196.90	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
Nevada Transportation Company.....	87.05	87.65	250,000.00	250,000.00	250,000.00	250,000.00
Pioche Pacific Railroad.....	16.00	16.00	250,000.00	250,000.00	250,000.00	250,000.00
Silver Peak Railroad.....	19.00	19.00	200,000.00	200,000.00	200,000.00	200,000.00
Southern Pacific Company.....	977.85	977.85	420,000,000.00	420,000,000.00	272,822,905.64	272,823,405.64
Tonopah and Goldfield Railroad.....	124.98	125.21	2,150,000.00	2,150,000.00	2,150,000.00	2,150,000.00
Tonopah and Tidewater Railroad.....	34.20	34.20	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
Virginia and Truckee Railway.....	85.55	85.21	5,000,000.00	5,000,000.00	5,000,000.00	5,000,000.00
The Western Pacific Railroad.....	481.73	468.42	75,000,000.00	75,000,000.00	75,000,000.00	75,000,000.00
Totals.....	2,818.31	2,742.95	\$997,500,000.00	\$1,252,500,000.00	\$816,492,105.64	\$820,440,905.64

<sup>a</sup>Central Pacific Railway is operated by the Southern Pacific Company.

<sup>b</sup>Eureka Nevada Railway is operated by the Nevada Transportation Company.

## FUNDED DEBT

Company	Total par value of funded debt authorized		Total par value of funded debt outstanding		Funded debt—Interest accrued	
	1916	1917	1916	1917	1916	1917
Achison, Topeka and Santa Fe Railway .....	\$431,587,500.00	\$405,531,500.00	\$297,279,760.60	\$288,019,989.20	\$12,365,790.51	\$11,729,509.03
Bullfrog Goldfield Railroad .....	1,568,000.00	1,568,000.00	233,000.00	193,000.00	14,450.00	12,505.00
Central Pacific Railway .....	258,601,897.79	245,401,897.79	196,760,722.79	195,234,222.79	8,419,787.64	8,406,918.98
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....						
Los Angeles and Salt Lake Railroad .....	70,000,000.00	70,000,000.00	57,053,000.00	59,022,000.00	2,282,120.00	2,302,120.00
Nevada-California-Oregon Railway .....	1,500,000.00	2,500,000.00	1,312,000.00	853,000.00	64,006.76	59,439.92
Nevada Central Railroad .....	750,000.00	750,000.00	750,000.00	750,000.00	7,500.00	30,000.00
Nevada Copper Belt Railroad .....	1,000,000.00	1,000,000.00	622,000.00	622,000.00	37,320.00	37,320.00
Nevada Northern Railway .....	1,000,000.00	1,000,000.00	100,000.00		11,008.06	5,000.00
Nevada Transportation Company .....						
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....	340,369,000.00	358,779,000.00	209,482,110.00	206,635,110.00	8,859,630.78	8,926,768.48
Tonopah and Goldfield Railroad .....	1,500,000.00	1,500,000.00	200,000.00		18,000.00	5,950.00
Tonopah and Tidewater Railroad .....	3,650,594.10	3,650,594.10	3,285,344.10	3,285,344.10	163,742.79	160,647.89
Virginia and Truckee Railway .....						
The Western Pacific Railroad .....	20,000,000.00	20,000,000.00	17,085,260.00	20,000,000.00	246,812.67	908,030.89
Totals .....	\$1,286,758,991.89	\$1,111,680,991.89	\$784,163,197.49	\$775,334,666.09	\$32,490,211.21	\$32,584,210.19

## FUNDED DEBT AND INVESTMENT IN ROAD AND EQUIPMENT

Company	Funded debt—Interest paid		Total cost of road to June 30, 1907	Total cost of equipment to June 30, 1907	Investment from July 1, 1907, to June 30, 1914	Investment from June 30, 1914, to December 31, 1916
	1916	1917				
Atchison, Topeka and Santa Fe Railway	\$12,140,674.70	\$11,613,028.56	*\$482,629,350.70		\$109,792,464.89	\$14,411,320.53
Bullfrog Goldfield Railroad	10,410.00	9,625.00			3,787,717.06	1,850,395.73
Central Pacific Railway	8,272,349.41	8,128,341.40	*215,359,896.19		63,153,989.84	4,041,100.18
Eureka Nevada Railway					479,047.06	5,314.14
Las Vegas and Tonopah Railroad			1,947,404.61	\$146,556.56	1,027,106.06	1,417,532.99
Los Angeles and Salt Lake Railroad	2,282,120.00	2,282,120.00	60,692,700.47	5,006,029.92	10,692,867.75	1,696,647.84
Nevada-California-Oregon Railway	65,125.00	59,965.00	2,655,638.55	95,518.37	1,353,957.04	145,358.69
Nevada Central Railroad	7,500.00	30,000.00	*1,500,000.00		800.00	
Nevada Copper Belt Railroad	38,421.22	28,752.00			4,550.00	6,635.47
Nevada Northern Railway	15,383.06	5,000.00	1,480,820.56	168,652.36	1,108,032.27	112,465.19
Nevada Transportation Company					1,535,372.42	3,964.34
Pioche Pacific Railroad					12,032.36	<sup>b</sup> 4,712.43
Silver Peak Railroad					209,188.71	
Southern Pacific Company	8,722,844.29	8,755,254.66	*18,230,815.51		69,118,769.17	35,842,920.51
Tonopah and Goldfield Railroad	18,000.00	5,950.00	3,006,235.08	449,118.67	258,850.00	9,681.95
Tonopah and Tidewater Railroad	261,906.54	160,647.89	3,185,783.42	73,997.76	949,439.59	75,767.18
Virginia and Truckee Railway			4,228,447.67	178,415.00	48,022.44	10,283.46
The Western Pacific Railroad	64,693.50	972,298.20	27,104,621.78	1,599,583.56	52,776,931.06	1,611,631.14
Totals	\$31,899,427.72	\$32,070,982.73	\$822,023,694.54	\$7,717,872.20	\$316,308,317.72	\$54,625,149.15

\*Includes both cost of road and equipment.

<sup>b</sup>Represents investment from June 30, 1914, to June 30, 1916.

Italic figures denote credit.

TOTAL ROAD AND EQUIPMENT INVESTMENT AND INVESTMENT PER MILE OF ROAD,  
AND TOTAL INVESTMENT IN NEVADA

Company	Grand total investment		Investment per mile of road		Grand total investment in Nevada	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	\$606,833,136.12	\$615,883,003.03	*\$63,561.00	*\$63,807.73	\$150,264.09	\$150,264.09
Bullfrog Goldfield Railroad.....	1,937,321.33	1,846,339.37	22,373.50	21,322.78	1,937,321.33	1,846,339.37
Central Pacific Railway.....	282,554,986.21	284,720,621.98	122,452.82	123,363.02	84,935,543.05	85,503,831.74
Eureka Nevada Railway.....	484,361.20	484,361.20	5,725.30	5,725.30	484,361.20	484,361.20
Las Vegas and Tonopah Railroad.....	1,709,534.24	1,624,118.80	14,535.62	13,809.36	1,709,534.24	1,624,118.80
Los Angeles and Salt Lake Railroad.....	78,088,245.98	82,600,439.81	76,273.69	79,879.74	(b)	(b)
Nevada-California-Oregon Railway.....	4,250,472.65	(d)	15,450.08	(d)	*4,516.23	(d)
Nevada Central Railroad.....	1,505,350.00	1,505,860.00	16,134.51	16,139.97	1,505,350.00	1,505,860.00
Nevada Copper Belt Railroad.....	1,114,667.74	1,147,336.27	26,878.89	27,015.22	1,114,667.74	1,147,336.27
Nevada Northern Railway.....	3,297,250.53	3,594,320.49	20,014.87	21,408.75	3,297,250.53	3,594,320.49
Nevada Transportation Company.....	15,996.70	18,468.45	189.09	218.30	15,996.70	18,468.45
Pioche Pacific Railroad.....	*4,712.43	(b)	294.52	(b)	4,712.43	(b)
Silver Peak Railroad.....	*64,970.62	*64,626.22	3,712.61	3,692.93	*64,970.62	*64,626.22
Southern Pacific Company.....	123,192,505.19	120,852,818.28	83,564.85	84,110.74		
Tonopah and Goldfield Railroad.....	3,706,521.80	3,714,044.06	36,546.26	36,620.43	3,706,521.80	3,714,044.06
Tonopah and Tidewater Railroad.....	4,133,433.59	4,152,717.72	24,663.96	24,779.03	623,269.04	624,106.26
Virginia and Truckee Railway.....	4,444,601.65	4,452,954.60	65,865.47	65,989.24	4,444,601.65	4,452,954.60
The Western Pacific Railroad.....	83,092,767.54	86,985,845.30	86,770.08	89,295.01	20,617,837.38	21,874,233.70
Totals.....	\$1,200,575,033.61	\$1,213,647,835.58			\$124,760,916.12	\$126,604,864.25

\*Investment per mile of road owned.

<sup>b</sup>Not shown.

<sup>c</sup>Investment since June 30, 1914, only; investment prior to that date not shown.

<sup>d</sup>No property investment at close of year account entire line in State of Nevada sold to Western Pacific Railroad Company.

<sup>e</sup>Total investment figures reduced since previous report account sums charged off for depreciation and retirement of property.

## INCOME ACCOUNT

Company	Railway operating revenues		Railway operating expenses		Net revenue or deficit from railway operations	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$121,578,879.47	\$140,978,936.14	\$72,896,804.55	\$88,594,049.77	\$48,682,074.92	\$52,474,886.37
Bullfrog Goldfield Railroad .....	134,831.15	114,330.06	103,609.93	87,177.51	31,221.22	27,152.55
Central Pacific Railway .....						
Eureka Nevada Railway .....				4,495.70		4,495.70
Las Vegas and Tonopah Railroad .....	133,065.66	100,102.17	116,617.20	83,391.82	16,448.46	16,710.35
Los Angeles and Salt Lake Railroad .....	11,656,884.78	12,766,723.12	6,813,008.59	7,731,225.65	4,843,876.19	5,035,497.47
Nevada-California-Oregon Railway .....	391,725.86	383,873.48	323,349.92	346,290.27	68,375.94	37,583.21
Nevada Central Railroad .....	46,818.52	68,145.66	34,379.30	36,411.72	12,439.22	31,733.94
Nevada Copper Belt Railroad .....	97,024.08	251,120.62	55,553.37	111,134.14	41,470.71	139,966.48
Nevada Northern Railway .....	2,119,115.02	2,512,402.27	855,177.59	1,067,865.21	1,263,937.43	1,444,537.06
Nevada Transportation Company .....	80,963.79	76,802.30	39,980.52	49,642.22	40,983.27	27,160.08
Pioche Pacific Railroad .....	26,273.09	17,368.12	20,136.19	15,796.01	6,136.90	1,572.11
Silver Peak Railroad .....	4,294.60	5,242.24	10,487.05	5,337.48	6,192.45	95.24
Southern Pacific Company .....	121,481,980.74	141,653,380.36	76,249,254.97	90,961,278.58	45,232,725.77	50,692,101.78
Tonopah and Goldfield Railroad .....	654,207.91	625,611.74	361,005.16	311,717.00	293,202.75	318,894.74
Tonopah and Tidewater Railroad .....	505,634.77	469,391.68	229,253.63	199,184.49	276,381.14	270,207.19
Virginia and Truckee Railway .....	260,009.95	280,856.10	213,003.73	211,123.89	47,006.22	69,732.21
The Western Pacific Railroad .....	8,270,262.21	9,898,483.56	4,950,622.41	6,190,955.24	3,319,639.80	3,708,428.32
Totals .....	\$267,441,971.60	\$310,202,769.62	\$163,272,244.11	\$195,916,176.70	\$104,169,727.49	\$114,286,592.92

*Italic figures denote deficit.*

## INCOME ACCOUNT

Company	Railway tax accruals		Uncollectible railway revenues		Railway operating income or deficit	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	\$5,875,740.65	\$10,585,159.13	\$23,748.48	\$20,378.09	\$42,782,565.79	\$41,869,349.15
Bullfrog Goldfield Railroad.....	9,628.83	8,212.39			21,592.39	18,940.16
Central Pacific Railway.....						
Eureka Nevada Railway.....	430.83	912.29			430.83	5,407.99
Las Vegas and Tonopah Railroad.....	13,859.21	12,201.81		142.22	2,589.25	4,366.32
Los Angeles and Salt Lake Railroad.....	585,220.08	783,444.21	939.73	493.85	4,257,716.38	4,251,559.41
Nevada-California-Oregon Railway.....	23,373.24	24,640.11	93.62	84.59	44,909.08	12,858.51
Nevada Central Railroad.....	1,611.49	2,089.01			10,827.73	29,644.93
Nevada Copper Belt Railroad.....	4,484.14	6,066.90		.79	36,986.57	133,918.79
Nevada Northern Railway.....	72,063.62	423,674.35	18.47	.83	1,191,855.34	1,020,861.88
Nevada Transportation Company.....	1,647.21	2,898.37			39,336.06	24,261.71
Pioche Pacific Railroad.....					6,136.90	1,572.11
Silver Peak Railroad.....	781.50	839.08			6,973.95	934.32
Southern Pacific Company.....	6,290,487.43	9,554,151.74	38,261.63	35,994.61	38,903,976.71	41,101,955.43
Tonopah and Goldfield Railroad.....	44,770.66	62,777.63	5.42	1,490.87	248,426.67	249,626.24
Tonopah and Tidewater Railroad.....	21,357.09	26,232.10	4.67		255,019.38	243,975.09
Virginia and Truckee Railway.....	22,202.59	21,861.51		14.03	24,803.63	47,856.67
The Western Pacific Railroad.....	376,459.17	492,297.07	591.66	195.65	2,942,588.97	3,215,935.60
Totals.....	\$13,344,117.74	\$22,007,457.70	\$63,663.68	\$58,795.53	\$90,761,946.07	\$92,220,339.69

*Italic figures denote deficit.*

**INCOME ACCOUNT  
OTHER INCOME**

Company	Miscellaneous operating income		Total operating income		Hire and rent of equipment— Credit	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$21,688.66	\$56,240.96	\$42,804,274.45	\$41,925,590.11	\$936,847.37	\$733,269.81
Bullfrog Goldfield Railroad			21,592.39	18,940.16	852.12	3,053.28
Central Pacific Railway						
Eureka Nevada Railway			430.83	5,407.99		
Las Vegas and Tonopah Railroad			2,589.25	4,366.32	3,242.28	1,484.30
Los Angeles and Salt Lake Railroad			4,257,716.38	4,251,559.41	55,361.15	55,353.17
Nevada-California-Oregon Railway			44,909.08	12,858.51	1,166.50	539.25
Nevada Central Railroad			10,827.73	29,644.93		
Nevada Copper Belt Railroad			36,986.57	133,918.79	3,855.00	
Nevada Northern Railway			1,191,855.34	1,020,861.88	1,061.00	332.00
Nevada Transportation Company			39,336.06	24,261.71		
Pioche Pacific Railroad			6,136.90	1,572.11		
Silver Peak Railroad			6,973.95	931.32		
Southern Pacific Company		5,571,794.62	38,903,976.71	46,673,750.05	1,038,373.56	3,958,779.47
Tonopah and Goldfield Railroad			248,426.67	249,626.24	5,010.32	10,494.16
Tonopah and Tidewater Railroad		2,573.26	255,019.38	241,401.83	29.80	
Virginia and Truckee Railway			24,803.63	47,856.67	100.00	
The Western Pacific Railroad			2,942,588.97	3,215,935.60	21,619.07	29,900.13
Totals	\$21,688.66	\$5,625,462.32	\$90,783,634.73	\$97,845,802.01	\$2,067,518.17	\$4,793,205.57

*Italic figures denote deficit.*

INCOME ACCOUNT  
OTHER INCOME

Company	Joint facility rent income		Income from lease of road		Miscellaneous rent income	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....						
Bullfrog Goldfield Railroad .....	\$318,580.67	\$351,134.72	\$128,701.93	\$140,005.85	\$301,748.47	\$295,109.97
Central Pacific Railway .....						428.00
Eureka Nevada Railway .....			21,893,966.00	14,639,667.33		
Las Vegas and Tonopah Railroad .....			25,000.00	24,402.79		
Los Angeles and Salt Lake Railroad .....	794.77	1,012.26				
Nevada-California-Oregon Railway .....	1,682.47	3,922.43			18,490.46	23,039.97
Nevada Central Railroad .....	1,400.00	1,510.00			889.07	590.71
Nevada Copper Belt Railroad .....						
Nevada Northern Railway .....						
Nevada Transportation Company .....						150.50
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....						
Tonopah and Goldfield Railroad .....	1,499.94	216,401.84	19,964.61	29,149.86	371,445.30	257,170.57
Tonopah and Tidewater Railroad .....					277.57	863.43
Virginia and Truckee Railway .....	567.44	450.00	176.16		2,018.81	
The Western Pacific Railroad .....					717.00	722.83
Totals .....	\$321,660.33	\$577,046.01	\$22,067,808.70	\$14,833,225.83	\$729,117.96	\$616,459.31

*Italic figures denote deficit.*

**INCOME ACCOUNT  
OTHER INCOME**

Company	Miscellaneous nonoperating physical property		Separately operated properties—Profit		Dividend income	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$6,027.56	\$12,925.99		\$52,305.48	\$102,196.00	\$123,953.71
Bullfrog Goldfield Railroad						
Central Pacific Railway	69,362.62	89,140.27				
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad						
Los Angeles and Salt Lake Railroad	14,879.85	10,923.60				
Nevada-California-Oregon Railway	260.57	323.50				
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
Nevada Transportation Company						
Pioche Pacific Railroad						
Silver Peak Railroad						
Southern Pacific Company	180,109.89	145,738.82	10,557.48	11,814.83	16,864,542.82	17,945,240.15
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad	50.00	1,042.95				
Virginia and Truckee Railway						
The Western Pacific Railroad	3,994.21	8,174.31				
<b>Totals</b>	<b>\$274,163.56</b>	<b>\$267,622.44</b>	<b>\$10,557.48</b>	<b>\$64,120.31</b>	<b>\$16,966,738.82</b>	<b>\$18,069,193.86</b>

*Italic figures denote deficit.*

EXHIBIT 70000000

**INCOME ACCOUNT**  
**OTHER INCOME**

Company	Income from funded securities		Income from unfunded securities and accounts		Miscellaneous income <sup>a</sup>	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$6,623,339.48	\$7,592,827.05	\$1,536,615.26	\$1,451,631.54	\$475,264.44	\$452,628.33
Bullfrog Goldfield Railroad					11.03	
Central Pacific Railway	244,771.01	448,890.55	7,112.90	6,089.91	392,716.00	352,154.95
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad	150.00	150.00	2,669.96	2,364.03		
Los Angeles and Salt Lake Railroad	4,232.60	1,189.52	17,360.59	11,035.90	1,839.06	2,667.47
Nevada-California-Oregon Railway			976.03	2,326.30		
Nevada Central Railroad		194.92	104.71	425.47		
Nevada Copper Belt Railroad						
Nevada Northern Railway			88,838.93	109,218.57		
Nevada Transportation Company						
Pioche Pacific Railroad						
Silver Peak Railroad						
Southern Pacific Company	11,250,634.23	9,496,023.19	596,813.52	942,583.38	230,328.30	20,085.52
Tonopah and Goldfield Railroad		855.63	15,574.65	13,146.29		
Tonopah and Tidewater Railroad	341.12	1,033.43	665.52	1,647.27		150.00
Virginia and Truckee Railway			2,136.87	2,311.26		
The Western Pacific Railroad	1,921.39	8,754.71	144,776.32	384,299.98	827.10	
Totals	\$18,125,443.83	\$17,549,919.00	\$2,413,645.26	\$2,927,079.90	\$640,329.33	\$827,686.27

<sup>a</sup>Miscellaneous income includes income from sinking and other reserve funds; release of premiums on funded debt; contributions from other companies and miscellaneous income.

*Italic figures denote deficit.*

**INCOME ACCOUNT**  
**TOTAL NONOPERATING INCOME, GROSS INCOME, AND DEDUCTIONS FROM GROSS INCOME**

Company	Total nonoperating income		Gross income or loss		Hire and rent of equipment—Dr.	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$10,429,375.18	\$11,205,792.45	\$53,233,649.63	\$53,131,382.56	\$152,309.41	\$167,606.46
Bullfrog Goldfield Railroad .....	863.15	3,479.28	22,455.54	22,419.44	6,724.91	2,304.47
Central Pacific Railway .....	22,607,928.53	15,535,943.01	22,607,928.53	15,535,943.01		
Eureka Nevada Railway .....	25,000.00	24,402.79	24,569.17	18,994.80		
Las Vegas and Tonopah Railroad .....	6,857.01	5,010.59	9,446.26	9,376.91	2,206.08	1,682.03
Los Angeles and Salt Lake Railroad .....	113,856.18	108,132.06	4,371,572.56	4,359,691.47	138,553.09	154,876.97
Nevada-California-Oregon Railway .....	4,171.03	4,642.76	49,080.11	17,501.27	20.10	9.00
Nevada Central Railroad .....	104.71	620.39	10,932.44	30,265.32		
Nevada Copper Belt Railroad .....	3,855.00		40,841.57	133,918.79		12,889.58
Nevada Northern Railway .....	89,899.93	109,701.07	1,281,755.27	1,130,562.95	26,800.67	37,279.69
Nevada Transportation Company .....			39,336.06	24,261.71		
Pioche Pacific Railroad .....			6,136.90	1,572.11		
Silver Peak Railroad .....			6,973.35	934.32		
Southern Pacific Company .....	30,100,613.17	33,022,987.63	69,004,589.88	79,696,737.68	465,925.64	328,384.44
Tonopah and Goldfield Railroad .....	20,862.54	25,359.51	269,289.21	274,985.75	7,133.35	5,292.59
Tonopah and Tidewater Railroad .....	3,848.85	4,323.65	258,868.23	245,725.48	10,185.17	10,123.39
Virginia and Truckee Railway .....	2,953.87	3,034.09	27,757.50	50,890.76	5,657.39	8,709.86
The Western Pacific Railroad .....	206,794.19	472,129.22	3,149,383.16	3,688,064.82	354,659.76	194,581.72
Totals .....	\$63,616,983.34	\$60,525,558.50	\$154,400,618.07	\$158,371,360.51	\$1,170,175.57	\$923,740.20

*Italic figures denote deficit.*

**INCOME ACCOUNT**  
**DEDUCTIONS FROM GROSS INCOME**

Company	Joint facility rents		Rent for leased roads		Miscellaneous rents	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$820,587.87	\$943,728.81	\$1,329,465.67	\$1,339,710.52	\$161,389.80	\$165,469.96
Bullfrog Goldfield Railroad .....	258.00	258.00				225.00
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	516.00	516.00				
Los Angeles and Salt Lake Railroad .....	271,971.92	278,718.60			1,247.23	30.00
Nevada-California-Oregon Railway .....					741.90	1,306.84
Nevada Central Railroad .....						
Nevada Copper Belt Railroad .....						
Nevada Northern Railway .....	812.03	563.04	612.24	612.24		
Nevada Transportation Company .....			25,000.00	25,000.00		
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....	220,397.60	137,532.49	51,472,963.41	35,966,879.70	648,897.25	497,992.92
Tonopah and Goldfield Railroad .....	4,783.98	4,577.22	12.00	12.00	2.00	22.00
Tonopah and Tidewater Railroad .....	555.59	721.47			10.00	5.00
Virginia and Truckee Railway .....		1,800.00				
The Western Pacific Railroad .....	37,354.13	37,637.97			52,781.22	52,793.26
Totals .....	\$1,357,237.12	\$1,406,053.60	\$52,828,053.32	\$37,332,214.46	\$865,069.40	\$717,844.98

**INCOME ACCOUNT**  
**DEDUCTIONS FROM GROSS INCOME**

Company	Miscellaneous tax accruals		Separately operated properties—Loss		Interest on funded debt	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	\$124.71	\$189.91	\$210,851.41	\$43,931.47	\$12,364,165.51	\$11,852,976.77
Bullfrog Goldfield Railroad.....					14,490.00	12,505.00
Central Pacific Railway.....	295,377.50	306,671.13			8,419,787.64	8,407,288.21
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....						
Los Angeles and Salt Lake Railroad.....	91,432.02	78,370.50			2,282,458.28	2,302,120.00
Nevada-California-Oregon Railway.....	230.10	225.18			64,008.76	59,439.92
Nevada Central Railroad.....					7,500.00	30,000.00
Nevada Copper Belt Railroad.....					37,320.00	37,320.00
Nevada Northern Railway.....					11,008.06	5,000.00
Nevada Transportation Company.....						
Pioche Pacific Railroad.....						
Silver Peak Railroad.....						
Southern Pacific Company.....	594,658.72	318,344.64			11,707,160.31	12,067,834.10
Tonopah and Goldfield Railroad.....					18,000.00	5,950.00
Tonopah and Tidewater Railroad.....		92.78			163,742.79	160,647.89
Virginia and Truckee Railway.....						
The Western Pacific Railroad.....		33.96			246,812.67	858,446.64
Totals.....	\$981,823.05	\$703,928.10	\$210,851.41	\$43,931.47	\$35,336,454.02	\$35,799,528.53

INCOME STATEMENT

**INCOME ACCOUNT**  
**DEDUCTIONS FROM GROSS INCOME**

Company	Interest on unfunded debt		Other deductions*		Total deductions from gross income	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$14,801.11	\$13,518.87	\$45,412.92	\$99,721.12	\$15,099,108.41	\$14,626,853.89
Bullfrog Goldfield Railroad				273.20	21,472.91	15,565.67
Central Pacific Railway			114,799.30	134,459.14	8,829,964.44	8,848,418.48
Eureka Nevada Railway			150.00	75.00	150.00	75.00
Las Vegas and Tonopah Railroad	30,578.39	27,493.89			33,300.47	29,691.92
Los Angeles and Salt Lake Railroad	4,238.10	20,933.23	45,379.10	58,670.59	2,835,279.74	2,893,719.89
Nevada-California-Oregon Railway	29.15		478.75	1,728.97	65,508.76	62,709.91
Nevada Central Railroad					7,500.00	30,000.00
Nevada Copper Belt Railroad	10,062.26	19,356.66			47,382.26	69,566.24
Nevada Northern Railway	71,474.64	104,245.01			110,707.64	147,699.98
Nevada Transportation Company					25,000.00	25,000.00
Pioche Pacific Railroad						
Silver Peak Railroad						
Southern Pacific Company	25,302.33	31,881.34	279,207.51	248,536.86	65,414,512.77	49,597,886.49
Tonopah and Goldfield Railroad			113.40	102.60	30,044.73	15,956.41
Tonopah and Tidewater Railroad			7,887.85	5,823.59	182,381.40	177,414.12
Virginia and Truckee Railway					5,657.39	10,509.96
The Western Pacific Railroad	39.92	22,438.66	17,821.96	78,863.76	709,469.66	1,244,795.97
Totals	\$156,525.90	\$239,867.66	\$511,250.79	\$628,254.83	\$93,417,440.58	\$77,795,363.83

\*Other deductions include the following accounts: Amortization of discount on funded debt; maintenance of investment organization; income transferred to other companies; and miscellaneous income charges.

**INCOME ACCOUNT**  
**NET INCOME AND DISPOSITION OF NET INCOME**

Company	Net income or loss		Income applied to sinking and other reserve funds		Dividend appropriations of income	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$38,134,541.22	\$38,504,528.67	\$68,928.09	\$70,434.11	\$19,022,435.00	\$22,695,087.50
Bullfrog Goldfield Railroad .....	982.63	6,853.77				
Central Pacific Railway .....	13,777,964.09	6,687,524.53	58,502.97	56,003.06		
Eureka Nevada Railway .....	24,419.17	18,919.80				
Las Vegas and Tonopah Railroad .....	<i>23,854.21</i>	<i>20,315.01</i>				
Los Angeles and Salt Lake Railroad .....	1,536,292.82	1,465,971.58	10,831.90	21,346.35		
Nevada-California-Oregon Railway .....	<i>16,428.65</i>	<i>45,208.64</i>	6,780.00			
Nevada Central Railroad .....	3,432.44	265.32				
Nevada Copper Belt Railroad .....	<i>6,540.69</i>	64,352.55				
Nevada Northern Railway .....	1,171,047.63	982,862.97			900,000.00	825,000.00
Nevada Transportation Company .....	14,336.06	<i>738.29</i>				
Pioche Pacific Railroad .....	6,136.90	1,572.11				
Silver Peak Railroad .....	<i>6,973.95</i>	<i>934.32</i>				
Southern Pacific Company .....	3,590,077.11	30,099,351.19	5,000.00	5,000.00		
Tonopah and Goldfield Railroad .....	239,244.48	259,029.34	74,000.00	106,000.00		
Tonopah and Tidewater Railroad .....	76,486.83	68,311.36				
Virginia and Truckee Railway .....	22,100.11	40,380.90				25,000.00
The Western Pacific Railroad .....	2,439,913.50	2,443,268.85				1,650,000.00
Totals .....	\$60,983,177.49	\$80,575,996.68	\$224,042.96	\$258,783.52	\$19,922,435.00	\$25,195,087.50

*Italic figures denote deficit.*

**INCOME ACCOUNT  
DISPOSITION OF NET INCOME**

Company	Income appropriated for investment in physical property		Miscellaneous appropriations of income		Balance carried forward to profit and loss	
	1916	1917	1916	1917	1916	1917
	Atchison, Topeka and Santa Fe Railway.....	\$11,000,000.00	\$8,348,179.69	\$11,111.82	\$40,039.92	\$8,032,066.31
Bullfrog Goldfield Railroad.....					982.63	6,853.77
Central Pacific Railway.....					13,719,461.12	6,631,521.47
Eureka Nevada Railway.....					24,419.17	18,919.80
Las Vegas and Tonopah Railroad.....					23,854.21	20,315.01
Los Angeles and Salt Lake Railroad.....		1,444,625.23			1,525,460.92	1,465,971.58
Nevada-California-Oregon Railway.....					23,208.65	45,208.64
Nevada Central Railroad.....					3,432.44	286.32
Nevada Copper Belt Railroad.....					6,540.69	64,352.55
Nevada Northern Railway.....					271,047.63	157,862.97
Nevada Transportation Company.....					14,336.06	738.29
Pioche Pacific Railroad.....					6,136.90	1,572.11
Silver Peak Railroad.....					6,973.95	934.32
Southern Pacific Company.....					3,585,077.11	30,094,351.19
Tonopah and Goldfield Railroad.....					165,244.48	158,029.34
Tonopah and Tidewater Railroad.....					76,486.83	65,311.36
Virginia and Truckee Railway.....					22,100.11	15,380.90
The Western Pacific Railroad.....					2,439,913.50	793,268.85
Totals.....	\$11,000,000.00	\$9,792,804.92	\$11,111.82	\$40,039.92	\$29,825,587.71	\$46,754,982.40

*Italic figures denote deficit.*

## PROFIT AND LOSS ACCOUNT

Company	Credit or debit balance transferred from income		Dividend appropriations of surplus		Credit or debit balance on December 31	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$8,092,066.81	\$7,350,517.45			\$32,043,452.11	\$33,193,364.30
Bullfrog Goldfield Railroad	962.63	6,853.77			1,810.02	107,480.87
Central Pacific Railway	13,719,461.12	6,651,521.47	\$1,705,132.50	\$5,080,530.00	5,080,745.13	6,001,610.08
Eureka Nevada Railway	24,419.17	18,919.80	40,000.00	20,000.00	18,680.01	17,599.81
Las Vegas and Tonopah Railroad	<i>23,854.21</i>	<i>20,315.01</i>			<i>440,143.23</i>	<i>380,331.78</i>
Los Angeles and Salt Lake Railroad	1,525,460.92				<i>1,266,802.20</i>	<i>1,359,646.20</i>
Nevada-California-Oregon Railway	<i>23,208.65</i>	<i>45,208.64</i>			64,014.90	<i>431,899.98</i>
Nevada Central Railroad	3,432.44	265.32			22,378.36	22,313.63
Nevada Copper Belt Railroad	6,540.69	64,352.55			<i>142,183.10</i>	<i>85,578.69</i>
Nevada Northern Railway	271,047.63	157,862.97			585,867.15	694,302.06
Nevada Transportation Company	14,336.06	<i>738.29</i>			5,612.85	4,871.56
Pioche Pacific Railroad	6,136.90	1,572.11			9,573.34	1,572.11
Silver Peak Railroad	<i>6,973.95</i>	<i>934.32</i>			<i>196,864.30</i>	<i>151,403.67</i>
Southern Pacific Company	3,585,077.11	30,094,351.19	16,363,018.12	16,369,399.66	117,594,105.43	140,553,620.10
Tonopah and Goldfield Railroad	165,244.48	153,029.34	150,500.00	150,500.00	586,189.59	488,498.04
Tonopah and Tidewater Railroad	76,486.83	68,311.36			<i>973,840.01</i>	<i>909,769.14</i>
Virginia and Truckee Railway	22,100.11	15,380.90	75,000.00	25,000.00	<i>451,519.39</i>	<i>455,188.14</i>
The Western Pacific Railroad	2,439,913.50	793,268.85			1,429,307.32	1,819,701.16
Totals	\$29,825,587.71	\$45,299,010.82	\$18,333,650.62	\$21,645,429.66	\$183,970,383.98	\$179,293,154.38

## Dividends out of surplus 1916:

Central Pacific Railway, preferred 4%, common 1½%.  
 Eureka Nevada Railway, common 4%.  
 Southern Pacific Company, common 6%.  
 Tonopah and Goldfield Railroad, preferred 7%, common 7%.  
 Virginia and Truckee Railway, common 1½%.

## Dividends out of surplus, 1917:

Central Pacific Railway, preferred 6%, common 6%.  
 Eureka Nevada Railway, common 4%.  
 Southern Pacific Company, common 6%.  
 Tonopah and Goldfield Railroad, preferred 7%, common 7%.  
 Virginia and Truckee Railway, common 1%.

*Italic figures denote deficit.*

OPERATING REVENUES  
FREIGHT REVENUE

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue— Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....			\$2,171.90	\$2,009.04	\$85,605,011.88	\$98,801,487.73
Bullfrog Goldfield Railroad .....	\$19,761.33	\$22,515.51	73,232.02	65,341.17	92,993.35	87,856.68
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	19,835.09	20,628.87	80,292.17	56,011.01	100,187.26	76,639.89
Los Angeles and Salt Lake Railroad .....	26,274.53	25,927.60	1,398,887.44	1,507,970.97	7,623,195.27	8,232,866.41
Nevada-California-Oregon Railway .....	138.81	322.01	38,056.23	36,815.86	258,967.99	257,740.96
Nevada Central Railroad .....	4,682.81	6,310.33	22,853.18	39,607.59	27,535.99	45,917.92
Nevada Copper Belt Railroad .....	24,971.48	136,721.01	54,540.04	75,418.12	79,511.52	212,139.13
Nevada Northern Railway .....	1,118,356.98	1,224,992.16	797,119.75	1,039,829.05	1,915,476.73	2,264,821.21
Nevada Transportation Company .....	17,596.78	13,704.08	47,293.77	49,130.95	64,890.53	62,835.03
Pioche Pacific Railroad .....	26,273.09	17,368.12			26,273.09	17,368.12
Silver Peak Railroad .....	2,825.49	4,858.96			2,825.49	4,858.96
Southern Pacific Company .....	279,464.90	295,086.06	10,273,842.49	12,189,243.27	73,710,071.81	87,034,921.90
Tonopah and Goldfield Railroad .....	164,475.60	149,536.98	341,464.07	337,874.46	505,939.67	487,411.44
Tonopah and Tidewater Railroad .....	39.74	10.65	23,665.11	10,024.80	438,945.68	406,379.74
Virginia and Truckee Railway .....	44,696.04	46,487.72	127,317.09	132,168.15	172,013.13	178,655.87
The Western Pacific Railroad .....	14,323.93	17,601.29	2,830,809.59	3,283,560.87	6,740,978.32	7,968,720.50
Totals .....	\$1,763,776.60	\$1,982,071.35	\$16,111,544.85	\$18,825,005.31	\$177,364,817.73	\$206,140,621.48

BROOKLYN 7-10-22 10:02 AM

**OPERATING REVENUES**  
**PASSENGER REVENUE**

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....			\$760.20	\$528.34	\$26,293,788.94	\$30,907,445.38
Bullfrog Goldfield Railroad .....	\$10,989.44	\$7,489.45	14,869.14	11,925.91	25,858.58	19,415.39
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	13,574.32	10,974.84	7,662.03	5,682.74	21,236.35	16,657.58
Los Angeles and Salt Lake Railroad .....	31,206.42	31,591.56	656,278.17	766,839.10	2,968,338.06	3,475,246.13
Nevada-California-Oregon Railway .....	361.20	2,680.19	12,309.12	10,359.08	86,851.48	86,851.54
Nevada Central Railroad .....	11,246.00	12,766.81			11,246.00	12,766.81
Nevada Copper Belt Railroad .....	9,788.43	12,955.19	347.50	1,059.30	10,135.93	14,014.49
Nevada Northern Railway .....	78,222.50	85,616.67	68,333.64	100,971.52	146,556.14	186,588.19
Nevada Transportation Company .....	8,681.65	8,200.95			8,681.65	8,200.95
Pioche Pacific Railroad .....						
Silver Peak Railroad .....	471.71	199.50			471.71	199.50
Southern Pacific Company .....	381,038.87	428,997.76	1,860,355.88	2,325,392.60	27,445,145.03	33,234,935.92
Tonopah and Goldfield Railroad .....	56,163.26	51,464.11	26,178.61	27,709.48	82,341.87	79,173.59
Tonopah and Tidewater Railroad .....	46.49	14.31	5,225.18	4,694.06	44,018.90	48,149.33
Virginia and Truckee Railway .....	59,781.56	72,239.14	3,664.38	4,082.05	63,445.94	76,321.19
The Western Pacific Railroad .....	22,213.89	25,859.35	346,556.74	508,086.08	1,047,994.84	1,473,538.03
<b>Totals .....</b>	<b>\$683,785.74</b>	<b>\$751,049.86</b>	<b>\$3,002,540.59</b>	<b>\$3,767,330.26</b>	<b>\$58,256,111.42</b>	<b>\$69,639,504.02</b>

**OPERATING REVENUES  
EXCESS BAGGAGE REVENUE**

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway			\$3.95	\$2.56	\$320,844.27	\$345,586.34
Bullfrog Goldfield Railroad	\$98.53	\$86.55	197.05	173.10	295.58	259.65
Central Pacific Railway						
Eureka Nevada Railway					330.05	265.94
Las Vegas and Tonopah Railroad	110.02	88.65	220.03	177.29	38,226.10	42,382.63
Los Angeles and Salt Lake Railroad	409.54	423.60	9,335.84	10,543.71	708.04	680.27
Nevada-California-Oregon Railway			67.56	66.67	60.55	30.86
Nevada Central Railroad	60.55	30.86			289.07	220.75
Nevada Copper Belt Railroad	289.07	220.75			1,445.01	1,695.57
Nevada Northern Railway	1,445.01	1,695.57			18.95	10.90
Nevada Transportation Company	18.95	10.90				
Pioche Pacific Railroad					.10	.14
Silver Peak Railroad	.10	.14			321,267.17	353,636.81
Southern Pacific Company	3,794.49	4,451.82	34,144.69	36,860.33	1,308.42	1,198.39
Tonopah and Goldfield Railroad	1,308.42	1,198.39			199.45	221.55
Tonopah and Tidewater Railroad	.50		31.32	34.16	666.00	629.26
Virginia and Truckee Railroad	630.42	587.18	35.58	42.08	7,665.55	9,204.11
The Western Pacific Railroad	90.88	96.53	3,156.79	3,827.87		
Totals	\$8,256.48	\$8,890.94	\$47,192.81	\$51,727.77	\$693,324.31	\$756,023.17

## OPERATING REVENUES

## MAIL REVENUE

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway			*\$535.46	*\$535.46	\$2,557,122.18	\$2,307,787.29
Bullfrog Goldfield Railroad	\$1,876.41	\$1,094.98	3,752.82	2,189.95	5,629.23	3,284.93
Central Pacific Railway						
Eureka Nevada Railway	2,291.93	1,324.38	4,583.87	2,645.76	6,875.80	3,973.14
Las Vegas and Tonopah Railroad	2,558.73	2,587.59	57,167.55	35,529.69	227,820.90	148,696.83
Los Angeles and Salt Lake Railroad			*3,118.35	*2,108.12	28,138.45	21,460.49
Nevada-California-Oregon Railway					4,680.91	4,608.29
Nevada Central Railroad	*4,660.91	*4,608.29			2,694.24	2,694.24
Nevada Copper Belt Railroad	*2,694.24	*2,694.24			15,206.55	7,834.86
Nevada Northern Railway	*15,206.55	*7,834.86			153.34	372.91
Nevada Transportation Company	*153.34	*372.91				
Pioche Pacific Railroad					687.86	102.57
Silver Peak Railroad	*687.86	*102.57			2,227,768.00	1,688,538.38
Southern Pacific Company			*631,047.74	*373,108.64	12,674.11	7,029.48
Tonopah and Goldfield Railroad	*12,674.11	*7,029.48			9,532.72	9,964.41
Tonopah and Tidewater Railroad	7.89	.63	1,798.98	1,215.85	7,145.36	5,847.09
Virginia and Truckee Railway	(*)	(*)	7,145.36	5,847.09	67,326.85	44,815.17
The Western Pacific Railroad			*30,970.35	*20,614.98		
Totals	\$42,811.97	\$27,649.93	\$740,120.48	\$443,793.54	\$5,173,436.50	\$4,257,010.08

\*Figures not segregated as between intrastate and interstate.

## OPERATING REVENUES

## EXPRESS REVENUE

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....			*\$391.63	*\$568.97	\$4,115,906.88	\$5,208,377.68
Bullfrog Goldfield Railroad .....	\$823.78	\$572.53	1,647.56	1,145.06	2,471.34	1,717.59
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	767.68	645.41	1,535.37	1,290.82	2,303.05	1,936.23
Los Angeles and Salt Lake Railroad .....	1,737.47	1,224.80	39,670.59	53,157.77	210,665.43	249,810.82
Nevada-California-Oregon Railway .....			961.16	1,126.14	9,758.02	11,491.27
Nevada Central Railroad .....	*1,112.15	*1,708.47			1,112.15	1,708.47
Nevada Copper Belt Railroad .....	*2,126.94	*4,847.55			2,126.94	4,847.55
Nevada Northern Railway .....	*18,673.26	*20,901.89			18,673.26	20,901.89
Nevada Transportation Company .....	*760.57	*930.31			760.57	930.31
Pioche Pacific Railroad .....						
Silver Peak Railroad .....	*133.44	*77.07			133.44	77.07
Southern Pacific Company .....			*301,086.47	*515,754.82	2,975,870.66	4,035,640.24
Tonopah and Goldfield Railroad .....	*25,785.99	*25,199.64			25,785.99	25,199.64
Tonopah and Tidewater Railroad .....	.35	.02	81.24	104.90	2,623.56	3,226.46
Virginia and Truckee Railway .....	(*)	(*)	*8,054.51	*9,082.82	8,054.51	9,082.82
The Western Pacific Railroad .....	990.00	832.14	79,192.88	42,962.06	199,609.83	141,644.06
Totals .....	\$52,911.63	\$56,939.83	\$432,621.41	\$625,493.36	\$7,575,857.63	\$9,716,592.10

\*Figures not segregated as between intrastate and interstate.

**OPERATING REVENUES**  
**ALL OTHER RAIL-LINE TRANSPORTATION REVENUE**

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....				\$0.29	\$1,410,559.59	\$1,733,187.25
Bullfrog Goldfield Railroad .....	\$2,360.11	\$529.18	\$4,720.22	1,058.34	7,080.33	1,587.52
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	482.79	2.33	965.57	4.67	1,448.36	7.00
Los Angeles and Salt Lake Railroad .....	2,362.88	1,479.61	39,261.62	29,027.76	210,738.24	169,408.60
Nevada-California-Oregon Railway .....			50.06	13.95	2,008.30	1,448.25
Nevada Central Railroad .....		200.00				200.00
Nevada Copper Belt Railroad .....	865.50	12,741.50			865.50	12,741.50
Nevada Northern Railway .....	4,593.05	6,804.30			4,593.05	6,804.30
Nevada Transportation Company .....	570.93	30.00			570.93	30.00
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....	611.96	1,026.78	85,957.36	197,064.41	*11,759,514.45	*11,550,523.22
Tonopah and Goldfield Railroad .....	24,420.80	23,831.77			24,420.80	23,831.77
Tonopah and Tidewater Railroad .....					5.00	5.00
Virginia and Truckee Railway .....	774.50	863.95	2.50		777.00	863.95
The Western Pacific Railroad .....	.75	12.63	3,106.49	127.42	38,832.87	42,749.33
Totals .....	\$37,043.27	\$47,522.05	\$134,063.82	\$137,296.84	\$13,461,464.42	\$13,543,387.69

All other rail-line transportation revenue includes the following accounts: Sleeping-car, parlor and chair car, other passenger train, milk, switching, special service train, other freight train, all water transfers, and total water-line transportation revenue.

\*Includes \$10,192,928.77 water-line transportation revenue.

bIncludes \$9,676,373.27 water-line transportation revenue.

**OPERATING REVENUES**  
**TOTAL RAIL-LINE AND WATER-LINE TRANSPORTATION REVENUE**

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....			\$3,863.14	\$3,944.66	\$120,303,235.74	\$139,303,871.67
Bullfrog Goldfield Railroad.....	\$35,909.60	\$32,288.23	96,418.81	81,833.53	134,328.41	114,121.76
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....	37,121.83	33,664.48	95,259.04	65,815.29	132,380.87	99,479.77
Los Angeles and Salt Lake Railroad.....	64,549.57	63,234.76	2,200,601.21	2,403,069.00	11,278,984.00	12,318,411.42
Nevada-California-Oregon Railway.....	500.01	3,002.20	54,562.48	50,484.82	386,432.28	379,672.78
Nevada Central Railroad.....	21,762.42	25,624.76	22,853.18	39,607.59	44,615.60	65,232.35
Nevada Copper Belt Railroad.....	40,735.66	170,180.24	54,887.54	76,477.42	95,623.20	246,657.66
Nevada Northern Railway.....	1,236,497.35	1,347,845.45	865,453.39	1,140,800.57	2,101,950.74	2,488,646.02
Nevada Transportation Company.....	27,782.22	23,249.15	47,293.77	49,130.95	75,075.99	72,380.10
Pioche Pacific Railroad.....	26,273.09	17,368.12			26,273.09	17,368.12
Silver Peak Railroad.....	4,118.60	5,238.24			4,118.60	5,238.24
Southern Pacific Company.....	664,910.22	729,562.42	*13,120,405.53	15,547,424.07	118,439,637.12	137,896,196.47
Tonopah and Goldfield Railroad.....	284,828.18	258,260.37	367,642.68	365,583.94	652,470.86	623,844.31
Tonopah and Tidewater Railroad.....	94.97	25.61	30,801.83	16,073.77	495,325.31	467,946.49
Virginia and Truckee Railway.....	105,882.52	120,177.99	146,219.42	151,222.19	252,101.94	271,400.18
The Western Pacific Railroad.....	37,619.45	44,401.94	3,293,792.84	3,859,179.28	8,102,458.26	9,680,671.20
Totals.....	\$2,588,585.69	\$2,874,123.96	\$20,402,064.86	\$23,850,647.08	\$262,525,012.01	\$304,053,138.54

\*Includes \$67,021.13 and \$992.03 not segregated.

**OPERATING REVENUES**  
**STATION, TRAIN AND BOAT PRIVILEGES**

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway			\$39.52	\$31.03	\$292,552.16	\$553,773.71
Bullfrog Goldfield Railroad						
Central Pacific Railway						
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad						
Los Angeles and Salt Lake Railroad	\$13.68	\$19.76	416.52	412.56	6,051.03	6,117.49
Nevada-California-Oregon Railway			.58		5.00	
Nevada Central Railroad						
Nevada Copper Belt Railroad						
Nevada Northern Railway						
Nevada Transportation Company						
Pioche Pacific Railroad						
Silver Peak Railroad						
Southern Pacific Company	<i>3,840.86</i>	161.79	9,759.91	9,815.60	182,093.22	176,543.85
Tonopah and Goldfield Railroad	2.00	16.33			2.00	16.33
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway						
The Western Pacific Railroad	1.73	1.08	874.54	835.37	3,557.84	3,237.75
Totals	<i>\$3,823.45</i>	\$198.96	\$11,091.07	\$11,094.56	\$484,261.25	\$539,689.13

*Italic figures denote deficit.*

GENERAL REPORT

**OPERATING REVENUES**  
**STORAGE—FREIGHT**

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....			\$0.92	\$10.72	\$54,707.93	\$62,382.65
Bullfrog Goldfield Railroad .....	\$3.31	\$6.35	6.63	12.70	9.94	19.05
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	.25	50.76	.50	101.53	.75	152.29
Los Angeles and Salt Lake Railroad .....	218.08	311.78			3,117.80	2,757.67
Nevada-California-Oregon Railway .....			18.63	22.52	49.00	322.75
Nevada Central Railroad .....						
Nevada Copper Belt Railroad .....	119.61	276.68			119.61	276.68
Nevada Northern Railway .....	143.64	204.70			143.64	204.70
Nevada Transportation Company .....	54.73				54.73	
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....	2,439.39	1,812.79			99,520.83	73,586.67
Tonopah and Goldfield Railroad .....	141.59	155.22			141.59	155.22
Tonopah and Tidewater Railroad .....					3.04	
Virginia and Truckee Railway .....	102.12	761.08			102.12	761.08
The Western Pacific Railroad .....	195.31	671.13			990.47	1,643.92
Totals .....	\$3,418.03	\$4,250.49	\$26.68	\$147.47	\$158,961.45	\$142,262.68

RECEIVED BY THE STATE COMMISSIONER  
OF RAILROADS

**OPERATING REVENUES**  
**STORAGE—BAGGAGE**

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....			\$2.65	\$10.55	\$36,140.06	\$41,451.31
Bullfrog Goldfield Railroad .....	\$1.88	\$4.42	3.77	8.83	5.65	13.25
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	.27	1.50	.53	3.00	.80	4.50
Los Angeles and Salt Lake Railroad .....	214.70	293.15			3,919.15	4,742.65
Nevada-California-Oregon Railway .....			47.15	16.95	51.00	27.85
Nevada Central Railroad .....						
Nevada Copper Belt Railroad .....	5.23	43.52			5.23	43.52
Nevada Northern Railway .....	195.85	386.35			195.85	386.35
Nevada Transportation Company .....						
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....	3,290.15	4,190.25			59,640.25	73,884.58
Tonopah and Goldfield Railroad .....	147.15	141.10			147.15	141.10
Tonopah and Tidewater Railroad .....						
Virginia and Truckee Railway .....	65.30	69.95			65.30	69.95
The Western Pacific Railroad .....	137.55	240.50			1,742.55	2,230.95
Totals .....	\$4,058.08	\$5,370.74	\$54.10	\$39.33	\$101,912.99	\$122,996.01

FORWARDED  
GENERALIZED PRICES

OPERATING REVENUES  
DEMURRAGE

Company	Nevada intrastate revenues		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway						
Bullfrog Goldfield Railroad			\$277.00	\$129.00		
Central Pacific Railway	\$95.33	\$99.00	190.67	198.00	\$274,630.87	\$374,760.26
Eureka Nevada Railway					286.00	297.00
Las Vegas and Tonopah Railroad						
Los Angeles and Salt Lake Railroad	53.33	21.33	106.67	42.67	160.00	64.00
Nevada-California-Oregon Railway	690.00	908.00			31,549.50	42,272.50
Nevada Central Railroad			22.00	63.00	22.00	143.00
Nevada Copper Belt Railroad						
Nevada Northern Railway	507.00	2,940.00			507.00	2,940.00
Nevada Transportation Company	2,016.00	2,094.00			2,016.00	2,094.00
Pioche Pacific Railroad	111.35	50.00			111.35	50.00
Silver Peak Railroad						
Southern Pacific Company	56.00	4.00			56.00	4.00
Tonopah and Goldfield Railroad	9,431.00	12,732.00			168,591.03	264,391.66
Tonopah and Tidewater Railroad	1,093.00	1,057.00			1,093.00	1,057.00
Virginia and Truckee Railway			129.00		129.00	147.00
The Western Pacific Railroad	152.00	391.00			152.00	391.00
Totals	\$14,767.01	\$20,925.33	\$725.34	\$432.67	\$490,774.99	\$700,105.42

REPRODUCED FROM THE ORIGINAL RECORDS

**OPERATING REVENUES  
TELEGRAPH AND TELEPHONE**

Company	Nevada interstate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....			\$570.01	\$419.89	\$172,974.35	\$203,019.32
Bullfrog Goldfield Railroad.....						
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....						
Los Angeles and Salt Lake Railroad.....	\$173.78	\$182.28	347.56	264.56	521.34	396.84
Nevada-California-Oregon Railway.....	713.52	867.44	1,992.12	2,305.64	12,306.84	14,459.31
Nevada Central Railroad.....	1,883.10	2,415.42			1,883.10	2,415.42
Nevada Copper Belt Railroad.....						
Nevada Northern Railway.....	12,171.96	18,114.37			12,171.96	18,114.37
Nevada Transportation Company.....		230.00				230.00
Pioche Pacific Railroad.....						
Silver Peak Railroad.....						
Southern Pacific Company.....			9,147.96	9,039.96	80,035.05	80,000.00
Tonopah and Goldfield Railroad.....						
Tonopah and Tidewater Railroad.....			234.12	216.81	1,276.74	1,178.61
Virginia and Truckee Railway.....						
The Western Pacific Railroad.....						
<b>Totals.....</b>	<b>\$14,942.36</b>	<b>\$21,759.51</b>	<b>\$12,291.77</b>	<b>\$12,246.86</b>	<b>\$281,169.38</b>	<b>\$319,813.87</b>

**OPERATING REVENUES**  
**MISCELLANEOUS OPERATING REVENUES\***

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Achison, Topeka and Santa Fe Railway.....				\$169.16	\$400,729.34	\$615,164.11
Bullfrog Goldfield Railroad.....	\$67.05	\$40.33	\$134.10	80.67	201.15	121.00
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....	.63	1.60	1.27	3.17	1.90	4.77
Los Angeles and Salt Lake Railroad.....		104,865.73	247,733.72	38,894.11	289,225.75	338,981.38
Nevada-California-Oregon Railway.....		240.00	1,240.59	373.81	5,188.58	3,707.10
Nevada Central Railroad.....	319.82	497.89			319.82	497.89
Nevada Copper Belt Railroad.....	769.04	1,202.76			769.04	1,202.76
Nevada Northern Railway.....	2,636.83	2,956.79			2,636.83	2,956.79
Nevada Transportation Company.....	5,721.72	4,142.20			5,721.72	4,142.20
Pioche Pacific Railroad.....						
Silver Peak Railroad.....	120.00				120.00	
Southern Pacific Company.....	169,484.80	192,981.74	144,909.55	211,457.22	2,427,608.27	3,035,167.80
Tonopah and Goldfield Railroad.....	353.31	397.78			353.31	397.78
Tonopah and Tidewater Railroad.....	36.75				8,900.68	119.58
Virginia and Truckee Railway.....	7,588.59	8,233.89			7,588.59	8,233.89
The Western Pacific Railroad.....	1,831.30	17,817.11	29,476.47	36,569.78	146,021.16	194,556.73
<b>Totals.....</b>	<b>\$188,929.84</b>	<b>\$333,297.16</b>	<b>\$423,495.70</b>	<b>\$287,386.58</b>	<b>\$3,295,386.14</b>	<b>\$4,205,011.78</b>

\*Miscellaneous operating revenues include the following accounts: Dining and buffet; hotel and restaurant; parcel room; grain elevator; stockyard; power; rents of buildings and other property, and miscellaneous revenues.

OPERATING REVENUES  
TOTAL INCIDENTAL OPERATING REVENUES

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway			\$878.56	\$770.35	\$1,231,734.71	\$1,650,551.36
Bullfrog Goldfield Railroad	\$167.57	\$69.44	335.17	138.86	502.74	208.30
Central Pacific Railway						
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad	228.26	207.47	456.53	414.93	684.79	622.40
Los Angeles and Salt Lake Railroad	87,193.46	107,265.86	38,892.71	41,612.31	346,170.07	409,381.00
Nevada-California-Oregon Railway	515.50	240.00	813.45	476.28	5,315.58	4,200.70
Nevada Central Railroad	2,202.92	2,913.31			2,202.92	2,913.31
Nevada Copper Belt Railroad	1,400.88	4,462.96			1,400.88	4,462.96
Nevada Northern Railway	17,164.28	23,756.21			17,164.28	23,756.21
Nevada Transportation Company	5,887.80	4,422.20			5,887.80	4,422.20
Pioche Pacific Railroad						
Silver Peak Railroad	176.00	4.00			176.00	4.00
Southern Pacific Company	180,804.48	211,878.57	159,977.10	230,312.78	3,017,488.65	3,703,574.56
Tonopah and Goldfield Railroad	1,737.05	1,767.43			1,737.05	1,767.43
Tonopah and Tidewater Railroad			270.87	216.81	10,309.46	1,445.19
Virginia and Truckee Railway	7,908.01	9,455.92			7,908.01	9,455.92
The Western Pacific Railroad	15,332.59	19,358.82	30,351.01	37,405.15	163,783.26	213,163.35
<b>Totals</b>	<b>\$320,628.80</b>	<b>\$385,802.19</b>	<b>\$231,975.40</b>	<b>\$311,347.47</b>	<b>\$4,812,466.20</b>	<b>\$6,029,878.89</b>

**OPERATING REVENUES**  
**TOTAL RAILWAY OPERATING REVENUES**

Company	Nevada intrastate revenue		Interstate revenue assigned to State of Nevada		Total revenue—Entire line	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway			\$4,741.70	\$4,715.01	*121,578,879.47	*\$140,978,936.14
Bullfrog Goldfield Railroad	\$36,077.17	\$32,357.67	98,753.98	81,972.39	134,831.15	114,330.06
Central Pacific Railway						
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad	37,350.09	33,871.95	95,715.57	66,230.22	133,065.66	100,102.17
Las Vegas and Salt Lake Railroad	151,653.08	170,500.62	2,239,493.92	2,444,681.31	b11,656,884.78	f12,766,723.12
Nevada-California-Oregon Railway	1,015.51	3,242.20	55,375.93	50,961.10	391,747.86	383,873.48
Nevada Central Railroad	23,965.34	28,538.07	22,853.18	39,607.59	46,818.52	68,145.66
Nevada Copper Belt Railroad	42,136.54	174,643.20	54,887.54	76,477.42	97,024.08	251,120.62
Nevada Northern Railway	1,253,661.63	1,371,601.66	865,453.39	1,140,800.57	2,119,115.02	2,512,402.23
Nevada Transportation Company	33,670.02	27,671.35	47,293.77	49,130.95	80,963.79	76,802.30
Pioche Pacific Railroad	26,278.09	17,368.12			26,278.09	17,368.12
Silver Peak Railroad	4,294.60	5,242.24			4,294.60	5,242.24
Southern Pacific Company	842,342.50	941,440.99	12,315,561.75	15,777,736.85	*121,481,980.74	*141,653,380.36
Tonopah and Goldfield Railroad	286,565.23	260,027.80	367,642.68	365,583.94	654,207.91	625,611.74
Tonopah and Tidewater Railroad	94.97	25.61	31,072.70	16,290.58	505,634.77	469,391.68
Virginia and Truckee Railway	113,790.53	129,633.91	146,219.42	151,222.19	260,009.95	280,856.10
The Western Pacific Railroad	52,952.04	63,760.76	3,324,143.85	3,896,584.43	d8,270,262.21	h9,898,483.56
Totals	\$2,905,842.29	\$3,259,926.15	\$19,669,209.38	\$24,161,994.55	\$267,441,993.60	\$310,202,769.58

Notes refer to joint facility operating revenue included in total operating revenue.

\*\$43,908.02.

b\$31,730.71.

c\$24,854.97.

d\$4,020.69.

e\$24,513.11.

f\$38,980.70.

g\$51,609.33.

h\$4,649.01.

## STOCKS, BONDS, AND OTHER SECURITIES OWNED

Company	Total securities owned— Par value		Total securities owned— Book value		Income from funded securities	
	1916	1917	1916	1917	1916	1917
	Atchison, Topeka and Santa Fe Railway	\$274,000,129.20	\$288,395,692.18	\$111,616,531.56	\$121,945,014.40	\$8,759,055.09
Bullfrog Goldfield Railroad						
Central Pacific Railway	7,486,692.12	6,699,441.95	1,959,074.48	1,429,238.95	244,771.01	<sup>b</sup> 454,980.46
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad	838,900.00	838,900.00	838,900.00	838,900.00	<sup>b2</sup> 819.96	<sup>l2</sup> 514.03
Los Angeles and Salt Lake Railroad	355,873.00	397,973.00	105,700.94	148,585.94	<sup>c21</sup> 593.19	<sup>l12</sup> 225.42
Nevada-California-Oregon Railway	16,133.38	24,997.00	16,133.38	24,997.00	<sup>*</sup> 976.03	<sup>*2</sup> 326.30
Nevada Central Railroad						194.92
Nevada Copper Belt Railroad						
Nevada Northern Railway					<sup>*</sup> 88,838.93	<sup>*</sup> 109,218.57
Nevada Transportation Company						
Pioche Pacific Railroad						
Silver Peak Railroad						
Southern Pacific Company	399,233,183.57	728,464,848.00	193,453,749.90	418,260,958.23	<sup>l12</sup> 077,776.05	<sup>k28</sup> 383,846.72
Tonopah and Goldfield Railroad					<sup>*</sup> 15,574.65	<sup>l14</sup> 001.92
Tonopah and Tidewater Railroad	191,100.00	191,100.00	191,100.00	191,100.00	<sup>e1</sup> 006.64	<sup>m2</sup> 680.70
Virginia and Truckee Railway					<sup>*2</sup> 136.87	<sup>*2</sup> 311.26
The Western Pacific Railroad	1,109,048.79	2,462,016.79	884,735.46	1,775,262.52	<sup>f147</sup> 524.81	<sup>n393</sup> 054.69
Totals	\$692,492,160.06	\$1,027,477,468.92	\$309,065,925.72	\$544,614,057.04	\$21,362,073.23	\$38,545,767.29

<sup>a</sup>\$1,955,661.61.  
<sup>b</sup>\$2,669.96.

<sup>c</sup>\$17,360.59.  
<sup>d</sup>\$827,141.82.

\*Includes income from unfunded securities and accounts.

<sup>e</sup>\$655.52. <sup>f</sup>\$1,451,631.54. <sup>g</sup>\$2,364.03.  
<sup>h</sup>\$145,603.42. <sup>i</sup>\$6,089.91. <sup>j</sup>\$11,035.90.

<sup>k</sup>\$942,583.38.  
<sup>l</sup>\$13,146.29.

<sup>m</sup>\$1,647.27.  
<sup>n</sup>\$384,299.98.

## SINKING, INSURANCE AND OTHER FUNDS

Company	Total additions to fund during year		Balance in fund at close of year		Cash in funds uninvested at close of year	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$56,218.09	\$70,617.11	\$1,915,867.01	\$1,974,401.62	\$1,915,867.01	\$1,974,401.62
Bullfrog Goldfield Railroad .....						
Central Pacific Railway .....	2.97	3.06	4,585,900.95	4,585,904.01	121.21	124.27
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....						
Los Angeles and Salt Lake Railroad .....	10,831.90	21,346.35	21,659.66	43,006.01	223.41	10,959.34
Nevada-California-Oregon Railway .....	14,095.00		177.79		177.79	
Nevada Central Railroad .....						
Nevada Copper Belt Railroad .....						
Nevada Northern Railway .....						
Nevada Transportation Company .....						
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....						
Tonopah and Goldfield Railroad .....						
Tonopah and Tidewater Railroad .....	17,218.19	17,209.14	210,014.32	227,223.46		
Virginia and Truckee Railway .....						
The Western Pacific Railroad .....						
Totals .....	\$98,366.15	\$109,175.66	\$6,733,619.73	\$6,730,535.10	\$1,916,389.42	\$1,985,485.23

**OPERATING EXPENSES**  
**MAINTENANCE OF WAY AND STRUCTURES**

Company	Superintendence		Maintaining roadway and track		Maintaining track structures	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$1,264,959.99	\$1,365,357.13	\$10,634,044.80	\$10,306,524.74	\$1,821,667.19	\$1,669,125.40
Bullfrog Goldfield Railroad .....	947.26	961.89	25,850.85	18,567.97	596.02	943.45
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	1,420.42	1,445.69	21,329.62	15,222.78	1,138.23	965.45
Los Angeles and Salt Lake Railroad .....	93,967.66	114,508.10	630,596.16	756,418.89	117,961.32	124,952.76
Nevada-California-Oregon Railway .....	4,347.67	4,337.25	73,065.61	49,360.38	8,444.88	5,177.15
Nevada Central Railroad .....	900.00	1,125.00	*6,845.70	*3,175.51		
Nevada Copper Belt Railroad .....	473.50	1,864.41	5,481.54	12,920.36	21.29	105.04
Nevada Northern Railway .....	6,700.33	9,946.66	135,293.44	122,406.83	10,998.89	11,265.68
Nevada Transportation Company .....	595.56	1,841.41	*6,820.88	*11,625.37		
Pioche Pacific Railroad .....			*2,575.53	*2,290.22		
Silver Peak Railroad .....		200.00	*62.86	*518.20		
Southern Pacific Company .....	821,607.70	897,690.16	7,859,617.52	7,481,196.35	1,824,549.76	1,885,351.02
Tonopah and Goldfield Railroad .....	8,551.51	8,351.22	41,572.18	20,181.92	1,850.08	1,501.51
Tonopah and Tidewater Railroad .....	5,487.24	6,396.50	39,338.81	35,121.02	11,022.61	5,652.18
Virginia and Truckee Railway .....	4,200.00	4,188.46	44,546.03	36,812.38	5,820.39	6,684.73
The Western Pacific Railroad .....	66,829.20	85,960.48	709,758.54	820,230.42	311,974.55	479,718.76
<b>Totals .....</b>	<b>\$2,281,008.04</b>	<b>\$2,504,174.36</b>	<b>\$20,237,390.07</b>	<b>\$19,694,565.34</b>	<b>\$4,116,045.21</b>	<b>\$4,191,443.13</b>

\*Includes cost of maintaining track structures.

**OPERATING EXPENSES**  
**MAINTENANCE OF WAY AND STRUCTURES**

Company	Maintaining ancillary structures		Depreciation of way and structures		Injuries to persons	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$1,640,256.44	\$1,952,159.38			\$48,901.68	\$45,930.13
Bullfrog Goldfield Railroad	1,271.19	1,466.32				
Central Pacific Railway						
Eureka Nevada Railway				\$900.00		
Las Vegas and Tonopah Railroad	1,411.79	846.61			42.56	37.62
Los Angeles and Salt Lake Railroad	95,270.88	138,399.06	\$3,848.40	3,848.40	4,759.84	7,960.09
Nevada-California-Oregon Railway	2,943.78	1,988.85	14,313.96	6,748.14	209.60	61.00
Nevada Central Railroad	226.88	439.93				
Nevada Copper Belt Railroad	626.99	950.42	460.92	460.92	15.00	
Nevada Northern Railway	15,022.00	26,225.41	67,000.20	67,000.20	25.00	2,263.11
Nevada Transportation Company	300.45	1,611.23				
Pioche Pacific Railroad						
Silver Peak Railroad			2,785.39			
Southern Pacific Company	1,355,687.62	1,616,598.98	48,877.58	51,029.21	57,008.16	40,800.92
Tonopah and Goldfield Railroad	2,415.25	3,570.23			435.99	418.53
Tonopah and Tidewater Railroad	1,019.95	1,361.07			157.16	156.28
Virginia and Truckee Railway	3,380.21	7,014.37				
The Western Pacific Railroad	61,215.99	149,813.53			4,527.97	6,654.29
Totals	\$3,181,049.42	\$3,902,445.41	\$137,286.36	\$129,966.87	\$116,082.95	\$104,281.97

REPRODUCED FROM THE ORIGINAL  
RECORDS OF THE COMMISSION

**OPERATING EXPENSES**  
**MAINTENANCE OF WAY AND STRUCTURES**

Company	Other way and structure expense		Maintaining joint track, etc.— Debtor		Maintaining joint track, etc.— Creditor	
	1916	1917	1916	1917	1916	1917
	Atchison, Topeka and Santa Fe Railway .....	\$449,830.40	\$538,012.24	\$297,680.99	\$355,866.45	\$178,739.92
Bullfrog Goldfield Railroad .....	1,654.77	1,603.49	268.40	81.16		
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	1,613.19	1,510.38	120.00	120.00	707.13	224.80
Los Angeles and Salt Lake Railroad .....	37,407.61	55,022.19	130,356.36	191,441.94	3,124.96	6,398.49
Nevada-California-Oregon Railway .....	3,989.34	2,882.76	104.68	81.75		
Nevada Central Railroad .....	*896.54			963.59		
Nevada Copper Belt Railroad .....	686.68	1,272.30	164.04	191.38		
Nevada Northern Railway .....	10,309.70	10,399.04				2,438.08
Nevada Transportation Company .....	*159.30	*532.44				
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....	552,333.72	594,670.97	17,128.70	78,013.08	237,686.70	218,633.69
Tonopah and Goldfield Railroad .....	4,170.28	4,301.30	3,040.80	3,040.80		
Tonopah and Tidewater Railroad .....	3,510.59	4,735.69	403.76	1,136.97	152.80	207.63
Virginia and Truckee Railway .....	1,782.70	1,979.86				
The Western Pacific Railroad .....	31,662.16	31,904.25	4,328.41	4,162.79	1,361.57	1,355.00
Totals .....	\$1,100,006.98	\$1,248,826.91	\$453,596.14	\$635,089.91	\$421,772.58	\$466,257.53

\*Includes injuries to persons.  
*Italic figures denote credit.*

**OPERATING EXPENSES**  
**MAINTENANCE OF WAY AND STRUCTURES, AND MAINTENANCE OF EQUIPMENT**

Company	Total maintenance of way and structures		Superintendence		Repairs of machinery and other apparatus	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	\$15,978,601.57	\$15,997,975.63	\$838,620.47	\$964,368.00	\$393,603.18	\$551,475.82
Bullfrog Goldfield Railroad.....	30,588.49	23,614.28	939.19	945.91	23.44	45.20
Central Pacific Railway.....		900.00				
Eureka Nevada Railway.....		900.00				
Las Vegas and Tonopah Railroad.....	26,368.67	19,923.73	960.90	1,029.76	46.53	64.93
Los Angeles and Salt Lake Railroad.....	1,111,063.27	1,386,152.96	70,377.61	76,315.61	55,702.44	55,167.21
Nevada-California-Oregon Railway.....	107,409.52	70,637.28	1,977.55	2,689.91	411.46	347.76
Nevada Central Railroad.....	8,869.12	5,694.03	900.00	1,125.00	578.28	299.27
Nevada Copper Belt Railroad.....	7,929.96	17,764.83	582.00	1,927.98	33.96	98.89
Nevada Northern Railway.....	245,349.56	247,070.85	6,253.99	7,423.39	3,684.20	5,264.95
Nevada Transportation Company.....	7,876.19	15,610.45	202.80	1,252.52	406.59	294.58
Pioche Pacific Railroad.....	2,575.53	2,280.22				
Silver Peak Railroad.....	2,848.16	718.20		200.00		
Southern Pacific Company.....	12,299,124.06	12,426,717.00	713,308.16	742,722.26	438,459.13	519,238.73
Tonopah and Goldfield Railroad.....	62,036.09	41,365.51	7,930.16	7,361.74	1,625.11	1,284.42
Tonopah and Tidewater Railroad.....	61,387.82	54,352.08	4,847.09	5,247.98	1,393.47	800.30
Virginia and Truckee Railway.....	59,723.33	56,679.80	2,160.00	1,806.00	248.21	170.44
The Western Pacific Railroad.....	1,188,935.25	1,577,089.52	25,682.50	27,830.92	17,292.95	27,174.08
Totals.....	\$31,200,692.59	\$31,944,556.37	\$1,674,712.42	\$1,842,246.98	\$913,441.03	\$1,161,726.58

*Italic figures denote credit.*

**OPERATING EXPENSES**  
**MAINTENANCE OF WAY AND STRUCTURES**

Company	Other way and structure expense		Maintaining joint track, etc.— Debtor		Maintaining joint track, etc.— Creditor	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$449,830.40	\$538,012.24	\$297,680.99	\$355,966.45	\$178,739.92	\$236,999.84
Bullfrog Goldfield Railroad .....	1,654.77	1,603.49	268.40	81.16		
Central Pacific Railway .....						
Eureka Nevada Railway .....	1,613.19	1,510.38	120.00	120.00	707.13	224.80
Las Vegas and Tonopah Railroad .....	37,407.61	55,022.19	130,356.36	191,441.94	3,124.96	6,398.49
Los Angeles and Salt Lake Railroad .....	3,969.34	2,882.76	104.68	81.75		
Nevada-California-Oregon Railway .....	<i>886.54</i>			953.59		
Nevada Central Railroad .....	<i>686.68</i>	1,272.30	164.04	191.38		
Nevada Copper Belt Railroad .....	10,309.70	10,399.04				2,438.08
Nevada Northern Railway .....	<i>*159.30</i>	<i>*532.44</i>				
Nevada Transportation Company .....						
Pioche Pacific Railroad .....						
Silver Peak Railroad .....	552,333.72	594,670.97	17,128.70	78,013.08	237,686.70	218,633.69
Southern Pacific Company .....	4,170.28	4,301.30	3,040.80	3,040.80		
Tonopah and Goldfield Railroad .....	3,510.59	4,735.69	403.76	1,136.97	152.80	207.63
Tonopah and Tidewater Railroad .....	1,782.70	1,979.86				
Virginia and Truckee Railway .....	31,662.16	31,904.25	4,328.41	4,162.79	1,361.57	1,355.00
The Western Pacific Railroad .....						
Totals .....	\$1,100,006.98	\$1,248,826.91	\$453,596.14	\$635,089.91	\$421,772.58	\$466,257.53

*\*Includes injuries to persons.*  
*Italic figures denote credit.*

**OPERATING EXPENSES  
MAINTENANCE OF EQUIPMENT**

Company	Locomotives—Repairs		Cars—Repairs		Floating equipment—Repairs	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	\$8,028,769.80	\$10,696,777.82	\$5,496,222.21	\$6,313,272.46	\$54,906.97	\$108,775.67
Bullfrog Goldfield Railroad.....	7,434.39	9,353.37	4,099.22	1,639.36		
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....	12,648.57	6,737.41	2,832.42	1,245.91		
Los Angeles and Salt Lake Railroad.....	865,318.06	957,246.82	390,069.65	433,802.26		
Nevada-California-Oregon Railway.....	24,308.81	28,786.23	14,678.11	21,754.97		
Nevada Central Railroad.....	3,163.54	3,994.55	1,652.80	991.37		
Nevada Copper Belt Railroad.....	4,317.58	4,533.78	1,865.91	7,579.01		
Nevada Northern Railway.....	61,939.36	83,747.24	69,586.16	122,890.72		
Nevada Transportation Company.....	1,225.81	1,910.42	2,993.59	1,668.77		
Pioche Pacific Railroad.....	1,180.12	1,635.64	597.66	382.44		
Silver Peak Railroad.....	1,070.52	475.19	6.60			
Southern Pacific Company.....	6,292,823.93	6,571,578.82	5,317,602.80	5,332,930.61	892,176.58	830,273.51
Tonopah and Goldfield Railroad.....	23,365.58	18,844.55	18,734.06	21,034.58		
Tonopah and Tidewater Railroad.....	24,228.66	13,889.51	5,069.10	4,786.39		
Virginia and Truckee Railway.....	8,821.13	8,932.97	7,385.77	8,499.39		
The Western Pacific Railroad.....	376,094.20	451,470.61	191,876.61	275,838.19	13,505.02	8,163.90
Totals.....	\$15,736,660.05	\$18,859,854.93	\$11,527,272.67	\$12,548,316.43	\$960,588.57	\$947,213.08

**OPERATING EXPENSES  
MAINTENANCE OF EQUIPMENT**

Company	Work and miscellaneous equipment—Repairs		Equipment depreciation and retirement		Injuries to persons	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$140,011.57	\$113,696.92	\$4,175,827.40	\$4,549,118.50	\$56,350.83	\$79,865.78
Bullfrog Goldfield Railroad .....	191.86	660.68	3,420.00	8,658.09		
Central Pacific Railway .....						
Eureka Nevada Railway .....				3,595.70		
Las Vegas and Tonopah Railroad .....	781.31	822.89	12,417.58	7,922.02		
Los Angeles and Salt Lake Railroad .....	18,879.14	26,215.68	212,303.89	214,282.76	1,770.37	4,364.82
Nevada-California-Oregon Railway .....	1,921.67	2,716.58	7,036.50	11,184.82		20.00
Nevada Central Railroad .....			444.00	444.00		
Nevada Copper Belt Railroad .....	229.03	223.87	4,737.70	4,685.00	5.28	
Nevada Northern Railway .....	4,808.12	4,349.59	31,080.72	34,729.52		1,749.32
Nevada Transportation Company .....		251.48		377.00		
Pioche Pacific Railroad .....	508.54					
Silver Peak Railroad .....			1,053.02	344.40		
Southern Pacific Company .....	356,290.10	334,645.04	3,073,226.08	2,816,549.70	42,951.35	31,018.02
Tonopah and Goldfield Railroad .....	458.53	89.96	30,613.45	30,294.27	432.56	417.71
Tonopah and Tidewater Railroad .....	1,050.56	408.47	5,223.70	5,859.69	154.64	148.28
Virginia and Truckee Railway .....	5.79	404.93	17,279.64	10,336.94		
The Western Pacific Railroad .....	27,638.95	41,857.08	88,915.50	139,259.50	3,269.33	1,598.48
<b>Totals .....</b>	<b>\$552,770.17</b>	<b>\$526,345.17</b>	<b>\$7,663,579.18</b>	<b>\$7,837,841.91</b>	<b>\$104,934.36</b>	<b>\$119,182.41</b>

**OPERATING EXPENSES  
MAINTENANCE OF EQUIPMENT**

Company	Other equipment expense		Maintaining joint equipment at terminals—Debtor		Maintaining joint equipment at terminals—Creditor	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	\$123,600.23	\$154,326.00	\$26,151.88	\$26,542.09	\$10,863.82	\$13,793.09
Bullfrog Goldfield Railroad.....	283.72	229.48				
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....	253.08	12.80				
Los Angeles and Salt Lake Railroad.....	8,382.30	10,092.88	46,445.98	34,414.31		
Nevada-California-Oregon Railway.....	706.39	692.17				
Nevada Central Railroad.....	*389.07	*417.57				
Nevada Copper Belt Railroad.....	361.29	583.86				
Nevada Northern Railway.....	4,756.73	5,667.45				
Nevada Transportation Company.....		282.01				
Pioche Pacific Railroad.....						
Silver Peak Railroad.....						
Southern Pacific Company.....	767,548.67	768,390.27	16,353.04	32,669.33	13,058.74	11,997.42
Tonopah and Goldfield Railroad.....	1,710.48	1,667.01				
Tonopah and Tidewater Railroad.....	840.53	695.38				
Virginia and Truckee Railway.....	476.47	577.37				
The Western Pacific Railroad.....	23,232.87	25,879.98				
Totals.....	\$932,541.83	\$969,514.23	\$88,950.80	\$93,625.73	\$23,922.56	\$25,790.51

*Italic figures denote credit.*

\*Includes injuries to persons.

**OPERATING EXPENSES**  
**MAINTENANCE OF EQUIPMENT, TRAFFIC EXPENSES AND TRANSPORTATION—RAIL-LINE EXPENSES**

Company	Total maintenance of equipment expenses		Total traffic expenses		Superintendence and dispatching of trains	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$19,325,200.72	\$23,544,427.97	\$2,271,451.60	\$2,317,636.59	\$1,510,212.33	\$1,753,003.56
Bullfrog Goldfield Railroad	16,391.82	21,732.09	6,161.06	5,310.35	2,023.48	2,015.67
Central Pacific Railway						
Eureka Nevada Railway		3,595.70				
Las Vegas and Tonopah Railroad	29,930.39	17,835.72	8,745.44	8,384.92	2,548.44	2,574.22
Los Angeles and Salt Lake Railroad	1,669,249.33	1,811,902.35	391,822.38	398,537.04	109,013.58	118,106.06
Nevada-California-Oregon Railway	51,040.49	68,192.44	8,689.87	6,050.18	3,613.45	4,915.81
Nevada Central Railroad	7,127.69	7,211.76			900.00	1,125.00
Nevada Copper Belt Railroad	12,064.83	19,632.39	1,741.58	1,923.07	2,879.22	4,369.18
Nevada Northern Railway	182,109.28	265,822.18	7,897.82	9,917.66	14,227.26	17,265.64
Nevada Transportation Company	4,828.79	6,036.78	270.23	1,428.63	400.00	1,371.65
Pioche Pacific Railroad	2,231.32	2,018.08				
Silver Peak Railroad	2,130.14	1,019.59		36.06		200.00
Southern Pacific Company	17,897,681.10	17,968,018.87	2,111,922.66	2,099,539.65	995,233.39	1,171,405.19
Tonopah and Goldfield Railroad	84,869.93	80,994.24	21,916.28	19,257.91	22,413.82	19,950.70
Tonopah and Tidewater Railroad	42,807.75	31,836.00	23,729.91	26,928.67	5,319.22	5,420.58
Virginia and Truckee Railway	36,377.01	30,728.04	4,514.66	3,512.66	5,940.00	5,863.89
The Western Pacific Railroad	767,487.93	999,072.74	243,247.60	254,562.02	80,548.91	93,437.86
Totals	\$40,131,528.52	\$44,880,076.94	\$5,102,147.15	\$5,153,009.69	\$2,755,273.10	\$3,201,025.01

**OPERATING EXPENSES  
TRANSPORTATION—RAIL-LINE**

Company	Station service		Yard enginemen		Other yard employees	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$5,461,756.75	\$6,662,503.83	\$839,631.12	\$1,173,012.97	\$1,695,994.55	\$2,379,779.91
Bullfrog Goldfield Railroad	5,874.25	4,364.52				
Central Pacific Railway						
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad	3,415.49	2,987.22		1.83		
Los Angeles and Salt Lake Railroad	341,943.40	349,441.65	46,516.84	62,160.94	90,305.66	113,873.83
Nevada-California-Oregon Railway	13,606.37	13,554.43		2,017.67		756.08
Nevada Central Railroad	4,442.33	7,505.85				
Nevada Copper Belt Railroad	4,619.81	7,169.61			5.85	
Nevada Northern Railway	27,988.22	37,483.11	9,589.26	10,023.80	15,565.21	16,848.62
Nevada Transportation Company	3,168.25	4,893.44				
Pioche Pacific Railroad						
Silver Peak Railroad	1,051.01	664.45				
Southern Pacific Company	4,865,346.40	5,776,894.34	649,014.13	901,567.70	1,704,099.22	2,380,059.95
Tonopah and Goldfield Railroad	28,389.20	24,857.39	3,849.07	3,650.25	4,699.75	4,659.48
Tonopah and Tidewater Railroad	11,178.53	10,927.63				
Virginia and Truckee Railway	18,815.40	17,109.63				
The Western Pacific Railroad	391,521.18	463,150.45	31,049.90	47,431.36	65,011.71	97,170.19
Totals	\$11,183,116.59	\$13,383,507.55	\$1,579,649.72	\$2,199,866.52	\$3,575,621.95	\$4,993,147.46

**OPERATING EXPENSES**  
**TRANSPORTATION—RAIL-LINE**

Company	Fuel and power for yard locomotives		Other yard expenses		Train enginemen and motormen	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$895,252.63	\$1,475,797.36	\$376,461.54	\$506,718.08	\$4,233,320.58	\$4,943,978.90
Bullfrog Goldfield Railroad					5,212.14	3,262.08
Central Pacific Railway						
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad					6,615.02	3,825.46
Los Angeles and Salt Lake Railroad	44,873.12	49,518.05	18,673.62	30,442.66	467,147.41	492,819.53
Nevada-California-Oregon Railway		1,755.26		5.20	19,594.66	23,584.96
Nevada Central Railroad					(*)	(*)
Nevada Copper Belt Railroad					3,080.25	7,694.37
Nevada Northern Railway	8,672.42	10,619.72	491.00	228.31	42,023.20	59,545.76
Nevada Transportation Company					(*)	(*)
Pioche Pacific Railroad					(*)	(*)
Silver Peak Railroad					(*)	(*)
Southern Pacific Company	801,941.36	1,426,011.72	383,098.90	476,524.91	4,045,142.02	6,274,579.61
Tonopah and Goldfield Railroad	4,768.51	4,361.80	1,365.85	1,267.38	14,586.41	11,322.99
Tonopah and Tidewater Railroad					8,639.00	8,477.70
Virginia and Truckee Railway					11,968.34	11,774.16
The Western Pacific Railroad	33,223.13	55,947.44	9,256.89	10,302.51	309,447.90	352,636.13
Totals	\$1,788,731.17	\$3,024,011.35	\$789,287.80	\$1,025,489.05	\$9,166,776.93	\$12,193,501.67

\*Included in Trainmen account.

**OPERATING EXPENSES**  
**TRANSPORTATION—RAIL-LINE**

Company	Fuel and power for train locomotives		Other train locomotive supplies and expenses		Trainmen	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$7,346,372.93	\$11,798,752.74	\$2,421,870.48	\$3,343,458.24	\$4,152,899.43	\$4,915,782.22
Bullfrog Goldfield Railroad .....	16,825.91	11,618.19	3,111.82	1,558.55	4,844.46	2,395.26
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	14,599.41	8,970.13	3,130.43	2,246.34	6,130.43	3,447.84
Los Angeles and Salt Lake Railroad .....	792,594.08	868,565.89	259,080.16	286,456.95	458,471.18	485,349.09
Nevada-California-Oregon Railway .....	44,828.89	55,250.78	7,781.86	9,404.58	14,579.55	21,773.76
Nevada Central Railroad .....	2,787.70	4,118.24	(b)	(b)	*3,837.37	*3,990.90
Nevada Copper Belt Railroad .....	5,306.25	18,437.43	1,555.80	2,379.71	3,064.46	10,115.46
Nevada Northern Railway .....	140,499.89	176,617.02	27,237.11	35,107.23	53,235.50	74,886.14
Nevada Transportation Company .....	3,878.34	4,199.60	(b)	(b)	*3,555.12	*3,526.80
Pioche Pacific Railroad .....	2,351.80	1,145.35	(b)	(b)	*10,929.49	*7,486.53
Silver Peak Railroad .....	740.91	677.06	(b)	(b)	*2,070.70	*1,217.41
Southern Pacific Company .....	8,444,864.01	15,121,709.37	1,790,461.31	2,123,579.28	4,583,015.75	5,723,808.76
Tonopah and Goldfield Railroad .....	38,453.41	33,240.95	11,119.15	10,828.01	17,721.75	14,333.59
Tonopah and Tidewater Railroad .....	24,733.80	26,932.59	9,360.74	7,787.82	8,877.74	8,943.44
Virginia and Truckee Railway .....	24,277.20	24,299.95	8,493.38	9,456.71	12,341.05	12,498.73
The Western Pacific Railroad .....	694,358.04	933,323.54	122,652.83	149,536.97	327,309.95	371,237.97
Totals .....	\$17,597,472.57	\$29,087,888.83	\$4,665,805.07	\$5,981,800.39	\$9,662,883.93	\$11,660,693.90

\*Includes road enginemen and motormen.

<sup>b</sup>Included in Train Supplies and Expenses Account.

**OPERATING EXPENSES**  
**TRANSPORTATION—RAIL-LINE**

Company	Train supplies and expenses		Injuries to persons		Loss and damage	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$1,426,416.63	\$1,677,292.78	\$533,289.69	\$620,350.62	\$518,219.03	\$948,013.12
Bullfrog Goldfield Railroad	968.84	674.73			96.81	436.21
Central Pacific Railway						
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad	1,491.87	943.36			125.39	91.39
Los Angeles and Salt Lake Railroad	125,947.15	146,429.27	14,302.44	17,572.75	39,020.06	41,805.42
Nevada-California-Oregon Railway	5,226.53	5,496.70	237.55	7,860.30	7,708.32	2,296.85
Nevada Central Railroad	*1,475.26	*1,518.42	98.00		15.05	62.78
Nevada Copper Belt Railroad	691.78	4,224.91	16.00		75.07	125.19
Nevada Northern Railway	10,225.67	14,270.67	844.57	3,453.60	560.21	627.03
Nevada Transportation Company	*2,196.45	*1,829.39	200.00	182.00	22.50	65.52
Pioche Pacific Railroad	*487.28	*505.97				
Silver Peak Railroad	*394.57	*208.90				
Southern Pacific Company	1,411,893.61	1,557,924.79	300,549.84	270,941.14	427,422.22	842,753.63
Tonopah and Goldfield Railroad	2,756.92	2,562.83	521.35	1,112.87	533.36	903.79
Tonopah and Tidewater Railroad	7,017.43	3,149.26	1,038.29	148.28	124.48	24.27
Virginia and Truckee Railway	4,056.46	4,114.23	287.85	126.80	495.80	490.95
The Western Pacific Railroad	65,764.77	74,532.09	8,217.40	4,820.70	45,200.66	61,041.03
Totals	\$3,067,010.92	\$3,495,680.30	\$859,602.98	\$926,569.06	\$1,039,621.56	\$1,898,739.18

\*Includes other train locomotive supplies.

**OPERATING EXPENSES**  
**TRANSPORTATION—RAIL-LINE**

Company	Other casualty expenses		Other rail transportation expenses		Operating joint yards and terminals—Debit	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$245,415.15	\$337,752.11	\$1,123,432.10	\$1,339,752.00	\$506,006.69	\$599,580.16
Bullfrog Goldfield Railroad	496.54	426.21	773.20	782.21	1,430.60	1,412.25
Central Pacific Railway						
Eureka Nevada Railway	463.28	282.47	1,007.14	887.58	528.00	528.00
Las Vegas and Tonopah Railroad	27,813.06	59,707.91	54,147.78	71,528.06	247,876.29	367,730.09
Los Angeles and Salt Lake Railroad	3,109.71	3,243.58	1,462.97	1,838.29		
Nevada-California-Oregon Railway	138.35		1,540.29	1,390.41		
Nevada Central Railroad	334.06	1,055.25	462.48	798.82	2,076.08	2,459.27
Nevada Copper Belt Railroad	6,800.33	11,024.19	2,698.42	4,648.93	3,213.35	2,721.94
Nevada Northern Railway	27.50	72.25	64.41	422.30		
Nevada Transportation Company						
Pioche Pacific Railroad			9.88	10.93		
Silver Peak Railroad	214,204.09	307,123.70	2,224,660.85	2,676,374.82	261,135.84	459,159.55
Southern Pacific Company	2,155.77	3,197.11	1,991.21	1,834.01	4,154.40	4,154.40
Tonopah and Goldfield Railroad	582.58	285.49	3,524.80	1,304.34	1,648.67	1,512.34
Tonopah and Tidewater Railroad	923.43	863.83	629.46	1,279.64		
Virginia and Truckee Railway	21,084.21	27,117.09	147,993.90	166,303.88	47,712.97	75,701.55
The Western Pacific Railroad						
Totals	\$523,498.06	\$752,151.19	\$3,564,333.89	\$4,269,156.22	\$1,075,782.89	\$1,514,959.55

**OPERATING EXPENSES**  
**TRANSPORTATION—RAIL-LINE**

Company	Operating joint yards and terminals—Credit		Operating joint tracks and facilities—Debit		Operating joint tracks and facilities—Credit	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	<i>\$143,536.46</i>	<i>\$162,005.62</i>	\$94,513.78	\$105,515.15	\$203,286.88	\$246,979.94
Bullfrog Goldfield Railroad .....						
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	<i>2,990.72</i>	<i>2,802.35</i>				
Los Angeles and Salt Lake Railroad .....	<i>3,303.30</i>	<i>3,822.90</i>	102,342.12	94,589.81	5,222.95	7,541.56
Nevada-California-Oregon Railway .....			5,873.10	6,851.48		
Nevada Central Railroad .....						
Nevada Copper Belt Railroad .....						
Nevada Northern Railway .....						
Nevada Transportation Company .....						
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....	<i>85,928.18</i>	<i>87,876.57</i>	17,727.06	18,876.39	152,868.39	158,728.83
Tonopah and Goldfield Railroad .....			247.20	247.20		
Tonopah and Tidewater Railroad .....	<i>997.95</i>			2,183.31		1,019.21
Virginia and Truckee Railway .....			2,928.63	1,125.98		
The Western Pacific Railroad .....	<i>2,395.54</i>	<i>2,107.20</i>	13,792.98	14,652.29	1,506.35	2,894.27
Totals .....	<i>\$239,152.15</i>	<i>\$258,614.64</i>	\$237,424.87	\$244,041.61	\$362,884.57	\$417,163.81

*Italic figures denote credit.*

**OPERATING EXPENSES**  
**TRANSPORTATION RAIL-LINE, TRANSPORTATION WATER-LINE, AND MISCELLANEOUS OPERATIONS**

Company	Transportation, rail line— Total		Transportation, water line— Total		Miscellaneous operations— Total	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$33,034,182.07	\$44,172,008.19			\$23,000.72	\$202,941.61
Bullfrog Goldfield Railroad .....	41,660.05	28,945.88				
Central Pacific Railway .....						
Eureka Nevada Railway .....	37,064.78	23,983.49				
Las Vegas and Tonopah Railroad .....	3,231,491.70	3,644,763.50			228,425.08	275,013.73
Los Angeles and Salt Lake Railroad .....	127,622.96	160,609.75			3,346.53	3,282.92
Nevada-California-Oregon Railway .....	15,234.35	19,711.60				
Nevada Central Railroad .....	24,167.11	58,829.20				
Nevada Copper Belt Railroad .....	363,871.62	475,321.71			975.62	1,334.98
Nevada Northern Railway .....	13,512.57	16,562.95				
Nevada Transportation Company .....	13,768.57	9,137.85				
Pioche Pacific Railroad .....	4,267.07	2,978.75				
Silver Peak Railroad .....	32,880,953.43	47,262,688.85	\$6,608,506.17	6,053,705.47	1,839,668.13	2,231,170.31
Southern Pacific Company .....	159,726.83	142,484.75				
Tonopah and Goldfield Railroad .....	81,047.33	76,077.84			10,315.13	
Tonopah and Tidewater Railroad .....	91,157.00	89,004.50				
Virginia and Truckee Railway .....	2,410,134.84	2,993,341.58			116,687.48	148,029.82
The Western Pacific Railroad .....						
Totals .....	\$72,529,862.28	\$89,176,450.39	\$6,608,506.17	\$6,053,705.47	\$2,222,418.69	\$2,861,773.37

**OPERATING EXPENSES**  
**GENERAL EXPENSES**

Company	Administration		Insurance—General		Valuation expenses	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	\$1,721,289.37	\$1,901,800.93	\$485.22	\$2,706.23	\$274,598.59	\$267,876.32
Bullfrog Goldfield Railroad.....	7,050.35	5,026.52	18.00	18.00	1,245.26	316.12
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....	10,384.00	11,390.28	27.00	27.00	3,738.03	1,572.10
Los Angeles and Salt Lake Railroad.....	208,624.25	217,666.07	324.51	689.13	18,689.77	41,155.13
Nevada-California-Oregon Railway.....	25,418.58	33,955.37	85.48	81.81	54.85	2,037.13
Nevada Central Railroad.....	2,786.08	2,728.23	28.25	44.88		622.10
Nevada Copper Belt Railroad.....	8,079.34	11,725.67	27.50	54.93	1,077.60	725.15
Nevada Northern Railway.....	47,004.60	57,099.96	718.54	1,788.37	2,248.96	5,568.68
Nevada Transportation Company.....	11,661.83	9,164.75	143.33	57.12	500.00	441.05
Pioche Pacific Railroad.....	1,100.00	1,550.00	235.77	180.51		
Silver Peak Railroad.....	1,200.00	600.00				
Southern Pacific Company.....	2,151,705.28	2,308,980.75	3,173.65	3,645.03	199,388.63	272,901.96
Tonopah and Goldfield Railroad.....	28,752.01	24,843.20	199.53	202.35	237.48	
Tonopah and Tidewater Railroad.....	10,012.55	10,103.07	28.00	28.00		56.17
Virginia and Truckee Railway.....	12,621.42	27,232.38	56.66	77.76	7,448.71	2,504.07
The Western Pacific Railroad.....	194,806.30	221,376.99	585.72	365.87	12,811.03	3,866.26
Totals.....	\$4,442,495.96	\$4,845,244.17	\$6,137.16	\$9,966.99	\$522,527.09	\$569,642.24

OPERATING EXPENSES  
GENERAL EXPENSES

Company	Other general expenses		General joint facility expenses—Debit		General joint facility expenses—Credit	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	\$419,377.95	\$508,282.37	\$32,211.43	\$31,409.90	\$974.17	\$576.81
Bullfrog Goldfield Railroad.....	476.90	2,196.27	18.00	18.00		
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....	380.05	284.97	36.00	36.00	57.16	16.39
Los Angeles and Salt Lake Railroad.....	12,284.92	16,629.80	2,460.56	2,430.30	36.00	36.00
Nevada California-Oregon Railway.....	1,143.23	1,443.39				
Nevada Central Railroad.....	333.71	395.12				
Nevada Copper Belt Railroad.....	473.15	825.11				
Nevada Northern Railway.....	5,001.59	3,940.82				
Nevada Transportation Company.....	1,187.53	340.49				
Pioche Pacific Railroad.....	225.00	619.35				
Silver Peak Railroad.....	5.62					
Southern Pacific Company.....	588,186.03	653,271.53	6,514.58	6,005.67		
Tonopah and Goldfield Railroad.....	3,267.01	2,569.04				
Tonopah and Tidewater Railroad.....	1,371.88	73.61	42.50	30.11		
Virginia and Truckee Railway.....	1,098.94	1,385.28				
The Western Pacific Railroad.....	15,904.04	48,596.72	22.22	105.70		
Totals.....	\$1,050,717.55	\$1,240,705.65	\$41,305.29	\$40,095.68	\$1,067.33	\$659.20

*Italic figures denote credit.*

OPERATING EXPENSES  
GENERAL EXPENSES

Company	Other general expenses		General joint facility expenses—Debit		General joint facility expenses—Credit	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$419,377.95	\$508,282.37	\$32,211.43	\$31,409.90	\$974.17	\$576.81
Bullfrog Goldfield Railroad .....	476.90	2,196.27	18.00	18.00		
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	380.05	284.97	36.00	36.00	57.16	46.39
Los Angeles and Salt Lake Railroad .....	12,284.92	16,629.80	2,460.56	2,490.30	36.00	36.00
Nevada California-Oregon Railway .....	1,143.23	1,443.39				
Nevada Central Railroad .....	333.71	399.12				
Nevada Copper Belt Railroad .....	473.15	825.11				
Nevada Northern Railway .....	5,001.59	3,940.82				
Nevada Transportation Company .....	1,187.53	340.49				
Pioche Pacific Railroad .....	225.00	619.35				
Silver Peak Railroad .....	5.62					
Southern Pacific Company .....	588,186.03	653,271.53	6,514.58	6,005.67		
Tonopah and Goldfield Railroad .....	3,267.01	2,569.04				
Tonopah and Tidewater Railroad .....	1,371.88	78.61	42.50	30.11		
Virginia and Truckee Railway .....	1,098.94	1,385.28				
The Western Pacific Railroad .....	15,904.04	48,596.72	22.22	105.70		
Totals .....	\$1,050,717.55	\$1,240,705.65	\$41,305.29	\$40,095.68	\$1,067.33	\$659.20

*Italic figures denote credit.*

**OPERATING EXPENSES**  
**GENERAL EXPENSES, TOTAL OPERATING EXPENSES, AND RATIO OF OPERATING EXPENSES TO EARNINGS**

Company	Total general expenses		Total operating expenses		Ratio of operating expenses to earnings—Per cent	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$2,446,988.39	\$2,711,496.94	\$72,896,804.55	\$88,504,049.77	59.96	62.78
Bullfrog Goldfield Railroad .....	8,808.51	7,574.91	103,609.93	87,177.51	76.84	76.25
Central Pacific Railway .....				4,495.70		
Eureka Nevada Railway .....					87.64	83.31
Las Vegas and Tonopah Railroad .....	14,507.92	13,263.96	116,617.20	83,391.82		
Los Angeles and Salt Lake Railroad .....	242,348.01	278,594.43	<sup>b</sup> 6,813,008.59	<sup>b</sup> 7,731,225.65	58.45	60.56
Nevada-California-Oregon Railway .....	26,702.14	37,517.70	<sup>c</sup> 323,349.92	346,290.27	82.54	90.20
Nevada Central Railroad .....	3,148.04	3,794.33	34,379.20	36,411.72	73.43	53.45
Nevada Copper Belt Railroad .....	9,657.59	13,330.86	<sup>d</sup> 55,553.37	<sup>e</sup> 111,134.14	57.26	44.25
Nevada Northern Railway .....	54,973.69	68,397.83	855,177.59	1,067,865.21	40.36	42.50
Nevada Transportation Company .....	13,492.69	10,003.41	39,980.47	49,642.22	40.93	64.63
Pioche Pacific Railroad .....	1,560.77	2,349.86	20,136.19	15,796.01	76.64	90.94
Silver Peak Railroad .....	1,205.62	600.00	10,487.05	5,337.48	244.19	0.01
Southern Pacific Company .....	2,948,968.17	3,244,804.94	<sup>f</sup> 76,249,254.97	<sup>g</sup> 90,961,278.58	62.77	64.21
Tonopah and Goldfield Railroad .....	32,456.03	27,614.59	361,005.16	311,717.00	55.18	49.83
Tonopah and Tidewater Railroad .....	11,943.11	10,138.74	<sup>e</sup> 229,253.63	<sup>h</sup> 199,184.49	45.34	42.43
Virginia and Truckee Railway .....	21,225.73	31,199.49	213,003.73	211,123.89	81.92	75.17
The Western Pacific Railroad .....	224,129.31	274,311.54	4,950,622.41	<sup>h</sup> 6,190,055.24	59.86	62.54
Totals .....	\$6,062,115.72	\$6,734,995.53	\$163,272,243.96	\$195,916,176.70		

Notes refer to amounts credited to operating expenses on account of transportation for investment as follows:

<sup>a</sup> \$182,620.52	<sup>a</sup> \$1,977.42	<sup>a</sup> \$346.21
<sup>b</sup> \$61,391.18	<sup>b</sup> \$337,568.75	<sup>b</sup> \$325,366.51
<sup>c</sup> \$1,461.55	<sup>c</sup> \$442,439.16	<sup>c</sup> \$148.84
<sup>d</sup> \$7.70	<sup>d</sup> \$63,738.96	<sup>d</sup> \$56,351.98

## COMPARATIVE GENERAL BALANCE SHEET—ASSETS

Company	Total property investments		Investments in affiliated companies and other investments		Total current assets	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$615,790,166.19	\$625,735,865.80	\$116,648,117.57	\$131,230,438.70	\$60,934,273.72	\$71,913,474.55
Bullfrog Goldfield Railroad .....	1,937,321.33	1,846,339.37			36,581.56	66,345.28
Central Pacific Railway .....	287,163,247.07	289,353,885.90	15,463,739.98	15,542,970.10	93,300.44	75,840.07
Eureka Nevada Railway .....	484,361.20	484,361.20			34,318.81	37,734.31
Las Vegas and Tonopah Railroad .....	1,709,534.24	1,624,118.80	838,900.00	838,900.00	167,273.08	131,005.04
Los Angeles and Salt Lake Railroad .....	79,062,323.67	84,276,518.20	266,969.06	297,630.97	4,170,612.32	5,071,405.87
Nevada-California-Oregon Railway .....	4,267,097.00	3,198,616.23	16,133.38	39,174.78	107,323.88	166,986.79
Nevada Central Railroad .....	1,505,350.00	1,505,860.00			28,748.09	31,710.77
Nevada Copper Belt Railroad .....	1,114,667.74	1,147,336.27			40,262.75	38,503.82
Nevada Northern Railway .....	3,297,250.53	3,594,320.49			1,368,961.63	1,034,999.38
Nevada Transportation Company .....	15,996.70	18,468.45			21,966.32	17,285.26
Pioche Pacific Railroad .....	250,164.85	250,164.85			11,219.52	11,446.26
Silver Peak Railroad .....	64,970.62	64,626.22				
Southern Pacific Company .....	136,161,145.33	151,966,995.58	562,501,861.03	565,948,665.54	48,031,952.09	66,273,324.00
Tonopah and Goldfield Railroad .....	3,706,521.80	3,714,044.06			102,900.00	370,012.02
Tonopah and Tidewater Railroad .....	4,364,382.06	4,407,397.52	191,100.00	191,100.00	494,136.97	135,941.72
Virginia and Truckee Railway .....	4,444,601.65	4,452,954.60			181,659.03	198,822.41
The Western Pacific Railroad .....	83,203,272.15	87,103,951.70	1,275,755.46	1,775,262.52	208,665.70	16,385,287.49
Totals .....	\$1,228,572,374.13	\$1,264,745,825.24	\$697,202,576.48	\$715,967,342.61	\$132,612,572.31	\$161,960,125.04

## BALANCE SHEET—ASSETS

Company	Total deferred assets		Total unadjusted debts		Grand total assets	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$5,294,782.17	\$5,614,128.98	\$1,388,159.78	\$1,008,362.52	\$800,055,499.43	\$835,497,270.55
Bullfrog Goldfield Railroad			586.76	1,904.41	1,974,489.65	1,914,589.06
Central Pacific Railway				1,121.85	302,720,287.49	304,973,817.92
Eureka Nevada Railway					518,680.01	522,095.51
Las Vegas and Tonopah Railroad			11,734.23	35,127.34	2,727,441.55	2,629,151.18
Los Angeles and Salt Lake Railroad	134,074.87	257,925.80	1,724,526.17	2,186,904.28	85,388,506.09	92,090,686.12
Nevada-California-Oregon Railway	1,286.71	1,286.71	6,020.13	6,708.40	4,397,861.10	3,412,772.91
Nevada Central Railroad			284.49	419.17	1,534,382.58	1,537,989.94
Nevada Copper Belt Railroad	365,000.00	365,000.00	300,510.06	308,572.88	1,820,440.55	1,854,412.97
Nevada Northern Railway			74,898.87	17,747.79	4,741,111.03	4,647,067.66
Nevada Transportation Company					37,963.02	35,753.71
Pioche Pacific Railroad					261,384.37	261,611.11
Silver Peak Railroad					64,970.62	64,826.22
Southern Pacific Company	6,018,595.66	3,400,271.70	6,944,299.01	9,863,086.78	759,657,853.12	797,452,343.60
Tonopah and Goldfield Railroad	909.00	882.35	22,963.03	28,618.65	4,224,530.80	4,216,457.08
Tonopah and Tidewater Railroad	389.10	3,964.27	44,458.50	15,185.58	4,781,988.69	4,753,589.09
Virginia and Truckee Railway	410.13	1,160.13		4,941.58	4,653,677.48	4,657,878.72
The Western Pacific Railroad	21,490.72	29,414.16	4,046,462.40	2,478,931.92	105,228,297.13	107,772,847.79
Totals	\$11,836,988.36	\$9,674,034.10	\$14,564,903.43	\$15,947,633.15	\$2,084,789,364.71	\$2,168,294,960.14



## BALANCE SHEET—LIABILITIES

Company	Total current liabilities		Total deferred liabilities		Total unadjusted credits	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$20,734,609.29	\$34,136,959.60	\$192,826.18	\$290,067.10	\$34,927,652.13	\$47,256,845.46
Bullfrog Goldfield Railroad .....	54,713.28	42,303.37			44,768.35	33,106.06
Central Pacific Railway .....	3,216,479.20	3,988,136.24			7,478,255.02	9,069,472.03
Eureka Nevada Railway .....						4,495.70
Las Vegas and Tonopah Railroad .....	1,579,848.60	1,457,742.41	3,488.55	3,127.92	84,247.63	48,612.63
Los Angeles and Salt Lake Railroad .....	2,517,820.33	5,420,997.14	25,832.09	24,923.41	2,036,996.21	2,407,111.86
Nevada-California-Oregon Railway .....	65,624.62	82,305.56	48.00	1,903.70	225,354.15	190,404.49
Nevada Central Railroad .....	1,264.20	2,207.47			10,740.02	13,468.84
Nevada Copper Belt Railroad .....	282,950.14	225,914.99			57,673.51	92,076.67
Nevada Northern Railway .....	1,053,134.20	456,925.87			843,949.09	1,288,200.63
Nevada Transportation Company .....	25,005.15	28,005.15			57.59	377.00
Pioche Pacific Railroad .....	1,811.03	855.22				
Silver Peak Railroad .....		11,847.17			3,352.60	4,182.72
Southern Pacific Company .....	16,550,885.53	20,185,103.26	96,354.28	114,025.63	49,174,435.44	72,266,282.31
Tonopah and Goldfield Railroad .....	71,210.81	123,893.24			297,130.40	333,947.69
Tonopah and Tidewater Railroad .....	73,952.43	66,647.13	4,668.00	4,195.20	43,096.40	46,812.42
Virginia and Truckee Railway .....	22,010.30	21,475.18			83,186.57	91,591.68
The Western Pacific Railroad .....	1,293,681.95	2,719,560.73	101,393.67	98,163.52	10,314,022.74	8,127,077.42
Totals .....	\$47,545,001.06	\$68,983,879.73	\$424,610.77	\$536,406.48	\$105,624,917.85	\$141,304,065.61

**BALANCE SHEET—LIABILITIES**

Company	Total appropriated surplus		Profit and loss		Grand total liabilities	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$74,125,999.12	\$87,970,844.89	\$32,043,452.11	\$33,193,364.30	\$800,055,499.43	\$835,497,270.55
Bullfrog Goldfield Railroad .....	198.00	125,198.00	1,810.02	107,480.87	1,974,489.65	1,914,589.06
Central Pacific Railway .....	5,508,585.35	5,964,247.89	5,080,745.13	6,001,610.08	302,720,287.49	304,973,817.92
Eureka Nevada Railway .....			18,680.01	17,599.81	518,680.01	522,065.51
Las Vegas and Tonopah Railroad .....			440,143.23	380,331.78	2,727,441.55	2,629,181.18
Los Angeles and Salt Lake Railroad .....	21,659.66	1,575,298.91	1,266,802.20	1,359,646.20	85,388,506.09	92,090,685.12
Nevada-California-Oregon Railway .....	530,819.43	517,059.14	64,014.90	431,899.98	4,397,861.10	3,412,772.91
Nevada Central Railroad .....			22,378.36	22,313.63	1,534,382.58	1,537,989.94
Nevada Copper Belt Railroad .....			112,183.10	85,578.69	1,820,440.55	1,854,412.97
Nevada Northern Railway .....	158,160.59	207,639.10	585,867.15	694,302.06	4,741,111.03	4,647,067.66
Nevada Transportation Company .....			10,400.28	4,871.56	37,963.02	35,753.71
Pioche Pacific Railroad .....			9,573.34	1,572.11	261,384.37	252,427.33
Silver Peak Railroad .....			196,861.30	151,403.67	64,970.62	64,626.22
Southern Pacific Company .....	34,493.89	39,493.89	117,594,105.43	140,553,620.10	759,657,853.12	797,452,343.60
Tonopah and Goldfield Railroad .....	920,000.00	1,120,118.11	586,189.59	488,498.04	4,224,530.80	4,216,457.06
Tonopah and Tidewater Railroad .....		1,592.98	973,840.01	909,769.14	4,781,988.69	4,753,589.06
Virginia and Truckee Railway .....			451,519.39	455,188.14	4,653,677.48	4,657,878.72
The Western Pacific Railroad .....	4,631.45	8,344.96	1,429,307.32	1,819,701.16	105,228,297.13	107,772,847.79
<b>Totals .....</b>	<b>\$81,304,547.49</b>	<b>\$97,529,837.87</b>	<b>\$153,975,171.41</b>	<b>\$178,916,154.38</b>	<b>\$2,084,789,364.71</b>	<b>\$2,168,285,776.36</b>

NOTE: Discrepancy in footings of grand total liabilities and grand total assets due to figures reported by Pioche Pacific Railroad (1917).  
*Italic figures denote deficit.*

**EMPLOYEES AND THEIR COMPENSATION**  
**YEAR ENDING DECEMBER 31, 1917**

Class of employees	Average number during year	Number of hours worked	Total compensation
<b>Atchison, Topeka and Santa Fe Railway—</b>			
General officers, \$3,000 per annum and upwards.....	133	*39,809	\$1,021,016.11
General officers, below \$3,000 per annum.....	55	*16,769	135,914.09
Division officers, \$3,000 per annum and upwards.....	45	*14,562	186,719.07
Division officers, below \$3,000 per annum.....	140	*43,373	312,900.20
Clerks, \$900 per annum and upwards.....	3,060	8,622,029	3,774,069.44
Clerks, below \$900 per annum.....	2,336	6,337,553	1,651,506.97
Messengers and attendants.....	322	*109,574	218,087.10
Assistant engineers and draftsmen.....	486	*147,227	540,186.37
M. W. and S. foremen.....	290	*95,379	414,490.25
Section foremen.....	1,409	*458,756	1,291,544.56
General foremen, M. E. department.....	66	*20,287	123,192.82
Gang and other foremen, M. E. department.....	629	*213,385	904,282.54
Machinists.....	1,051	3,558,212	1,857,534.30
Boilermakers.....	361	1,206,534	615,969.19
Blacksmiths.....	144	416,286	215,083.72
Masons and bricklayers.....	10	21,289	11,801.85
Structural-iron workers.....	6	17,297	7,683.08
Carpenters.....	2,177	6,519,099	2,226,499.02
Painters and upholsterers.....	275	765,470	277,965.30
Electricians.....	342	*112,226	341,727.18
Airbrake men.....	166	550,236	178,716.48
Car inspectors.....	510	1,953,737	613,703.73
Car repairers.....	972	3,251,394	973,665.35
Other skilled laborers.....	986	3,057,408	1,154,775.26
Mechanics' helpers and apprentices.....	4,056	13,544,518	3,897,154.45
Sectionmen.....	10,676	29,992,116	5,491,773.42
Other unskilled laborers.....	3,540	11,618,877	2,636,656.53
Traveling agents and solicitors.....	147	*42,053	233,143.70
Employees in outside agencies.....	88	*24,670	188,587.21
Other traffic employees.....	28	*7,649	46,373.62
Train dispatchers and directors.....	160	515,458	328,318.94
Telegraphers, telephoners, and block operators.....	794	2,501,653	681,235.54
Telegraphers and telephoners operating interlockers.....	138	423,322	105,507.76
Levermen (nontelegraphers).....	88	328,959	72,874.54
Telegrapher-clerks.....	784	2,528,545	643,614.06
Agent-telegraphers.....	584	2,158,179	583,096.94
Station agents (nontelegraphers).....	336	*127,506	445,103.85
Station masters and assistants.....	12	*4,336	12,263.29
Station-service employees.....	2,628	8,627,050	1,962,791.54
Yardmasters.....	107	*38,685	215,059.59
Yardmasters' assistants (not yard clerks).....	39	*18,807	71,290.65
Yard engineers and motormen.....	379	1,268,647	704,093.60
Yard firemen and helpers.....	391	1,276,779	444,263.73
Yard conductors (or foremen).....	413	1,282,116	642,670.88
Yard brakemen (switchmen or helpers).....	871	2,597,136	1,204,435.62
Yard switch-tenders.....	29	104,003	24,739.28
Other yard employees.....	42	136,645	24,515.34
Hostlers.....	250	986,139	276,025.08
Engine-house men.....	1,704	6,335,005	1,386,725.15
Road freight engineers and motormen.....	803	2,707,844	2,043,483.85
Road freight firemen and helpers.....	832	2,760,633	1,325,541.50
Road freight conductors.....	702	2,439,793	1,527,956.16
Road freight brakemen and flagmen.....	1,453	5,068,480	2,197,839.02
Road passenger engineers and motormen.....	403	956,836	1,058,265.07
Road passenger firemen and helpers.....	398	946,050	642,994.75
Road passenger conductors.....	311	787,170	635,941.68
Road passenger baggage men.....	9	32,715	11,594.87
Road-passenger brakemen and flagmen.....	383	981,867	443,808.13
Other road train employees.....	146	313,046	116,281.94
Crossing flagmen and gatemen.....	164	*57,518	100,482.72
Drawbridge operators.....	18	*5,657	11,639.82
Floating equipment employees.....	252	591,067	222,582.02
Policemen and watchmen.....	335	*131,750	348,344.79
Other transportation employees.....	137	46,622	161,142.14
All other employees.....	45	*14,436	35,727.62
Totals.....	50,654	140,086,192	\$52,264,984.38
		*1,785,976	

\*Total number of days on duty during the year.

## EMPLOYEES AND THEIR COMPENSATION—Continued

Class of employees	Average number during year	Number of hours worked	Total compensation
<b>Bullfrog Goldfield Railroad*—</b>			
Section foremen	4	*1,502	\$4,268.96
Boilermakers	1	3,660	1,904.84
Sectionmen	8	34,760	6,979.06
Telegrapher-clerks	1	4,745	1,500.00
Station agents (nontelegraphers)	1	*365	2,100.00
Station-service employees	1	442	110.71
Hostlers	1	371	110.12
Totals	15	43,978	\$16,873.71
		*1,867	
*All joint employees of the Las Vegas and Tonopah Railroad are included in report of that company.			
<b>Las Vegas and Tonopah Railroad—</b>			
General officers, \$3,000 per annum and upwards	4	*1,126	\$11,499.96
General officers, below \$3,000 per annum	4	*1,183	6,175.00
Clerks, \$900 per annum and upwards	8	17,477	10,520.40
Clerks, below \$900 per annum	2	3,375	540.00
M. W. and S. foremen	1	*366	1,323.67
Section foremen	4	*1,327	3,346.20
Gang and other foremen, M. E. department	1	*365	1,700.00
Carpenters	1	2,975	984.33
Painters and upholsterers	1	48	24.25
Car repairers	1	2,210	643.54
Mechanics' helpers and apprentices	1	2,939	867.39
Sectionmen	10	23,001	6,386.52
Other unskilled laborers	1	3,134	691.87
Traveling agents and solicitors	3	*786	2,750.00
Train dispatchers and directors	2	6,570	3,144.67
Telegrapher-clerks	1	4,745	1,080.00
Station agents (nontelegraphers)	1	*366	1,380.00
Station-service employees	1	3,833	120.00
Engine-house men	1	310	54.25
Road freight engineers and motormen	2	4,225	4,449.74
Road freight firemen and helpers	2	4,225	2,800.00
Road freight conductors	2	3,983	3,982.86
Road freight brakemen and flagmen	2	3,983	2,974.34
All other employees	2	*732	732.00
Totals	55	97,033	\$68,228.99
		*6,251	
<b>Los Angeles and Salt Lake Railroad—</b>			
General officers, \$3,000 per annum and upwards	24	*8,118	\$131,580.21
General officers, below \$3,000 per annum	18	*6,620	39,783.39
Division officers, \$3,000 per annum and upwards	3	*991	11,100.00
Division officers, below \$3,000 per annum	26	*9,048	52,821.27
Clerks, \$900 per annum and upwards	329	852,640	378,200.54
Clerks, below \$900 per annum	111	280,222	71,147.04
Messengers and attendants	20	7,225	12,100.43
Assistant engineers and draftsmen	40	*12,324	50,123.44
M. W. and S. foremen	22	*8,125	30,888.55
Section foremen	127	*45,683	121,477.80
General foremen, M. E. department	1	*365	1,800.00
Gang and other foremen, M. E. department	46	*16,671	72,101.39
Machinists	95	337,299	149,644.61
Boilermakers	65	216,715	95,561.03
Blacksmiths	17	53,358	24,158.81
Masons and bricklayers	1	1,580	971.65
Carpenters	67	213,305	68,038.94
Painters and upholsterers	28	87,438	27,692.50
Electricians	8	*3,307	11,411.90
Airbrake men	5	15,903	4,922.70
Car inspectors	33	141,630	44,210.47
Car repairers	106	386,376	115,834.45
Other skilled laborers	79	282,430	96,925.88
Mechanics' helpers and apprentices	217	805,088	226,755.65
Sectionmen	674	2,272,656	430,339.12
Other unskilled laborers	244	877,536	213,559.51
Foremen of construction gangs and work trains	7	33,074	10,488.49
Other men in construction gangs and work trains	95	349,156	95,576.38
Traveling agents and solicitors	54	*15,641	90,926.74
Other traffic employees	6	*1,087	5,310.00
Train dispatchers and directors	13	39,307	27,918.58
Telegraphers, telephoners and block operators	40	129,697	45,542.30
Telegraphers and telephoners operating interlockers	7	21,382	6,429.47
Levermen (nontelegraphers)	5	29,436	4,713.49

\*Total number of days on duty during the year.

## EMPLOYEES AND THEIR COMPENSATION—Continued

Class of employees	Average number during year	Number of hours worked	Total compensation
<b>LOS ANGELES AND SALT LAKE RAILROAD—Continued</b>			
Telegrapher-clerks	40	133,547	\$43,596.15
Agent-telegraphers	44	173,616	42,437.09
Station agents (nontelegraphers)	19	7,085	25,270.75
Station masters and assistants	1	*965	1,080.00
Station-service employees	95	391,956	82,037.46
Yardmasters	4	*1,481	7,816.78
Yard engineers and motormen	20	67,968	38,448.27
Yard firemen and helpers	20	67,968	23,774.35
Yard conductors (for foremen)	41	69,676	36,678.77
Yard brakemen, switchmen or helpers	23	133,578	63,483.91
Other yard employees	5	21,246	3,675.73
Hostlers	17	71,292	23,967.47
Engine-house men	122	480,328	103,243.60
Road freight engineers and motormen	79	221,386	195,176.23
Road freight firemen and helpers	81	219,247	122,402.16
Road freight conductors	67	184,543	137,574.08
Road freight brakemen and flagmen	132	373,908	205,733.20
Road passenger engineers and motormen	55	106,808	122,884.32
Road passenger firemen and helpers	56	106,808	80,093.62
Road passenger conductors	36	94,914	97,667.18
Road passenger baggagemen	34	90,558	20,603.04
Road passenger brakemen and flagmen	65	166,312	82,295.25
Other road train employees	4	24,090	2,410.67
Crossing flagmen and gatemen	14	*5,482	7,334.50
Drawbridge operators	2	*764	1,980.00
Policemen and watchmen	14	*5,086	15,631.62
All other employees	109	*42,202	62,583.78
Totals	3,830	10,620,596	\$4,398,936.71
		*197,870	
<b>Nevada-California-Oregon Railway—</b>			
General officers, \$3,000 per annum and upwards	2	*730	\$11,530.08
General officers, below \$3,000 per annum	5	*3,059	10,313.96
Division officers, below \$3,000 per annum	3	*1,087	5,395.30
Clerks, \$900 per annum and upwards	9	29,830	11,491.75
Clerks, below \$900 per annum	2	6,272	1,567.35
Messengers and attendants	2	*520	1,005.33
Assistant engineers and draftsmen	2	*505	1,667.65
M. W. and S. foremen		*144	1,518.95
Section foremen	14	*4,257	12,511.17
Gang and other foremen, M. E. department	3	5,584	2,782.40
Machinists	9	19,782	9,062.66
Boilermakers	1	2,586	1,195.95
Blacksmiths	1	4,250	2,120.30
Carpenters	5	50,114	22,135.11
Painters and upholsterers	1	3,906	1,853.05
Car inspectors	2	5,618	1,905.35
Car repairers	5	14,951	4,357.50
Other skilled laborers	4	7,749	4,408.75
Mechanics' helpers and apprentices	18	34,232	10,574.50
Sectionmen	50	121,892	23,584.89
Other unskilled laborers	6	37,549	14,225.51
General foremen, M. E. department	2	6,864	3,525.65
Masons and bricklayers	11	20,439	12,403.30
Traveling agents and solicitors		38	123.35
Other traffic employees		31	50.00
Train dispatchers and directors	1	2,920	1,530.00
Agent-telegraphers	8	2,973	3,729.35
Station agents (nontelegraphers)	5	*1,845	3,591.00
Station-service employees	2	629	1,234.80
Hostlers	6	1,534	4,739.00
Road freight engineers and motormen	7	25,999	19,240.20
Road freight firemen and helpers	7	26,104	10,791.16
Road freight conductors	6	25,994	16,028.37
Road freight brakemen and flagmen	7	26,256	11,159.35
Road passenger engineers and motormen	1	2,867	873.17
Road passenger conductors	1	2,997	902.68
Telegrapher-clerks	1	1,335	616.65
Yard engineers and motormen	2	3,981	1,268.38
Yard firemen and helpers	2	3,976	998.63
Yard brakemen (switchmen or helpers)	1	2,932	931.45
All other employees	2	*357	533.35
Totals	216	503,667	\$249,497.34
		*25,021	

\*Total number of days on duty during the year.

## EMPLOYEES AND THEIR COMPENSATION—Continued

Class of employees	Average number during year	Number of hours worked	Total compensation
<b>Nevada Central Railroad—</b>			
General officers, \$3,000 per annum and upwards.....	1	*365	\$4,500.00
General officers, below \$3,000 per annum.....	2	*366	960.00
Clerks below \$900 per annum.....	1	1,880	472.00
Section foremen.....	4	*1,222	3,441.70
Mechanics' helpers and apprentices.....	3	4,797	1,560.50
Sectionmen.....	8	17,780	4,730.05
Telegraphers, telephoners, and block operators.....	1	2,232	897.50
Station agents (nontelegraphers).....	1	*912	1,596.80
Station-service employees.....	1	5,570	1,095.05
Engine-house men.....	1	3,650	2,748.60
Road engineers and motormen.....	3	4,962	622.25
Road firemen and helpers.....	1	1,288	703.15
Road conductors.....	1	1,320	498.70
All other employees.....	1	*177	
Totals.....	30	45,366	\$25,362.10
		*2,442	
<b>Nevada Copper Belt Railroad—</b>			
General officers, below \$3,000 per annum.....	1.60	*594	\$5,735.00
Division officers, below \$3,000 per annum.....	1.75	*610	4,500.00
Clerks, \$900 per annum and upwards.....	4.50	11,296	5,724.53
Clerks, below \$900 per annum.....	6.00	10,143	3,550.00
Assistant engineers and draftsmen.....	.50	59	375.00
Section foremen.....	2.25	*914	2,607.87
General foremen, M. E. department.....	1.00	*344	2,056.00
Machinists.....	.50	627	323.99
Boilermakers.....	1.00	3,185	1,696.66
Carpenters.....	.50	834	448.38
Car repairers.....	.75	2,780	971.82
Mechanics' helpers and apprentices.....	1.50	5,490	2,174.60
Section men.....	7.00	26,386	7,166.54
Other unskilled laborers.....	3.00	7,339	2,703.47
Train dispatchers and directors.....	1.00	2,920	1,590.00
Agent-telegraphers.....	4.00	15,010	4,149.34
Hostlers.....	1.00	3,700	1,180.42
Road freight engineers and motormen.....	1.75	7,340	3,445.87
Road freight firemen and helpers.....	1.75	7,183	2,624.99
Road freight conductors.....	1.75	7,066	3,213.33
Road freight brakemen and flagmen.....	3.50	14,186	5,244.94
Road passenger engineers and motormen.....	1.00	3,937	1,826.71
Road passenger conductors.....	1.00	3,727	1,565.82
Policemen and watchmen.....	1.50	*540	120.00
Blacksmiths.....	.75	3,100	1,519.95
Totals.....	50.85	136,249	\$66,515.23
		*3,051	
<b>Nevada Northern Railway—</b>			
General officers, \$3,000 per annum and upwards.....	2.00	*616	\$19,000.00
General officers, below \$3,000 per annum.....	5.00	*1,540	9,000.00
Division officers, below \$3,000 per annum and upwards.....	3.00	*924	14,100.00
Division officers, below \$3,000 per annum.....	2.00	*673	4,215.00
Clerks, \$900 per annum and upwards.....	22.00	54,052	31,585.80
Clerks, below \$900 per annum.....	1.50	2,164	720.00
Messengers and attendants.....	2.00	*730	1,895.00
Assistant engineers and draftsmen.....	5.00	*1,492	7,680.20
M. W. and S. foremen.....	1.50	*510	2,688.15
Section foremen.....	20.25	*7,293	20,788.50
Gang and other foremen, M. E. department.....	3.00	*1,065	6,719.15
Machinists.....	11.50	36,614	24,104.60
Boilermakers.....	5.50	16,926	11,965.15
Blacksmiths.....	1.50	5,407	3,532.90
Carpenters.....	6.00	19,536	12,924.65
Painters and upholsterers.....	2.50	6,337	3,704.10
Electricians.....	1.00	*308	2,065.00
Airbrake men.....	1.00	2,453	1,853.65
Car inspectors.....	7.00	29,284	9,932.55
Car repairers.....	19.50	68,170	22,496.33
Other skilled laborers.....	9.50	31,848	17,192.19
Mechanics' helpers and apprentices.....	21.50	60,394	26,495.00
Sectionmen.....	82.50	299,762	72,555.10
Other unskilled laborers.....	14.75	54,734	22,062.49
Foremen of construction gangs and work trains.....	.50	2,013	1,238.35
Other men in construction gangs and work trains.....	22.50	95,112	27,996.65
Train dispatchers and directors.....	3.00	8,760	5,580.00
Telegrapher-clerks.....	2.25	5,975	2,813.90
Agent-telegraphers.....	4.75	11,740	6,233.85
Station agents (nontelegraphers).....	2.25	*747	3,835.00

\*Total number of days on duty during the year.

## EMPLOYEES AND THEIR COMPENSATION—Continued

Class of employees	Average number during year	Number of hours worked	Total compensation
<b>NEVADA NORTHERN RAILWAY—Continued</b>			
Station-service employees	10.25	26,748	\$9,880.15
Yard engineers and motormen	1.50	8,565	5,793.50
Yard firemen and helpers	1.50	8,586	4,220.65
Yard conductors (or foremen)	2.50	12,315	7,130.15
Yard brakemen (switchmen or helpers)	3.00	16,865	8,307.70
Other yard employees	1.00	3,650	1,063.75
Hostlers	2.50	10,214	4,673.15
Engine-house men	13.25	55,756	16,490.64
Road freight engineers and motormen	7.50	38,083	26,319.85
Road freight firemen and helpers	7.50	38,117	19,264.85
Road freight conductors	7.50	35,100	22,768.15
Road freight brakemen and flagmen	15.50	71,341	36,146.35
Road passenger engineers and motormen	5.75	15,707	10,383.50
Road passenger firemen and helpers	5.75	15,710	7,542.05
Road passenger conductors	5.75	15,016	9,604.05
Road passenger baggagemen	4.75	11,388	5,693.80
Road passenger brakemen and flagmen	4.75	13,731	6,016.65
Other road train employees	1.00	3,650	840.00
Policemen and watchmen	1.00	*365	1,020.00
Totals	388.50	1,211,703 *16,263	\$597,484.20
<b>Nevada Transportation Company (Eureka Nevada Railway)</b>			
General officers, \$3,000 per annum and upwards	1	*365	\$6,000.00
General officers, below \$3,000 per annum	4	*1,460	3,150.00
Division officers, below \$3,000 per annum	3	*810	3,420.00
Clerks, below \$900 per annum	1	982	332.00
Section foremen	3	*936	2,760.00
Machinists	1	2,680	1,738.50
Blacksmiths	1	2,610	897.00
Car repairers	1	1,060	383.50
Mechanics' helpers and apprentices	2	710	153.00
Sectionmen	2	5,360	1,662.00
Other unskilled laborers	5	14,770	4,579.07
Station agents (nontelegraphers)	2	627	1,320.00
Engine-house men	1	2,650	600.00
Road engineers and motormen	1	2,340	1,220.00
Road firemen and helpers	1	2,340	1,053.00
Road freight conductors	1	2,340	1,290.00
Totals	27	37,842 *4,198	\$87,758.07
<b>Pioche Pacific Railroad—</b>			
General officers, \$3,000 per annum and upwards	1	Part time	\$1,550.00
Clerks, below \$900 per annum	1	Part time	600.00
General foremen, M. mechanic	1	Part time	1,200.00
Boilermakers	.50	359	314.34
Sectionmen	1.25	2,669	1,243.15
Engine-house men	1	2,669	1,851.50
Road freight engineers and motormen	1.25	3,357	1,720.00
Road freight firemen and helpers	1.25	3,132	1,472.32
Road freight brakemen and flagmen	1.25	2,669	1,255.08
All other employees	1	2,669	1,746.31
Totals	7.50	12,186	\$12,952.70
<b>Silver Peak Railroad—</b>			
General officers, below \$3,000 per annum	2	*730	\$1,200.00
Agent-telegraphers	1	1,320	664.45
Road engineers and motormen	1	768	543.00
Road firemen and helpers	1	336	184.90
Road conductors	1	776	489.51
Totals	6	3,200 *730	\$3,081.86
<b>Southern Pacific Company—</b>			
General officers, \$3,000 per annum and upwards	119	*44,061	\$1,050,576.99
General officers, below \$3,000 per annum	42	*15,134	88,482.45
Division officers, \$3,000 per annum and upwards	47	*16,000	168,457.37
Division officers, below \$3,000 per annum	215	*61,582	465,563.78
Clerks, \$900 per annum and upwards	3,565	9,590,660	4,511,491.15
Clerks, below \$900 per annum	1,425	3,263,680	901,746.71
Messengers and attendants	248	*81,453	163,633.41
Assistant engineers and draftsmen	355	*113,305	499,339.85
M. W. and S. foremen	270	*84,711	411,499.83
Section foremen	990	*338,987	1,081,291.04
General foremen, M. E. department	44	*14,576	76,009.58

\*Total number of days on duty during the year.

EMPLOYEES AND THEIR COMPENSATION—Continued

Class of employees	Average number during year	Number of hours worked	Total compensation
<b>SOUTHERN PACIFIC COMPANY—Continued</b>			
Gang and other foremen, M. E. department	734	*254,978	\$1,066,495.99
Machinists	963	2,814,635	1,362,279.98
Boilermakers	281	843,085	414,660.31
Blacksmiths	273	781,811	373,464.62
Masons and bricklayers	11	36,562	13,682.70
Structural iron workers	2	5,033	3,027.34
Carpenters	1,652	5,057,680	1,919,836.57
Painters and upholsterers	361	985,622	360,468.73
Electricians	352	*123,748	439,710.67
Airbrake men	130	388,565	151,703.11
Car inspectors	531	2,024,991	609,736.20
Car repairers	731	2,442,829	763,265.18
Other skilled laborers	2,299	7,141,406	2,691,238.57
Mechanics' helpers and apprentices	3,660	10,791,755	3,427,732.10
Sectionmen	6,990	23,444,477	4,609,091.27
Other unskilled laborers	2,887	9,267,937	2,577,607.88
Foremen of construction gangs and work trains	22	61,216	24,608.26
Other men in construction gangs and work trains	200	585,165	112,045.62
Traveling agents and solicitors	119	*37,117	186,994.87
Employees in outside agencies	41	*11,643	47,802.08
Other traffic employees	2	*1,048	3,809.50
Train dispatchers and directors	152	445,924	296,994.40
Telegraphers, telephoners and block operators	307	905,545	354,943.33
Telegraphers and telephoners operating interlockers	3	8,773	3,771.65
Levermen (nontelegraphers)	158	537,001	162,641.47
Telegrapher-clerks	452	1,395,409	513,982.13
Agent-telegraphers	455	1,599,816	530,026.62
Station agents (nontelegraphers)	258	*94,538	347,567.88
Station masters and assistants	23	*8,068	37,891.66
Station service employees	4,577	14,218,999	4,595,511.71
Yardmasters	68	*25,353	143,666.02
Yardmasters' assistants (not yard clerks)	49	*19,530	122,098.98
Yard engineers and motormen	320	1,019,770	362,760.77
Yard firemen and helpers	330	1,012,831	354,312.49
Yard conductors (or foremen)	316	1,014,013	324,376.05
Yard brakemen (switchmen or helpers)	831	2,606,817	1,263,073.27
Yard switch tenders	62	236,851	74,417.40
Other yard employees	72	279,170	58,201.90
Hostlers	107	439,082	121,153.61
Engine-house men	1,251	4,739,903	1,196,019.75
Road freight engineers and motormen	893	2,893,796	2,032,044.93
Road freight firemen and helpers	902	2,893,636	1,212,316.69
Road freight conductors	642	1,969,828	1,257,484.65
Road freight brakemen and flagmen	1,698	5,098,440	2,587,306.23
Road passenger engineers and motormen	492	1,208,253	1,177,133.97
Road passenger firemen and helpers	351	819,157	563,411.94
Road passenger conductors	444	1,138,092	856,211.67
Road passenger baggagemen	90	265,994	122,872.58
Road passenger brakemen and flagmen	702	1,584,760	831,399.77
Other road train employees	70	123,890	57,345.24
Crossing flagmen and gatemen	361	*146,395	207,736.12
Drawbridge operators	47	*16,365	41,140.63
Floating equipment employees	1,994	6,656,556	1,903,845.23
Policemen and watchmen	486	*180,188	511,038.35
Other transportation employees	11	*3,726	21,571.90
All other employees	1,470	*465,294	953,980.18
<b>Totals</b>	<b>49,998</b>	<b>134,229,415</b>	<b>\$56,331,227.88</b>
		<b>*2,177,800</b>	
<b>Tonopah and Goldfield Railroad—</b>			
General officers, \$3,000 per annum and upwards	5	*1,570	832,800.00
General officers, below \$3,000 per annum	5	*1,570	5,400.00
Division officers, below \$3,000 per annum	2	*790	5,100.00
Clerks, \$900 per annum and upwards	13	33,856	23,629.23
Clerks, below \$900 per annum	1	2,504	600.00
Messengers and attendants	1	*365	930.00
Section foremen	7	*2,191	8,640.00
Gang and other foremen, M. E. department	1	*965	2,040.00
Machinists	14	5,991	3,594.60
Boilermakers	1	3,825	2,295.00
Blacksmiths	1	3,337	2,002.20
Carpenters	1	3,829	2,140.92
Electricians	1	139	660.00
Car repairers	24	8,387	3,543.65
Mechanics' helpers and apprentices	14	6,444	2,498.23
Other skilled laborers		9	4.00
Sectionmen	174	67,602	17,077.15

\*Total number of days on duty during the year.

## EMPLOYEES AND THEIR COMPENSATION—Continued

Class of employees	Average number during year	Number of hours worked	Total compensation
<b>TONOPAH AND GOLDFIELD RAILROAD—Continued</b>			
Other unskilled laborers	54	18,509	\$6,183.63
Traveling agents and solicitors	2	*626	4,740.00
Train dispatchers and directors	1	2,920	1,560.00
Telegrapher-clerks	24	7,568	3,773.93
Agent-telegraphers	14	4,384	2,842.07
Station-agents (nontelegraphers)	11	*546	3,150.00
Station-service employees	3	8,392	4,313.80
Yard engineers and motormen	1	2,454	2,203.84
Yard firemen and helpers	1	2,408	1,462.90
Yard conductors (or foremen)	1	2,379	1,825.80
Yard brakemen (switchmen or helpers)	2	4,704	2,870.65
Hostlers	2	7,519	2,354.93
Engine-house men	1	366	136.95
Road freight engineers and motormen	24	8,373	6,460.69
Road freight firemen and helpers	22	8,783	4,427.59
Road freight conductors	23	7,761	5,527.06
Road freight brakemen and flagmen	54	15,821	8,155.71
Road passenger engineers and motormen	4	381	409.75
Road passenger firemen and helpers	4	374	273.35
Road passenger conductors	4	364	376.42
Road passenger brakemen and flagmen	1	767	442.88
Crossing flagmen and gatemen	1	*365	1,300.00
Policemen and watchmen	2	*768	2,962.40
All other employees	3	*139	1,032.00
Totals	109	240,051	\$181,641.53
		*9,374	
<b>Tonopah and Tidewater Railroad—</b>			
General officers, \$3,000 per annum and upwards	4	*1,528	\$16,750.00
General officers, below \$3,000 per annum	3	*722	3,105.00
Division officers, below \$3,000 per annum	3	*1,095	6,187.38
Clerks, \$900 per annum and upwards	10	25,088	12,382.83
Clerks, below \$900 per annum	2	4,261	1,095.00
M. W. and S. foremen	1	*410	1,683.79
Section foremen	10	*3,205	10,156.15
Machinists	4	17,155	8,088.31
Boilermakers	2	5,596	2,624.87
Blacksmiths	1	3,237	1,541.14
Carpenters	3	11,063	4,045.35
Painters and upholsterers	1	3,277	1,441.02
Electricians	1	*363	1,312.66
Car inspectors	1	3,214	1,180.02
Car repairers	1	1,059	349.22
Other skilled laborers	4	801	339.59
Mechanics' helpers and apprentices	4	10,783	3,019.38
Sectionmen	33	106,867	23,270.42
Other unskilled laborers	5	12,774	3,769.97
Traveling agents and solicitors	2	*618	4,800.00
Other traffic employees	2	*770	1,809.48
Train dispatchers and directors	1	3,024	1,985.80
Agent-telegraphers	5	14,464	5,976.44
Station-service employees	1	2,920	599.99
Yardmasters	1	84	280.45
Hostlers	1	996	333.87
Engine-house men	2	9,815	3,083.91
Road freight engineers and motormen	2	7,168	5,385.20
Road freight firemen and helpers	2	7,185	3,541.90
Road freight conductors	2	6,897	5,117.75
Road freight brakemen and flagmen	2	6,894	3,258.39
Policemen and watchmen	1	*40	39.67
All other employees	5	*1,483	2,195.43
Totals	115	264,557	\$142,150.38
		*10,318	
<b>Virginia and Truckee Railway—</b>			
General officers, \$3,000 per annum and upwards	1	*365	\$7,200.00
General officers, below \$3,000 per annum	6	*2,465	14,830.00
Clerks, \$900 per annum and upwards	4	7,144	4,135.00
Clerks, below \$900 per annum	2	4,872	1,382.25
Assistant engineers and draftsmen	1	*244	1,345.95
Section foremen	9	*3,285	8,690.00
Machinists	5	13,086	6,464.35
Boilermakers	1	2,530	1,250.61
Blacksmiths	1	2,504	1,440.00
Carpenters	4	15,234	7,176.11
Painters and upholsterers	2	5,283	2,608.45
Electricians	1	*140	513.66
Car inspectors	2	7,382	2,311.16
Other skilled laborers	4	7,903	3,628.20
Mechanics' helpers and apprentices	7	19,252	6,404.83

\*Total number of days on duty during the year.

## EMPLOYEES AND THEIR COMPENSATION—Continued

Class of employees	Average number during year	Number of hours worked	Total compensation
<b>VIRGINIA AND TRUCKEE RAILWAY—Continued</b>			
Sectionmen	25	87,343	\$21,178.93
Other unskilled laborers	1	3,070	863.33
Train dispatchers and directors	2	6,552	3,853.55
Agent-telegraphers	3	10,950	3,180.00
Station agents (nontelegraphers)	2	*683	2,400.00
Station-service employees	6	16,814	4,424.70
Engine-house men	4	14,606	4,564.27
Road freight engineers and motormen	2	8,513	4,415.00
Road freight firemen and helpers	2	8,463	3,020.49
Road freight conductors	2	8,266	3,353.00
Road freight brakemen and flagmen	4	14,638	4,844.91
Road passenger engineers and motormen	2	6,309	3,072.50
Road passenger firemen and helpers	1	4,138	1,313.37
Road passenger conductors	2	6,354	2,492.00
Road passenger brakemen and flagmen	1	4,125	1,219.53
Policemen and watchmen	3	*1,095	3,178.75
Totals	111	285,231 *8,277	\$137,722.90
<b>The Western Pacific Railroad—</b>			
General officers, \$3,000 per annum and upwards	13	*4,107	\$97,524.89
General officers, below \$3,000 per annum	13	*4,106	28,258.90
Division officers, \$3,000 per annum and upwards	2	*612	7,200.00
Division officers, below \$3,000 per annum	16	*5,786	32,437.30
Clerks, \$900 per annum and upwards	260	728,612	321,137.55
Clerks, below \$900 per annum	58	148,178	38,260.35
Messengers and attendants	9	*3,334	6,730.70
Assistant engineers and draftsmen	43	13,076	48,991.95
M. W. and S. foremen	24	*8,346	34,918.65
Section foremen	128	*46,007	114,067.14
General foremen, M. E. department	2	*713	3,687.60
Gang and other foremen, M. E. department	18	*8,371	33,906.80
Machinists	35	140,647	63,984.60
Boilermakers	18	81,486	38,070.60
Blacksmiths	12	43,610	18,834.85
Carpenters	171	499,202	172,992.05
Painters and upholsterers	10	28,720	10,315.15
Electricians	11	*6,574	17,444.80
Airbrake men	4	15,660	5,207.90
Car inspectors	22	131,374	39,761.90
Car repairers	58	217,145	63,179.30
Other skilled laborers	26	142,903	42,409.02
Mechanics' helpers and apprentices	179	607,698	175,626.62
Sectionmen	514	2,319,830	471,322.45
Other unskilled laborers	326	923,637	251,868.18
Traveling agents and solicitors	31	*8,990	50,450.63
Other traffic employees		*168	275.00
Train dispatchers and directors	13	40,044	23,280.85
Telegraphers, telephoners and block operators	59	195,127	61,977.65
Levermen (nontelegraphers)	8	31,508	6,458.10
Telegrapher-clerks	6	14,906	6,549.40
Agent-telegraphers	50	193,438	49,809.50
Station agents (nontelegraphers)	17	*6,590	24,067.50
Station masters and assistants	1	*965	1,020.00
Station-service employees	90	307,791	82,575.32
Yardmasters	7	*2,680	9,851.00
Yardmasters' assistants (not yard clerks)	2	*568	1,965.75
Yard engineers and motormen	15	53,471	29,493.60
Yard firemen and helpers	15	54,221	18,747.30
Yard conductors (or foremen)	15	53,826	26,521.40
Yard brakemen (switchmen or helpers)	30	106,839	51,189.00
Other yard employees	2	11,157	1,679.90
Hostlers	8	69,465	21,626.85
Engine-house men	31	170,798	39,460.40
Road freight engineers and motormen	66	200,375	163,712.75
Road freight firemen and helpers	66	202,775	105,842.25
Road freight conductors	55	186,201	125,812.20
Road freight brakemen and flagmen	118	366,924	180,656.35
Road passenger engineers and motormen	26	50,447	65,736.65
Road passenger firemen and helpers	25	50,492	42,434.35
Road passenger conductors	19	48,579	40,051.45
Road passenger brakemen and flagmen	37	97,034	47,123.60
Crossing flagmen and gatemen	22	*7,680	14,168.75
Floating equipment employees	51	189,353	63,738.20
Policemen and watchmen	11	*3,929	8,628.00
All other employees	90	*29,328	50,626.10
Road passenger baggage men		41	6.90
Totals	2,958	6,723,514 *161,310	\$3,554,906.95

\*Indicates number of days worked during year.

## GENERAL STATISTICS

Company	Number of revenue passen- gers carried		Number of revenue passen- gers carried one mile		Average miles carried— Revenue passengers	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	11,629,424	11,831,966	1,185,054,632	1,353,852,521	101.90	114.42
Bullfrog Goldfield Railroad	6,903	4,834	500,112	366,784	72.45	75.88
Central Pacific Railway						
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad	4,244	3,180	430,637	322,454	101.47	101.40
Los Angeles and Salt Lake Railroad	1,197,292	1,756,423	118,314,473	140,626,715	98.82	80.06
Nevada-California-Oregon Railway	23,869	22,524	1,765,631	1,734,326	73.97	77.00
Nevada Central Railroad	1,899	1,847	146,722	151,819	77.25	82.24
Nevada Copper Belt Railroad	7,482	11,705	106,482	174,016	14.23	14.87
Nevada Northern Railway	368,577	442,524	6,453,043	7,850,156	17.51	13.22
Nevada Transportation Company	1,666	1,531	84,677	85,935	50.82	56.13
Pioche Pacific Railroad						
Silver Peak Railroad	320	110	5,600	1,925	17.50	17.50
Southern Pacific Company	39,053,934	42,137,171	1,354,984,319	1,512,303,763	32.13	35.89
Tonopah and Goldfield Railroad	24,481	21,499	1,612,226	1,430,375	65.86	66.53
Tonopah and Tidewater Railroad	8,830	9,510	847,358	899,609	35.96	94.60
Virginia and Truckee Railway	72,032	85,497	1,837,141	2,276,466	25.56	26.63
The Western Pacific Railroad	193,679	239,444	47,972,564	70,485,435	247.69	294.37
Totals	52,594,632	56,569,565	2,720,115,617	3,092,562,299		

## GENERAL STATISTICS

Company	Average revenue per passenger		Average revenue per passenger mile		Passenger-service train revenue per mile of road	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$2.26097	\$2.61220	\$0.02219	\$0.02283	\$3,933.89	\$4,597.22
Bullfrog Goldfield Railroad .....	3.74599	4.01642	.05171	.05293	395.72	285.08
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	5.00385	5.23823	.04931	.05166	258.86	192.24
Los Angeles and Salt Lake Railroad .....	2.47921	1.97859	.02509	.02471	3,125.87	3,494.76
Nevada-California-Oregon Railway .....	3.63867	3.85596	.04919	.05008	460.08	438.37
Nevada Central Railroad .....	5.92733	6.96632	.07671	.08409	120.53	207.01
Nevada Copper Belt Railroad .....	1.35471	1.19731	.09519	.09054	367.64	525.13
Nevada Northern Railway .....	.39763	.42139	.02271	.02420	1,123.34	1,344.29
Nevada Transportation Company .....	5.21107	5.35725	.10252	.09544	103.36	112.61
Pioche Pacific Railroad .....						
Silver Peak Railroad .....	1.47740	1.81363	.08425	.10364	269.60	44.83
Southern Pacific Company .....	.70275	.78873	.02187	.02198	4,698.58	5,520.22
Tonopah and Goldfield Railroad .....	3.36350	3.68266	.05147	.05535	1,078.25	994.44
Tonopah and Tidewater Railroad .....	4.98515	5.06302	.05195	.05352	392.46	364.12
Virginia and Truckee Railway .....	.88080	.89268	.03454	.03322	1,175.34	1,361.59
The Western Pacific Railroad .....	5.41098	6.15400	.02184	.02091	1,411.46	1,737.70

## GENERAL STATISTICS

Company	Passenger service train revenue per train mile		Revenue freight—Tons		Revenue freight—Ton-miles	
	1916	1917	1916	1917*	1916	1917
Achison, Topeka and Santa Fe Railway.....	\$1.51	\$1.75	28,694,989	31,320,927	9,050,401,108	10,789,599,943
Bullfrog Goldfield Railroad.....	.68	.92	44,050	34,189	3,043,874	2,446,619
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....	.41	.57	29,673	25,047	3,314,729	2,720,773
Los Angeles and Salt Lake Railroad.....	1.57	1.81	3,731,202	3,984,823	671,490,448	722,502,535
Nevada-California-Oregon Railway.....	.64	.49	70,457	83,388	6,419,394	7,252,802
Nevada Central Railroad.....	1.44	1.16	5,678	15,108	434,441	632,332
Nevada Copper Belt Railroad.....	.34	.60	45,561	361,806	1,023,313	7,147,564
Nevada Northern Railway.....	.96	1.25	4,748,111	5,216,032	141,558,727	160,457,592
Nevada Transportation Company.....	.51	.56	18,125	14,908	755,202	762,681
Pioche Pacific Railroad.....			22,820	14,102	241,658	146,662
Silver Peak Railroad.....	.12	.07	1,561	1,638	24,098	28,665
Southern Pacific Company.....	1.39	1.65	25,904,486	28,574,928	7,422,906,748	9,233,610,428
Tonopah and Goldfield Railroad.....	1.63	1.53	257,769	243,378	10,022,736	8,638,664
Tonopah and Tidewater Railroad.....	.56	.58	119,567	121,632	14,315,703	13,003,277
Virginia and Truckee Railway.....	.69	.80	116,366	125,190	4,620,664	4,841,281
The Western Pacific Railroad.....	1.00	1.23	1,777,682	2,329,118	1,020,082,624	1,186,336,845
Totals.....			65,588,097	72,466,215	18,350,655,467	22,140,128,663

GENERAL STATISTICS

## GENERAL STATISTICS

Company	Revenue freight—Average miles hauled		Average revenue per ton of freight		Average revenue per ton-mile of freight	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	315.40	344.49	\$2.98327	\$3.15449	\$0.00946	\$0.00916
Bullfrog Goldfield Railroad .....	69.10	71.56	2.11109	2.56974	.03055	.03591
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	111.71	108.63	3.37638	3.05984	.03022	.02817
Los Angeles and Salt Lake Railroad .....	179.97	181.31	2.04309	2.06606	.01135	.01139
Nevada-California-Oregon Railway .....	91.11	86.98	3.67555	3.09086	.04034	.03554
Nevada Central Railroad .....	76.54	41.86	4.85311	3.03931	.06338	.07262
Nevada Copper Belt Railroad .....	22.46	19.76	1.74520	.58963	.07770	.02968
Nevada Northern Railway .....	29.81	30.76	.40341	.42950	.01353	.01411
Nevada Transportation Company .....	41.72	51.16	3.58016	4.21485	.08594	.08240
Pioche Pacific Railroad .....	11.07	10.39	1.14629	1.23222	.10876	.11842
Silver Peak Railroad .....	15.45	17.50	1.81000	2.96700	.11729	.16950
Southern Pacific Company .....	286.55	323.14	2.84546	3.04585	.00993	.00943
Tonopah and Goldfield Railroad .....	38.88	35.49	1.96276	2.00269	.05048	.05642
Tonopah and Tidewater Railroad .....	119.73	106.91	3.67113	3.34106	.03066	.03125
Virginia and Truckee Railway .....	39.71	38.67	1.47821	1.42708	.03723	.03590
The Western Pacific Railroad .....	573.82	509.35	3.79200	3.12135	.00661	.00671

GENERAL STATISTICS

## GENERAL STATISTICS

Company	Freight revenue per mile of road		Freight revenue per train mile		Operating revenue per mile of road	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$9,912.09	\$11,432.29	\$4.06	\$4.24	\$14,077.46	\$16,312.63
Bullfrog Goldfield Railroad	1,073.85	1,014.63	1.85	3.27	1,557.12	1,320.36
Central Pacific Railway						
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad	843.26	645.06	1.35	1.92	1,119.99	842.54
Los Angeles and Salt Lake Railroad	6,608.29	7,128.76	4.39	4.51	10,104.96	11,054.59
Nevada-California-Oregon Railway	945.93	936.87	1.52	.97	1,430.86	1,395.35
Nevada Central Railroad	295.24	492.15	1.93	2.74	501.81	730.39
Nevada Copper Belt Railroad	1,917.33	5,115.48	6.27	6.83	2,339.62	6,055.48
Nevada Northern Railway	11,601.92	13,717.87	7.15	7.84	12,835.34	15,217.44
Nevada Transportation Company	772.51	742.84	2.73	3.02	975.99	907.83
Pioche Pacific Railroad	1,642.67	1,086.13	4.90	4.85	1,642.67	1,086.13
Silver Peak Railroad	161.45	277.71	.27	.97	245.74	299.32
Southern Pacific Company	10,447.04	12,265.21	5.17	5.34	15,597.12	18,335.96
Tonopah and Goldfield Railroad	4,460.76	4,297.78	6.96	5.87	5,768.01	5,516.37
Tonopah and Tidewater Railroad	2,588.58	2,403.62	3.80	3.77	2,981.86	2,776.32
Virginia and Truckee Railway	2,549.10	2,647.54	2.90	2.91	3,853.14	4,162.06
The Western Pacific Railroad	7,155.95	8,293.23	3.65	4.04	8,779.37	10,301.58

RECEIVED &gt; 1/18/18

## GENERAL STATISTICS

Company	Operating revenue per train mile		Operating expenses per mile of road		Operating expenses per train mile	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	\$2.96	\$3.23	\$8,440.63	\$10,240.78	\$1.77	\$2.03
Bullfrog Goldfield Railroad.....	2.68	4.26	1,196.56	1,006.78	2.06	3.25
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....	1.73	2.51	981.55	701.89	1.52	2.09
Los Angeles and Salt Lake Railroad.....	2.92	3.18	5,905.97	6,694.40	1.71	1.92
Nevada-California-Oregon Railway.....	1.60	1.27	1,181.10	1,258.73	1.32	1.14
Nevada Central Railroad.....	3.27	4.03	368.48	390.26	2.41	2.15
Nevada Copper Belt Railroad.....	1.69	3.74	1,339.62	2,679.87	.97	1.65
Nevada Northern Railway.....	4.60	5.39	5,179.76	6,467.92	1.86	2.29
Nevada Transportation Company.....	3.41	3.66	475.95	586.78	1.68	2.38
Pioche Pacific Railroad.....	4.90	4.85	1,258.51	988.50	3.75	4.42
Silver Peak Railroad.....	4.06	1.05	599.85	304.48	9.92	1.07
Southern Pacific Company.....	2.97	3.33	9,479.22	11,475.34	1.80	2.08
Tonopah and Goldfield Railroad.....	5.02	7.23	3,182.91	2,748.58	3.27	3.60
Tonopah and Tidewater Railroad.....	4.35	4.35	1,351.97	1,178.12	1.97	1.85
Virginia and Truckee Railway.....	2.09	2.29	3,156.55	3,128.69	1.72	1.72
The Western Pacific Railroad.....	2.61	2.97	5,255.88	6,442.14	1.56	1.86

PROPERTY STATEMENT

## GENERAL STATISTICS

Company	Operating revenue or deficit per mile of road		Average number of passengers per car mile		Average number of passengers per train mile	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	\$5,136.83	\$6,071.85	12.87	14.48	52.50	59.47
Bullfrog Goldfield Railroad	360.56	313.58	9.78	13.70	9.94	13.67
Central Pacific Railway						
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad	138.44	140.65	5.76	8.08	5.80	8.08
Los Angeles and Salt Lake Railroad	4,198.99	4,360.19	11.94	14.12	51.48	63.02
Nevada-California-Oregon Railway	249.76	136.63	4.34	3.92	8.96	7.12
Nevada Central Railroad	134.39	340.12	1.01	.94	1.02	.90
Nevada Copper Belt Railroad	1,000.00	3,375.61	2.38	4.82	2.38	4.82
Nevada Northern Railway	7,655.58	8,749.52	16.18	21.03	33.54	44.23
Nevada Transportation Company	487.89	322.22	4.39	4.91	4.51	5.04
Pioche Pacific Railroad	383.68	98.32				
Silver Peak Railroad	353.85	544.23	.53	.38	.53	.38
Southern Pacific Company	6,117.90	6,860.62	14.42	16.31	51.57	61.97
Tonopah and Goldfield Railroad	2,585.10	2,767.79	10.76	9.70	21.50	19.38
Tonopah and Tidewater Railroad	1,629.89	1,598.20	4.25	5.45	8.40	8.52
Virginia and Truckee Railway	696.59	1,033.38	11.64	14.35	15.87	19.85
The Western Pacific Railroad	3,523.99	3,958.45	8.27	11.01	36.10	51.75

*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	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	6.84	6.87	17.75	19.05	429.40	463.01
Bullfrog Goldfield Railroad	2.00	1.01	19.72	19.11	60.68	91.18
Central Pacific Railway						
Eureka Nevada Railway					44.81	68.22
Las Vegas and Tonopah Railroad	2.00	1.01	17.19	18.65	386.54	395.96
Los Angeles and Salt Lake Railroad	6.40	6.70	19.91	21.60	37.61	27.25
Nevada-California-Oregon Railway	3.50	1.00	7.52	7.34	30.38	37.82
Nevada Central Railroad	1.01	.96	7.75	8.66	79.55	230.25
Nevada Copper Belt Railroad	1.00	1.00	19.59	34.97	528.14	554.71
Nevada Northern Railway	2.68	2.67	44.38	44.12	32.57	44.79
Nevada Transportation Company	1.03	1.03	7.21	10.22	45.01	40.98
Pioche Pacific Railroad			12.45	14.50	2.27	.57
Silver Peak Railroad	1.00	1.00	33.37	30.93	525.93	566.61
Southern Pacific Company	5.45	5.74	20.86	22.41	137.88	104.05
Tonopah and Goldfield Railroad	3.50	2.94	23.96	23.13	123.85	120.62
Tonopah and Tidewater Railroad	1.30	1.58	25.06	26.64	22.28	77.89
Virginia and Truckee Railway	2.82	2.97	21.71	22.28	553.35	601.69
The Western Pacific Railroad	6.91	6.83	22.55	25.48		

GENERAL STATISTICS

## GENERAL STATISTICS

Company	Average number of loaded cars per train mile		Average number of empty cars per train mile		Average mileage operated during year	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	26.81	26.62	9.57	10.43	8,636.42	8,642.32
Bullfrog Goldfield Railroad .....	3.08	4.77	2.07	2.99	86.59	86.58
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	2.61	3.66	1.88	2.37	118.81	118.81
Los Angeles and Salt Lake Railroad .....	20.00	18.86	7.03	6.87	1,153.58	1,154.88
Nevada-California-Oregon Railway .....	10.25	6.56	7.79	3.91	273.77	275.11
Nevada Central Railroad .....	3.92	4.36	2.83	3.01	93.30	93.30
Nevada Copper Belt Railroad .....	4.06	6.58	2.63	5.54	41.47	41.47
Nevada Northern Railway .....	11.90	12.57	9.76	10.88	165.10	165.10
Nevada Transportation Company .....	3.51	4.38	2.53	1.70	84.00	84.60
Pioche Pacific Railroad .....	3.63	2.82	1.29	1.91	16.00	16.00
Silver Peak Railroad .....	.07	.02	.06	.02	17.50	17.50
Southern Pacific Company .....	26.84	26.66	10.41	10.53	6,979.02	7,091.19
Tonopah and Goldfield Railroad .....	10.25	7.14	7.74	6.37	113.42	113.41
Tonopah and Tidewater Railroad .....	7.08	7.50	3.80	3.13	169.57	169.07
Virginia and Truckee Railway .....	3.78	3.77	2.36	1.82	67.48	67.48
The Western Pacific Railroad .....	24.54	23.64	6.81	8.26	942.01	960.87

GENERAL STATISTICS

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Grain		Flour		Other mill products	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	2,561,425	1,659,546	616,815	573,951	338,771	328,366
Bullfrog Goldfield Railroad.....	174	159	355	344	31	111
Central Pacific Railway.....	---	---	---	---	---	---
Eureka Nevada Railway.....	---	---	---	---	---	---
Las Vegas and Tonopah Railroad.....	37	62	329	235	55	109
Los Angeles and Salt Lake Railroad.....	51,347	50,697	14,145	12,291	18,580	23,554
Nevada-California-Oregon Railway.....	2,699	1,980	329	449	15	133
Nevada Central Railroad.....	---	---	---	---	---	---
Nevada Copper Belt Railroad.....	557	670	146	259	---	---
Nevada Northern Railway.....	860	917	1,261	1,595	17	70
Nevada Transportation Company.....	---	---	---	---	---	---
Pioche Pacific Railroad.....	---	---	---	---	---	---
Silver Peak Railroad.....	---	---	---	---	---	---
Southern Pacific Company.....	1,048,171	1,039,901	148,397	144,942	349,413	188,895
Tonopah and Goldfield Railroad.....	1,275	813	903	673	53	58
Tonopah and Tidewater Railroad.....	156	---	243	219	215	136
Virginia and Truckee Railway.....	2,327	1,838	356	227	321	642
The Western Pacific Railroad.....	59,040	105,400	12,881	11,213	10,652	7,547
Totals.....	3,728,068	2,861,983	796,160	746,398	718,123	549,621

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Hay		Tobacco		Cotton	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	476,519	532,691			72,691	63,733
Bullfrog Goldfield Railroad .....	82	56				
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	16					
Los Angeles and Salt Lake Railroad .....	19,643	17,733	324	114	16	2,527
Nevada-California-Oregon Railway .....	337	3,381				
Nevada Central Railroad .....						
Nevada Copper Belt Railroad .....	45	404				
Nevada Northern Railway .....	603	563				
Nevada Transportation Company .....						
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....	502,554	473,494	14,749	23,511	55,358	54,928
Tonopah and Goldfield Railroad .....	2,440	2,128				
Tonopah and Tidewater Railroad .....		176				
Virginia and Truckee Railway .....	4,867	4,814				
The Western Pacific Railroad .....	27,518	20,544	7,627	7,182	11,880	17,139
Totals .....	1,034,524	1,055,974	22,700	30,807	139,945	138,327

TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR  
 1916 1917

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Fruit and vegetables		Other products of agriculture		Total products of agriculture	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	1,478,566	1,563,337	318,845	390,646	5,863,632	5,112,270
Bullfrog Goldfield Railroad.....	1,932	1,619			2,574	2,289
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....	1,941	1,583			2,378	1,989
Los Angeles and Salt Lake Railroad.....	224,336	254,369	8,632	14,994	336,923	376,279
Nevada-California-Oregon Railway.....	481	676	178	481	4,039	7,100
Nevada Central Railroad.....					363	481
Nevada Copper Belt Railroad.....	5,541	6,737			6,289	8,070
Nevada Northern Railway.....	2,162	2,838	125	184	5,028	6,167
Nevada Transportation Company.....					1,224	722
Pioche Pacific Railroad.....						
Silver Peak Railroad.....						
Southern Pacific Company.....	3,111,660	3,227,015	142,565	350,964	43	19
Tonopah and Goldfield Railroad.....	2,162	1,893	179		5,372,857	5,503,640
Tonopah and Tidewater Railroad.....		16			7,012	5,565
Virginia and Truckee Railway.....	1,199	1,088	15		614	547
The Western Pacific Railroad.....	141,773	130,459	26,919	156	9,085	8,765
Totals.....	4,971,753	5,191,630	497,448	789,672	11,910,351	11,365,634

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Live Stock		Dressed Meats		Other packing-house products	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	1,196,997	1,393,826	62,165	55,356	76,960	71,543
Bullfrog Goldfield Railroad .....	204	378				
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	357	695				
Los Angeles and Salt Lake Railroad .....	46,551	50,013	1,073	698	2,761	3,812
Nevada-California-Oregon Railway .....	24,806	25,747				
Nevada Central Railroad .....						
Nevada Copper Belt Railroad .....	2,156	2,674				
Nevada Northern Railway .....	6,412	3,662			14	25
Nevada Transportation Company .....						
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....	507,223	573,065	32,487	32,484	58,948	57,225
Tonopah and Goldfield Railroad .....	270	322	383	35	148	54
Tonopah and Tidewater Railroad .....	70	156				
Virginia and Truckee Railway .....	10,878	8,083				
The Western Pacific Railroad .....	35,455	56,700	96	288	7,506	4,673
Totals .....	1,831,379	2,115,261	96,204	88,861	146,337	137,332

REPORT OF THE RAILROAD COMMISSION OF NEVADA  
 TONNAGE STATISTICS

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Poultry, game, and fish		Wool		Hides and leather	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway	19,931	15,026	24,656	16,456	10,830	12,599
Bullfrog Goldfield Railroad						
Central Pacific Railway						
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad						
Los Angeles and Salt Lake Railroad	4,691	11,292	5,076	5,424	3,085	2,719
Nevada-California-Oregon Railway			1,026	1,053	27	
Nevada Central Railroad			71	53		
Nevada Copper Belt Railroad			338	353	85	112
Nevada Northern Railway						
Nevada Transportation Company						
Pioche Pacific Railroad						
Silver Peak Railroad						
Southern Pacific Company	52,360	61,198	31,676	15,740	25,430	28,838
Tonopah and Goldfield Railroad						
Tonopah and Tidewater Railroad						
Virginia and Truckee Railway			366	369		
The Western Pacific Railroad	5,871	10,817	12,070	4,470	6,340	12,065
Totals	82,853	98,333	75,279	43,918	45,797	56,353

TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR  
 TONNAGE STATISTICS

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Other products of animals		Total products of animals		Anthracite coal	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	177,732	185,837	1,569,271	1,750,643	65,620	26,929
Bullfrog Goldfield Railroad .....	58	68	262	446		
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	20	68	377	763		
Los Angeles and Salt Lake Railroad .....	16,229	16,890	79,466	90,848	112	136
Nevada-California-Oregon Railway .....	20		25,879	26,800		
Nevada Central Railroad .....			2,384	1,330		
Nevada Copper Belt Railroad .....			2,227	2,727		
Nevada Northern Railway .....	20	26	6,869	4,178		
Nevada Transportation Company .....			785	1,265		
Pioche Pacific Railroad .....						
Silver Peak Railroad .....			18	2		
Southern Pacific Company .....	210,061	269,525	918,185	1,038,015	3,225	4,070
Tonopah and Goldfield Railroad .....	177	137	978	548	40	
Tonopah and Tidewater Railroad .....			70	156		
Virginia and Truckee Railway .....			11,244	8,462	20	22
The Western Pacific Railroad .....	5,885	8,551	73,223	97,584	2,452	5,722
Totals .....	410,202	481,102	2,691,238	3,023,757	71,469	36,879

TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR  
 TONNAGE STATISTICS

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Bituminous coal		Coke		Ores	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	3,586,475	4,163,359	390,803	534,578	4,912,947	5,366,935
Bullfrog Goldfield Railroad .....	4,277	6,064	102	135	7,421	1,250
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	5,165	5,993	78	54	5,261	2,113
Los Angeles and Salt Lake Railroad .....	323,108	479,279	66,789	69,945	1,220,860	1,139,625
Nevada-California-Oregon Railway .....	1,309	2,244			659	385
Nevada Central Railroad .....						
Nevada Copper Belt Railroad .....	1,756	3,734			22,403	321,115
Nevada Northern Railway .....	119,744	188,941	683	876	4,037,320	4,701,929
Nevada Transportation Company .....						
Proche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....	385,598	572,463	172,031	304,731	1,257,822	1,407,040
Tonopah and Goldfield Railroad .....	7,722	8,533	255	196	182,706	167,388
Tonopah and Tidewater Railroad .....	367	507	51	86	20,907	27,610
Virginia and Truckee Railway .....	4,613	5,294	30	48	713	556
The Western Pacific Railroad .....	354,038	463,105	14,473	21,671	79,378	105,730
Totals .....	4,794,192	5,899,516	645,295	932,320	11,748,397	13,241,676

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Stone, sand, etc.		Other products of mines		Total products of mines	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	1,776,181	1,678,366	2,328,513	2,906,549	13,060,519	14,676,716
Bullfrog Goldfield Railroad .....	755	38	164	305	12,719	7,792
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	37	25	74	164	10,615	8,349
Los Angeles and Salt Lake Railroad .....	544,762	459,402	86,233	270,873	2,241,864	2,419,260
Nevada-California-Oregon Railway .....	322	275	1,010	688	3,300	3,592
Nevada Central Railroad .....					1,156	9,987
Nevada Copper Belt Railroad .....	1,184	8,678			25,343	333,527
Nevada Northern Railway .....	67,864	82,002	338	15,186	4,225,949	*5,011,958
Nevada Transportation Company .....					10,643	11,004
Pioche Pacific Railroad .....					16,760	10,141
Silver Peak Railroad .....					748	106
Southern Pacific Company .....	4,208,625	3,925,377	2,483,054	2,759,582	8,510,355	8,973,263
Tonopah and Goldfield Railroad .....	1,378	543	489	183	192,590	176,843
Tonopah and Tidewater Railroad .....	1,076	1,197	85,234	80,624	107,655	110,024
Virginia and Truckee Railway .....	297	3,471	59,261	61,941	64,934	71,332
The Western Pacific Railroad .....	79,384	290,694	20,277	43,008	550,002	929,930
Totals .....	6,681,845	6,450,068	5,064,647	6,139,103	29,635,152	32,753,824

\*Includes 23,024 tons of bullion copper.

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Lumber		Other forest products		Total forest products	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	1,046,908	1,229,482	384,437	391,752	1,431,345	1,621,234
Bullfrog Goldfield Railroad.....	1,668	929		226	1,668	1,155
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....	1,760	516			1,760	516
Los Angeles and Salt Lake Railroad.....	410,193	395,363	4,708	9,291	414,901	404,654
Nevada-California-Oregon Railway.....	17,730	19,442	5,402	11,109	23,132	30,551
Nevada Central Railroad.....					498	1,112
Nevada Copper Belt Railroad.....	3,888	5,616	166	266	4,054	5,882
Nevada Northern Railway.....	15,592	39,286	11		15,603	39,296
Nevada Transportation Company.....					346	210
Pioche Pacific Railroad.....					230	229
Silver Peak Railroad.....					510	8
Southern Pacific Company.....	3,810,386	4,438,421	550,080	705,332	4,360,466	5,143,753
Tonopah and Goldfield Railroad.....	22,892	17,760	1,599	1,168	24,491	18,928
Tonopah and Tidewater Railroad.....	776	510	1,865	1,683	2,641	2,193
Virginia and Truckee Railway.....	4,090	4,874	6,042	5,805	10,132	10,679
The Western Pacific Railroad.....	113,139	128,027	12,479	20,692	125,618	148,719
Totals.....	5,449,022	6,280,226	966,789	1,147,324	6,417,395	7,429,109

TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR  
 1916 1917

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Petroleum and other oils		Sugar		Naval stores	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	1,153,476	1,643,520	284,256	372,196		
Bullfrog Goldfield Railroad .....	5,566	6,468	97	201		
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	3,049	1,798	77	201		
Los Angeles and Salt Lake Railroad .....	62,748	43,730	50,169	52,346	55	215
Nevada-California-Oregon Railway .....	1,559	1,821	196	199		
Nevada Central Railroad .....						
Nevada Copper Belt Railroad .....	1,294	1,109				
Nevada Northern Railway .....	64,155	93,091	322	431		
Nevada Transportation Company .....						
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....						
Tonopah and Goldfield Railroad .....	646,777	841,971	458,587	528,931	882	21,459
Tonopah and Tidewater Railroad .....	13,264	16,468	200	242		
Virginia and Truckee Railroad .....	1,406	627	21			
The Western Pacific Railroad .....	5,814	7,045		18		
Totals .....	116,970	135,318	83,203	87,935	302	575
Totals .....	2,076,078	2,792,966	877,128	1,042,699	1,239	22,249

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Iron—Pig and bloom		Iron and steel rails		Other castings and machinery	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railroad	89,690	124,039	42,649	69,289	575,016	817,976
Bullfrog Goldfield Railroad	51		6,912	314	722	1,567
Central Pacific Railway						
Eureka Nevada Railway						
Las Vegas and Tonopah Railroad	25		115	353	399	472
Los Angeles and Salt Lake Railroad	21,310	23,188	11,590	9,962	48,075	61,154
Nevada-California-Oregon Railway				561	130	269
Nevada Central Railroad						
Nevada Copper Belt Railroad			269	121	433	637
Nevada Northern Railway	609	1,210	490	609	2,272	6,154
Nevada Transportation Company						
Pioche Pacific Railroad						
Silver Peak Railroad						
Southern Pacific Company	175,372	82,654	39,195	46,789	371,355	445,752
Tonopah and Goldfield Railroad	141	195	190	206	1,005	1,882
Tonopah and Tidewater Railroad			131	108	521	700
Virginia and Truckee Railway					456	621
The Western Pacific Railroad	7,329	19,186	13,533	11,834	63,241	53,838
Totals	294,521	250,472	115,014	140,145	1,063,625	1,391,022

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Bar and sheet metal		Cement, brick, and lime		Agricultural implements	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....						
Bullfrog Goldfield Railroad .....	186,143	297,575	1,479,047	1,363,398	72,091	78,024
Central Pacific Railway .....	126	315	5,415	5,862		
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....						
Los Angeles and Salt Lake Railroad .....	97	131	5,404	5,581		
Nevada-California-Oregon Railway .....	32,729	57,385	122,342	156,247	2,415	2,808
Nevada Central Railroad .....		30	470	675	278	198
Nevada Copper Belt Railroad .....						
Nevada Northern Railway .....			573	905	14	93
Nevada Transportation Company .....	1,724	1,789	4,049	7,917	25	164
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....						
Tonopah and Goldfield Railroad .....	329,437	466,178	1,249,965	1,325,562	30,155	47,168
Tonopah and Tidewater Railroad .....	288		1,926	2,117		
Virginia and Truckee Railway .....	60	196	192	511		
The Western Pacific Railroad .....	141		3,031	3,520	32	19
Totals .....	47,964	118,371	28,650	31,841	3,449	65
	598,709	941,970	2,901,004	2,904,126	108,519	134,303

TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR  
 TONNAGE STATISTICS

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Wagons, carriages, tools, etc.		Wines, liquors, and beers		Household goods and furniture	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	145,656	195,652	139,145	157,464	106,634	113,591
Bullfrog Goldfield Railroad .....	29	29	1,220	962		16
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	8	12	617	401		
Los Angeles and Salt Lake Railroad .....	15,636	18,192	16,049	17,770	13,346	6,647
Nevada-California-Oregon Railway .....	92	172	59	24		
Nevada Central Railroad .....						
Nevada Copper Belt Railroad .....		26	262	426		
Nevada Northern Railway .....	44	207	2,570	4,658	44	
Nevada Transportation Company .....						
Pioche Pacific Railroad .....						
Silver Peak Railroad .....						
Southern Pacific Company .....	103,496	122,336	310,769	385,330	48,996	59,560
Tonopah and Goldfield Railroad .....	135	31	2,081	2,188	26	
Tonopah and Tidewater Railroad .....	120	52	600	609	147	121
Virginia and Truckee Railroad .....	125	44		14	40	119
The Western Pacific Railroad .....	11,222	11,117	25,508	31,122	9,530	8,539
Totals .....	276,563	347,870	498,880	600,968	178,763	188,593

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Other manufactures		Total manufactures		Less than carload goods	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	928,837	1,131,460	5,202,640	6,264,183	1,470,347	1,648,446
Bullfrog Goldfield Railroad .....	1,960	2,140	22,068	17,864	2,798	2,542
Central Pacific Railway .....						
Eureka Nevada Railway .....						
Las Vegas and Tonopah Railroad .....	1,118	727	10,909	9,676	2,203	1,723
Los Angeles and Salt Lake Railroad .....	67,373	78,168	463,807	527,812	126,380	113,053
Nevada-California-Oregon Railway .....	630	351	3,414	4,300	9,341	8,881
Nevada Central Railroad .....			308	797		1,257
Nevada Copper Belt Railroad .....		843	2,845	4,160	4,207	6,594
Nevada Northern Railway .....	2,807	6,476	79,075	122,706	9,650	12,609
Nevada Transportation Company .....			2,424	306		804
Pioche Pacific Railroad .....			4,928	3,356		376
Silver Peak Railroad .....			170	922		29
Southern Pacific Company .....	924,476	1,177,958	4,689,402	5,551,647	1,538,793	1,529,475
Tonopah and Goldfield Railroad .....	2,940	3,963	22,196	26,392	6,911	10,756
Tonopah and Tidewater Railroad .....	1,385	2,265	4,583	5,208	3,160	2,695
Virginia and Truckee Railway .....	544	1,157	10,243	12,603	9,513	3,280
The Western Pacific Railroad .....	189,660	151,832	600,561	667,272	91,261	89,915
Totals .....	2,121,720	2,556,440	11,119,593	13,319,204	3,274,564	3,432,435

**TONNAGE STATISTICS**  
**TOTAL TONNAGE OF VARIOUS COMMODITIES CARRIED DURING YEAR**

Company	Miscellaneous		Total tonnage—Entire line	
	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	97,235	137,435	28,694,989	31,310,927
Bullfrog Goldfield Railroad .....	1,941	2,101	44,050	34,189
Central Pacific Railway .....				
Eureka Nevada Railway .....	1,431	2,031	29,673	25,047
Las Vegas and Tonopah Railroad .....	67,861	52,917	3,731,202	3,984,823
Los Angeles and Salt Lake Railroad .....	1,352	2,164	70,457	83,388
Nevada-California-Oregon Railway .....	969	144	5,678	15,108
Nevada Central Railroad .....	596	846	45,561	361,806
Nevada Copper Belt Railroad .....	11,485	19,128	4,353,659	5,216,082
Nevada Northern Railway .....	2,702	597	18,124	14,908
Nevada Transportation Company .....	901		22,819	14,102
Pioche Pacific Railroad .....	72	552	1,561	1,638
Silver Peak Railroad .....	514,428	835,135	25,904,486	28,574,928
Southern Pacific Company .....	3,591	4,346	257,769	243,378
Tonopah and Goldfield Railroad .....	844	809	119,567	121,632
Tonopah and Tidewater Railroad .....	1,215	10,079	116,366	125,190
Virginia and Truckee Railway .....	38,727	63,967	1,777,682	2,329,118
The Western Pacific Railroad .....				
Totals .....	745,350	1,132,251	65,193,643	72,466,214

## TOTAL TAXES PAID IN VARIOUS STATES

Company	Nevada		California		Utah	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	\$1,448.49	\$1,198.26	\$1,059,730.27	\$1,142,621.88		\$6.02
Bullfrog Goldfield Railroad .....	9,497.92	7,984.82	2.32	200.00		
Central Pacific Railway <sup>a</sup> .....						
Eureka Nevada Railway <sup>b</sup> .....	430.83	912.29				
Las Vegas and Tonopah Railroad .....	13,265.79	11,626.81	368.42	350.00	\$225.00	225.00
Los Angeles and Salt Lake Railroad .....	168,486.82	196,049.69	199,602.05	224,992.62	197,260.74	240,197.24
Nevada-California-Oregon Railway .....	4,128.75	5,534.95	17,400.21	17,163.93		
Nevada Central Railroad <sup>b</sup> .....	1,611.49	2,089.01				
Nevada Copper Belt Railroad <sup>b</sup> .....	4,396.44	4,590.50				
Nevada Northern Railway .....	57,070.37	75,349.20				
Nevada Transportation Company .....	1,647.21	2,898.37				
Pioche Pacific Railroad .....						
Silver Peak Railroad <sup>b</sup> .....	781.50	839.08				
Southern Pacific Company .....	563,910.35	682,800.86	3,321,681.85	3,346,556.21	156,349.43	185,162.73
Tonopah and Goldfield Railroad .....	42,174.27	41,351.53	1.13	1.17		
Tonopah and Tidewater Railroad .....	2,767.53	2,930.24	17,589.56	21,308.17		
Virginia and Truckee Railway .....	21,896.82	21,299.86				
The Western Pacific Railroad .....	149,181.95	188,352.01	180,959.55	210,642.30	46,194.89	61,411.55
Totals .....	\$1,047,518.56	\$1,245,807.48	\$4,782,513.33	\$4,963,836.28	\$400,030.06	\$487,002.54

<sup>a</sup>Taxes paid by the Southern Pacific Company.

<sup>b</sup>No segregation shown of taxes paid. Entire road in Nevada and total taxes paid carried under Nevada account.

## TAXES PAID IN VARIOUS STATES

Company	Oregon		Various		Total taxes accrued	
	1916	1917	1916	1917	1916	1917
Atchison, Topoka and Santa Fe Railway		\$6.67	\$4,814,561.89	\$9,441,326.30	\$5,875,740.65	\$10,585,159.13
Bullfrog Goldfield Railroad			128.59	27.57	9,628.83	8,212.39
Central Pacific Railway					430.83	912.29
Eureka Nevada Railway					13,859.21	12,201.81
Las Vegas and Tonopah Railroad					585,220.08	783,444.21
Los Angeles and Salt Lake Railroad			19,870.47	122,204.66	23,373.24	24,640.11
Nevada-California-Oregon Railway	\$1,832.61	919.18	11.67	1,022.05	1,611.49	2,089.01
Nevada Central Railroad					4,484.14	6,066.90
Nevada Copper Belt Railroad			87.70	1,476.40	72,063.62	423,674.35
Nevada Northern Railway			14,993.25	348,325.15	1,647.21	2,898.37
Nevada Transportation Company					781.50	839.08
Pioche Pacific Railroad					6,290,487.43	9,554,151.74
Silver Peak Railroad					44,770.71	62,777.63
Southern Pacific Company	608,893.96	698,922.87	1,650,151.84	4,640,709.07	21,357.05	26,232.10
Tonopah and Goldfield Railroad			2,595.31	21,424.93	22,292.58	21,861.51
Tonopah and Tidewater Railroad			1,000.00	1,993.68	376,459.17	492,297.07
Virginia and Truckee Railway			305.77	561.65		
The Western Pacific Railroad			122.78	31,891.21		
Totals	\$610,226.57	\$699,848.72	\$6,503,829.27	\$14,610,962.67	\$13,344,117.79	\$22,007,457.70

\*Taxes paid by the Southern Pacific Company.

## TOTAL TAXES PAID IN VARIOUS STATES

Railroad and State	1916	1917	Railroad and State	1916	1917
<b>ATCHISON, TOPEKA AND SANTA FE RAILWAY--</b>			<b>NEVADA NORTHERN RAILWAY--</b>		
Illinois.....	\$266,797.75	\$380,205.67	Maine.....	\$125.00	\$125.00
Iowa.....	33,101.17	26,816.27	United States Government.....	14,868.25	348,200.15
Missouri.....	131,466.13	132,718.56	<b>SOUTHERN PACIFIC COMPANY--</b>		
Kansas.....	1,461,490.67	1,807,205.57	Arizona.....	437,650.60	400,094.61
Oklahoma.....	637,600.76	800,556.54	New Mexico.....	89,816.96	144,975.95
Colorado.....	250,539.28	296,941.47	Mexico.....	1,378.25	1,392.14
New Mexico.....	674,731.73	977,073.80	Kentucky.....	197,493.90	145,248.74
Arizona.....	538,838.10	525,596.91	Cuba.....	468.75	.....
Nebraska.....	149.93	888.44	United States Government.....	923,343.26	3,946,881.68
Other States.....	1.32	173.86	Other States.....	.....	2,227.11
Canada.....	25.85	195.21	<b>TONOPAH AND GOLDFIELD RAILROAD--</b>		
United States Government.....	820,170.76	4,492,954.00	Pennsylvania.....	5.83	.....
<b>BULLFROG GOLDFIELD RAILROAD--</b>			United States Government.....	2,589.48	21,424.93
United States Government.....	128.59	27.57	<b>TONOPAH AND TIDEWATER RAILROAD--</b>		
<b>LOS ANGELES AND SALT LAKE RAILROAD--</b>			New Jersey.....	1,000.00	1,500.00
Illinois.....	11.22	6.10	United States Government.....	.....	493.68
Colorado.....	4.92	*1.93	<b>VIRGINIA AND TRUCKEE RAILWAY--</b>		
United States Government.....	19,854.33	122,196.63	United States Government.....	305.77	561.65
<b>NEVADA-CALIFORNIA-OREGON RAILWAY--</b>			<b>THE WESTERN PACIFIC RAILROAD--</b>		
United States Government.....	11.67	1,022.05	United States Government.....	122.78	31,891.21
<b>NEVADA COPPER BELT RAILROAD--</b>			<b>Totals.....</b>		
Maine.....	75.00	75.00		\$6,503,829.17	\$14,611,073.83
United States Government.....	12.70	1,401.40			

\*Tax paid in Missouri.

## CONSUMPTION OF FUEL BY LOCOMOTIVES

Company	Coal—Tons		Fuel oil—Gallons		Total fuel consumed—Tons	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....	2,407,629	2,680,655	273,366,810	321,224,766	4,150,053	4,724,861
Bullfrog Goldfield Railroad.....			448,737	314,638	2,671	1,873
Central Pacific Railway.....						
Eureka Nevada Railway.....						
Las Vegas and Tonopah Railroad.....			604,759	324,139	3,600	1,929
Los Angeles and Salt Lake Railroad.....	90,153	120,870	45,263,828	40,497,576	359,220	361,927
Nevada-California-Oregon Railway.....			1,998,019	2,305,857	11,893	13,726
Nevada Central Railroad <sup>a</sup> .....						
Nevada Copper Belt Railroad.....			<sup>b</sup> 105,589	<sup>c</sup> 421,653	409	1,757
Nevada Northern Railway.....	36,029	40,170			36,029	40,170
Nevada Transportation Company <sup>a</sup> .....						
Pioche Pacific Railroad <sup>a</sup> .....						
Silver Peak Railroad <sup>a</sup> .....						
Southern Pacific Company <sup>d</sup> .....	4,478	1,270	523,791,842	604,939,894	3,122,300	3,602,109
Tonopah and Goldfield Railroad.....			1,561,822	1,372,547	10,625	9,337
Tonopah and Tidewater Railroad.....			1,170,703	997,727	9,366	7,981
Virginia and Truckee Railway.....			750,539	756,524	5,361	5,404
The Western Pacific Railroad.....	40,154	50,498	40,353,262	42,614,862	280,352	304,159
Totals.....	2,578,443	2,893,463	889,355,410	1,015,767,183	7,991,879	9,075,233

<sup>a</sup>Figures not shown. <sup>b</sup>Includes 14,812 gallons of gasoline. <sup>c</sup>Based on 7½ pounds to the gallon. <sup>d</sup>Fuel wood cords: 1916, 82.1; 1917, 15.

## OFFICERS OF RAILROAD COMPANIES OPERATING IN NEVADA

### Atchison, Topeka and Santa Fe Railway Company

**Directors**—Edward J. Berwind, Augustus D. Julliard, Henry S. Pritchett, Charles Steele, H. Rieman Duval, Ogden L. Mills, and Walker D. Hines, all of New York; Henry C. Frick, Pittsburg; Andrew C. Jobes, Merriam, Kans.; Homer A. Stillwell and Edward P. Ripley, of Chicago; Benjamin P. Cheney, Boston; T. DeWitt Cuyler, Philadelphia; Howel Jones and Charles S. Glead, Topeka, Kans.

**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.; General Counsel, Walker D. Hines, New York; General Solicitor, Gardiner Lathrop, Chicago, Ill.; Comptroller, D. L. Gallup, New York; General Auditor, W. E. Bailey, Chicago, Ill.; General Manager Eastern Lines, F. C. Fox, Topeka, Kans.; General Manager Western Lines, R. J. Parker, Amarillo, Tex.; General Manager Coast Lines, A. G. Wells, Los Angeles, Cal.; General Manager S. F. P. and P. Lines, W. A. Drake, Prescott, Ariz.; Chief Engineer, C. F. W. Felt, Chicago, Ill.; Mechanical Superintendent, John Purell, Chicago, Ill.; General Superintendent, W. K. Etter, Newton, Kans.; General Superintendent, E. Raymond, Topeka, Kans.; General Superintendent, C. H. Bristol, La Junta, Colo.; General Superintendent, T. H. Sears, Amarillo, Tex.; Commissioner of Taxes, G. G. Tunnell, Chicago, Ill.

### Bullfrog Goldfield Railroad Company

**Directors**—J. Ross Clark, C. O. Whittemore, H. C. Lee, W. A. Clark, Jr., W. H. Comstock, and F. M. Jenifer, all of Los Angeles, Cal.; Hugh H. Brown, Tonopah, Nevada.

**Officers**—President, J. Ross Clark; Vice-President, C. O. Whittemore; Secretary, W. H. Comstock; Treasurer, W. H. Comstock; Counsel, C. O. Whittemore; Auditor, J. M. Evans; Chief Engineer, Arthur Maguire, all of Los Angeles, Cal.; Mechanical Superintendent, G. E. Lane, Jr., Las Vegas, Nevada; Superintendent, C. E. M. Beall, Las Vegas, Nevada; Traffic Manager, S. E. Redman, Goldfield, Nevada; Roadmaster, J. C. McMahon, Las Vegas.

### Central Pacific Railway Company

**Directors**—T. O. Edwards, Wm. F. Herrin, Wm. Hood, G. L. King, E. O. McCormick, C. H. Redington, W. R. Scott, Wm. Sproule, all of San Francisco; and T. P. Rowlands, Ogden, Utah.

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

**Eureka Nevada Railway Company**

Directors—George Whittell, John F. Cannon, L. H. Clar, George Whittell, Jr., of San Francisco, Cal.; and Charles L. Rood, Salt Lake City, Utah.

Officers—President, George Whittell; Vice-President, George Whittell, Jr.; Secretary and Treasurer, L. H. Clar, all of 166 Geary Street, San Francisco, Cal.

**Las Vegas and Tonopah Railroad Company**

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

Officers—President, J. Ross Clark; Vice-President, C. O. Whittemore; Secretary and Treasurer, W. H. Comstock; Counsel, C. O. Whittemore; Auditor, J. M. Evans; Chief Engineer, Arthur Maguire, all of Los Angeles, Cal.; Mechanical Superintendent, G. E. Lane, Jr., Las Vegas, Nevada; Superintendent, C. E. M. Beall, Las Vegas, Nevada; Traffic Manager, C. E. Redman, Goldfield, Nevada; Roadmaster, J. C. McMahon, Las Vegas.

**Los Angeles and Salt Lake Railroad Company**

Directors—W. A. Clark, New York; R. S. Lovett, E. D. Kenna, New York; Thomas Kearns, H. V. Platt, Salt Lake City, Utah; J. Ross Clark, C. C. Barry, F. F. Miller, J. F. Sartori, W. G. Kerckhoff, Oscar Lawler, W. H. Comstock, of Los Angeles, Cal.

Officers—President, W. A. Clark, New York; First Vice-President, H. V. Platt, Salt Lake City, Utah; Second Vice President, J. Ross Clark; General Traffic Manager, F. A. Wann; Secretary, W. H. Comstock; Treasurer, W. H. Leete; General Counsel, A. S. Halstead; Auditor, C. C. Barry; General Manager, H. C. Nutt; Chief Engineer, Arthur Maguire; Mechanical Superintendent, D. P. Kellogg; General Land and Tax Agent, F. A. Waters, all of Los Angeles, Cal.

**Nevada-California-Oregon Railway**

Directors—Charles Moran, D. E. Moran, both of 68 William Street, New York; C. Hamilton, Waco, Tex.; R. M. Cox, J. W. Ward, George Wingfield, James Glynn, of Reno, Nevada; S. H. McCartney, E. F. Smith, O. R. Belcher, of Alturas, Cal.; Malcolm McConihe, Washington D. C.; Geo. Buckingham, Fairport, Cal.

Officers—President, Charles Moran, New York; Vice-President, C. Hamilton, Waco, Tex.; Secretary and General Auditor, S. H. McCartney, Reno, Nevada; Treasurer and General Manager, R. M. Cox, Reno, Nevada; General Attorney, James Glynn, Reno, Nevada; General Superintendent, O. R. Belcher, Alturas, Cal.; General Counsel, Sanborn & Roehl, San Francisco, Cal.; Comptroller, T. T. Wells, New York.

**Nevada Central Railroad Company**

Directors—J. G. Phelps Stokes, Timothy Davenport, I. N. Phelps Stokes, Harold Phelps Stokes, Jas. W. McCulloch, all of New York; Daniel J. Shea; John M. Hiskey, of Austin, Nevada.

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

**Nevada Copper Belt Railroad Company**

Directors—W. C. Orem, T. W. Boyer, J. J. Corum, F. M. Orem, Henry I. Moore, all of Salt Lake City, Utah; James G. Berryhill, San Francisco, Cal.; A. J. Orem, Boston, Mass.; W. H. Wattis, Ogden, Utah, and James G. Berryhill, Jr., San Francisco, Cal.

Officers—President, W. C. Orem, Salt Lake City, Utah; First Vice-President, A. J. Orem, Boston, Mass.; Second Vice-President, James G. Berryhill, San Francisco, Cal.; Secretary and Treasurer, F. M. Orem, Salt Lake City, Utah; Auditor, C. A. Chapman, Ludwig, Nevada; General Counsel, Henry I. Moore, Salt Lake City, Utah; General Manager, W. C. Orem, Salt Lake City, Utah; General Superintendent, Archie J. Orem, Ludwig, Nevada; General Freight and Passenger Agent, P. H. Cook, Mason, Nevada.

#### **Nevada Northern Railway Company**

Directors—S. W. Eccles, Murray Guggenheim, W. E. Bennett, E. G. Newhouse, Simon Guggenheim, of 120 Broadway, New York; W. H. Smith, Philadelphia, Pa.; Chas. Hayden, Boston; D. C. Jackling, San Francisco, Cal.; C. M. MacNeill, Colorado Springs, Colo.

Officers—President, S. W. Eccles, New York; First Vice-President, D. C. Jackling, San Francisco, Cal.; Second Vice-President and Secretary, W. E. Bennett, New York; Treasurer, C. K. Lipman, New York; General Solicitor, C. H. Lindley, San Francisco, Cal.; Comptroller, F. W. Hills, New York; General Auditor, Frank Roper, East Ely, Nevada; General Manager, L. G. Cannon, East Ely, Nevada; Chief Engineer, C. W. Backe, East Ely, Nevada.

#### **Nevada Transportation Company**

(Operating Eureka Nevada Railway)

Directors—F. C. Sykes, S. C. Chadwick, J. A. Donahue, J. P. Langhorn, all of 418 Crocker Building, San Francisco, Cal.; L. H. Clar, 166 Geary Street, San Francisco, Cal.

Officers—President, F. C. Sykes; Vice-President, G. C. Chadwick; Secretary, L. H. Clar; Treasurer, George Whittell; Attorneys, G. E. Stoker and W. W. McNair, all of San Francisco, Cal.; Auditor, J. B. Rice, Palisade, Nevada; General Manager, J. E. Sexton, Palisade, Nevada.

#### **Pioche Pacific Railroad Company**

Directors—E. B. Critchlow, G. A. Marr, G. A. Critchlow, McCormick Building, Salt Lake City, Utah; W. W. Armstrong, National Copper Bank, Salt Lake City, Utah; W. J. Barrette, McCormick Building, Salt Lake City, Utah.

Officers—President, G. A. Marr; Vice-President and Secretary, E. B. Critchlow, Salt Lake City, Utah; Treasurer, W. W. Armstrong, Salt Lake City, Utah; General Manager and General Superintendent, H. R. Van Wagenen, Pioche, Nevada.

#### **Silver Peak Railroad Company**

Directors—George T. Oliver, William Elinn, Pittsburg, Pa.; William A. Bradley, B. A. Rives, S. H. Fine, Blair, Nevada.

Officers—President, George T. Oliver, Pittsburg, Pa.; Vice-President and General Manager, William A. Bradley; Secretary, Treasurer, General Freight Agent, and General Passenger Agent, B. A. Rives, Blair, Nevada.

#### **Southern Pacific Company**

Directors—W. P. Bliss, Bernardsville, N. J.; Henry W. De Forrest, J. Horace Harding, Edward S. Harkness, H. E. Huntington, L. F. Loree, Lewis J. Spence, E. P. Swenson, F. D. Underwood, Robert Golet, J. Kruttschnitt, Ogden Mills, all of 165 Broadway, New York; W. B. Scott, Houston, Tex.; William Sproul, San Francisco, Cal.; J. N. Jarvie, New York.

Officers—Chairman of the Executive Committee, J. Kruttschnitt; Director of

Traffic, Lewis J. Spence; **General Counsel, J. P. Blair;** Vice-President and Controller, A. D. McDonald; Vice-President and Assistant to the Chairman, W. A. Worthington; Assistant Director of Traffic, F. H. Plaisted; Assistant General Counsel, Gordon M. Buck; General Attorney and Commerce Counsel, F. H. Wood; Director of Purchases, F. W. Mahl; Consulting Engineer, J. D. Isaacs; Treasurer, A. K. Van Deventer; Clerk and Secretary, Hugh Neill; Assistant Controller, H. B. Johnson; Assistant Controller, G. W. Mulks; Assistant Clerk and Assistant Secretary, W. F. Bull; Assistant Treasurer, George M. Thornton; Transfer Agent, J. A. Simpson; Registrar of Transfers, Union Trust Company, all of New York; Assistant Clerk, John B. Weaver, Anchorage, Ky.; General Agent, St. D. J. De Blanc, New Orleans, La.; **President, William Sproule;** Assistant to President, C. J. Millis; Vice-Presidents, William F. Herrin, W. R. Scott, E. O. McCormick; General Manager, W. R. Scott; Auditor, T. O. Edwards; Assistant Secretary, G. L. King; Assistant Treasurer, W. F. Ingram; Superintendent of Transportation, G. F. Richardson; General Superintendent Motive Power, Geo. McCormick; Chief Engineer, William Hood; Assistant Chief Engineer, J. Q. Barlow; Chief Surgeon and Manager Hospital Department, F. K. Ainsworth; General Purchasing Agent, F. W. Taylor; Freight Traffic Manager, G. W. Luce; Assistant Freight Traffic Manager, T. A. Graham; General Freight Agent, J. G. Stubbs; Passenger Traffic Manager, C. S. Fee; General Passenger Agent, F. E. Batturs; Vice-President and Chief Counsel, William F. Herrin; Claims Attorney, D. R. Sessions; Tax Attorney, D. V. Cowden; Mail Traffic Manager and Inspector of Transportation Service, H. P. Thrall; Land Commissioner, B. A. McAllaster; Secretary Leased Lines, G. L. King; Industrial Agent, E. B. Leavitt, all of San Francisco, Cal.; Assistant General Manager, D. W. Campbell, Los Angeles, Cal.; Assistant General Manager, J. H. Dyer, Portland, Oreg.; General Freight Agent, E. W. Clapp, Los Angeles, Cal.; General Passenger Agent, F. S. McGinnis, Los Angeles, Cal.; General Passenger Agent, J. M. Scott, Portland, Oreg.; General Freight Agent, H. A. Hinshaw, Portland, Oreg.

#### **Tonopah and Goldfield Railroad Company**

Directors—Jas. S. Austin, Samuel Bell, Jr., M. B. Cutter, Clyde A. Heller, C. A. Higbee, Henry D. Moore, William M. Potts, J. Harvey Whiteman, of Philadelphia, Pa.; Charles E. Knox, Berkeley, Cal.; Charles R. Miller, Wilmington, Del.; George Wingfield, F. M. Manson, Reno, Nevada; Barton Hoopes, Philadelphia, Pa.

Officers—President, M. B. Cutter; First Vice-President, James S. Austin; Second Vice-President, C. A. Higbee, all of Philadelphia, Pa.; Secretary, William F. Henshaw; Treasurer, C. A. Higbee, Philadelphia, Pa.; Assistant Treasurer, T. A. Frazier, Tonopah, Nevada; General Counsel, Hugh H. Brown, Tonopah, Nevada; General Solicitor, J. Harvey Whiteman, Philadelphia, Pa.; 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—R. C. Baker, London, Eng.; C. B. Zabriskie, J. A. Middleton, New York; F. M. Smith, Oakland, Cal.; De Witt Van Buskirk, Bayonne, N. J.; J. W. Hardenbergh, Jersey City, N. J.; John Ryan, Oakland, Cal.

Officers—President, John Ryan, Oakland, Cal.; Vice-President and General Counsel, De Witt Van Buskirk, Bayonne, N. J.; Secretary and Treasurer, C. B. Zabriskie, New York; Auditor, H. Escherich, Los Angeles, Cal.; General Manager, John Ryan, Oakland, Cal.; Superintendent, W. W. Cahill, Stagg, Cal.

Virginia and Truckee Railway

Directors—A. M. Ardery, H. L. Griffiths, George T. Mills, F. E. Murphy, Carson City, Nevada; J. W. Eckley, W. E. Sharon, Virginia City, Nevada; Jno. F. Cannon, Jas. Newlands, Jr., San Francisco, Cal.; Ogden Mills, New York. Officers—President, Ogden Mills, New York; Vice-President and General Manager, A. M. Ardery, Carson City, Nevada; Secretary, F. E. Murphy, Carson City, Nevada; Treasurer, Carson Valley Bank, Carson City, Nevada; Chief Engineer, W. H. Kirk, Carson City, Nevada; Mechanical Superintendent, C. J. Rulison, Carson City, Nevada; Auditor, O. W. Tennant, Carson City, Nevada.

The Western Pacific Railroad Company

Directors—A. W. Krech, J. B. Dennis, A. M. Hunt, Wm. Salomon, all of New York; C. M. Levey, A. R. Baldwin, Warren Olney, Jr., J. G. Hooper, Wm. Fries, W. T. Smith, Harris Weinstock, C. W. Nibley, all of San Francisco, Cal.; Thomas S. Montgomery, San Jose, Cal.; E. E. Paxton, San Francisco, Cal.; Richard B. Young, New York.

Officers—President, C. M. Levey; Vice-President and General Attorney, A. R. Baldwin, San Francisco, Cal.; Counsel to the Board, F. W. McCutcheon, New York City; Secretary, C. F. Craig; Treasurer, Charles Elsey; General Counsel, Warren Olney, Jr.; General Auditor, J. F. Evans; Chief Engineer, T. J. Wyche, San Francisco, Cal.; General Master Mechanic, A. H. Powell, Sacramento, Cal.; General Superintendent, E. W. Mason; Tax Agent, J. L. Smith, San Francisco, Cal.

Tonopah and Goldfield Railroad Company

Directors—A. M. Ardery, H. L. Griffiths, George T. Mills, F. E. Murphy, Carson City, Nevada; J. W. Eckley, W. E. Sharon, Virginia City, Nevada; Jno. F. Cannon, Jas. Newlands, Jr., San Francisco, Cal.; Ogden Mills, New York. Officers—President, Ogden Mills, New York; Vice-President and General Manager, A. M. Ardery, Carson City, Nevada; Secretary, F. E. Murphy, Carson City, Nevada; Treasurer, Carson Valley Bank, Carson City, Nevada; Chief Engineer, W. H. Kirk, Carson City, Nevada; Mechanical Superintendent, C. J. Rulison, Carson City, Nevada; Auditor, O. W. Tennant, Carson City, Nevada.

Tonopah and Tidewater Railroad Company

Directors—A. M. Ardery, H. L. Griffiths, George T. Mills, F. E. Murphy, Carson City, Nevada; J. W. Eckley, W. E. Sharon, Virginia City, Nevada; Jno. F. Cannon, Jas. Newlands, Jr., San Francisco, Cal.; Ogden Mills, New York. Officers—President, Ogden Mills, New York; Vice-President and General Manager, A. M. Ardery, Carson City, Nevada; Secretary, F. E. Murphy, Carson City, Nevada; Treasurer, Carson Valley Bank, Carson City, Nevada; Chief Engineer, W. H. Kirk, Carson City, Nevada; Mechanical Superintendent, C. J. Rulison, Carson City, Nevada; Auditor, O. W. Tennant, Carson City, Nevada.

---

---

**TABULATED FIGURES DRAWN FROM MONTHLY REPORTS OF  
RAILROADS OPERATING IN NEVADA FOR THE YEARS  
ENDING DECEMBER 31, 1916 AND 1917.**

---

---

**NEVADA STATISTICS**  
**NUMBER OF REVENUE PASSENGERS CARRIED INTRASTATE IN NEVADA**

Company	January, February, March		April, May, June		July, August, September		October, November, December	
	1916	1917	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....	964	569	973	489	748	556	693	508
Bullfrog Goldfield Railroad .....								
Central Pacific Railway .....	796	585	743	548	627	446	644	551
Las Vegas and Tonopah Railroad .....	4,954	4,825	4,692	4,827	5,327	4,654	5,435	4,349
Los Angeles and Salt Lake Railroad .....	156	2,541	61	2,935	62	56	61	52
Nevada-California-Oregon Railway .....	545	480	468	483	422	416	464	468
Nevada Central Railroad .....	2,220	3,511	1,458	2,898	1,427	2,373	2,126	2,241
Nevada Copper Belt Railroad .....	92,147	75,099	76,129	105,235	85,427	122,207	102,950	121,561
Nevada Northern Railway .....	510	334	327	446	392	344	323	367
Nevada Transportation Company .....								
Pioche Pacific Railroad .....	128	32	91	15	38	30	27	33
Silver Peak Railroad .....	36,064	40,030	44,028	44,882	46,486	48,490	39,807	37,959
Southern Pacific Company .....	4,423	3,570	5,270	4,067	4,582	3,777	3,888	3,278
Tonopah and Goldfield Railroad .....	22	2	10	2	10	2	7	6
Tonopah and Tidewater Railway .....	14,682	21,495	18,295	19,281	19,150	22,724	17,702	19,483
Virginia and Truckee Railway .....	2,847	3,368	4,257	4,320	4,489	4,958	4,035	4,360
The Western Pacific Railroad .....								
Totals .....	160,458	156,441	157,002	190,428	169,187	211,033	178,162	195,216

**NEVADA STATISTICS**  
**NUMBER OF REVENUE PASSENGERS CARRIED ONE MILE INTRASTATE IN NEVADA**

Company	January, February, March		April, May, June		July, August, September		October, November, December	
	1916	1917	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway								
Bullfrog Goldfield Railroad	57,108	39,475	63,707	35,888	48,990	32,393	47,628	35,742
Central Pacific Railway								
Las Vegas and Tonopah Railroad	73,672	52,272	70,551	51,966	59,182	42,180	59,242	52,722
Los Angeles and Salt Lake Railroad	146,340	160,035	145,337	163,335	171,197	158,370	180,209	162,353
Nevada-California-Oregon Railway	3,508	67,873	1,219	77,771	1,078	921	1,158	971
Nevada Central Railroad	37,282	38,327	36,540	40,562	35,968	35,055	36,932	37,956
Nevada Copper Belt Railroad	30,677	53,233	20,009	43,896	20,318	31,986	29,066	31,350
Nevada Northern Railway	1,264,739	1,110,328	1,102,230	1,419,424	1,247,828	1,579,722	1,449,472	1,468,019
Nevada Transportation Company	25,546	19,650	29,033	24,565	18,228	18,689	16,310	23,031
Pioche Pacific Railroad								
Silver Peak Railroad	2,053	561	2,048	263	606	525	472	578
Southern Pacific Company	2,121,928	2,594,475	2,868,631	3,010,332	2,787,519	3,188,090	2,600,619	2,763,962
Tonopah and Goldfield Railroad	225,007	222,460	292,295	263,262	268,159	237,487	231,144	201,312
Tonopah and Tidewater Railroad	270	48	208	38	160	22	136	128
Virginia and Truckee Railway	364,479	571,471	457,205	501,074	469,443	592,973	460,004	513,572
The Western Pacific Railroad	107,197	135,731	169,784	181,267	187,906	195,531	164,188	188,059
Totals	4,459,806	5,065,939	5,258,797	5,813,663	5,316,642	6,113,944	5,276,580	5,479,754

**NEVADA STATISTICS**  
**NUMBER OF TONS OF REVENUE FREIGHT CARRIED INTRASTATE IN NEVADA**

Company	January, February, March		April, May, June		July, August, September		October, November, December	
	1916	1917	1916	1917	1916	1917	1916	1917
	Atchison, Topeka and Santa Fe Railway	2,292	2,109	7,209	2,692	4,098	1,768	1,833
Bullfrog Goldfield Railroad								
Central Pacific Railway	1,621	2,018	1,710	1,901	1,839	1,802	1,665	1,765
Las Vegas and Tonopah Railroad	2,598	4,131	2,302	5,601	3,845	3,336	3,510	5,699
Los Angeles and Salt Lake Railroad	20	25	25	11	7	123	11	86
Nevada-California-Oregon Railway	586	241	360	245	422	337	243	456
Nevada Central Railroad	2,575	52,539	4,122	86,342	3,911	84,675	5,859	94,110
Nevada Copper Belt Railroad	955,003	1,084,436	1,213,159	1,183,677	1,146,395	1,215,581	1,100,962	1,311,904
Nevada Northern Railway	314	260	767	563	757	389	572	474
Nevada Transportation Company	4,320	7,895	7,087	2,939	10,999	2,188	7,824	1,073
Pioche Pacific Railroad	379	40	111	31	116	113	63	122
Silver Peak Railroad	15,415	18,980	19,834	20,800	20,828	19,272	23,714	29,737
Southern Pacific Company	38,560	39,390	40,976	34,346	41,324	40,891	41,695	45,788
Tonopah and Goldfield Railroad			1		15			
Tonopah and Tidewater Railroad	1							
Virginia and Truckee Railway	4,002	4,078	4,474	5,394	4,784	5,782	5,603	7,987
The Western Pacific Railroad	691	733	1,018	1,865	1,051	756	1,387	1,769
Totals	1,028,377	1,216,875	1,303,155	1,346,407	1,240,331	1,377,013	1,194,881	1,503,658

**NEVADA STATISTICS**  
**NUMBER OF TONS OF REVENUE FREIGHT CARRIED ONE MILE IN NEVADA**

Company	January, February, March		April, May, June		July, August, September		October, November, December	
	1916	1917	1916	1917	1916	1917	1916	1917
<b>Atchison, Topeka and Santa Fe Railway</b> .....								
<b>Bullfrog Goldfield Railroad</b> .....	136,182	138,666	379,099	164,696	227,367	134,408	129,915	163,018
<b>Central Pacific Railway</b> .....								
<b>Las Vegas and Tonopah Railroad</b> .....	174,785	223,871	189,323	220,111	204,739	208,675	180,521	195,782
<b>Los Angeles and Salt Lake Railroad</b> .....	71,649	66,194	55,061	80,067	143,857	160,479	79,800	101,490
<b>Nevada-California-Oregon Railway</b> .....	378	350	434	241	144	1,673	194	1,265
<b>Nevada Central Railroad</b> .....	32,778	12,309	29,862	10,694	31,101	14,924	9,582	21,211
<b>Nevada Copper Belt Railroad</b> .....	36,896	901,795	52,046	1,661,369	57,324	1,577,144	86,619	1,929,717
<b>Nevada Northern Railway</b> .....	21,592,555	24,267,446	27,666,007	26,771,463	26,081,601	27,893,524	24,894,640	29,298,346
<b>Nevada Transportation Company</b> .....	14,622	12,539	34,482	28,332	25,101	22,383	27,121	24,629
<b>Pioche Pacific Railroad</b> .....	35,343	77,440	52,712	38,588	79,386	23,842	69,507	7,640
<b>Silver Peak Railroad</b> .....	3,636	723	1,319	562	2,035	1,977	1,103	2,140
<b>Southern Pacific Company</b> .....	1,735,231	2,360,487	1,925,632	2,433,989	1,902,028	1,684,024	2,778,440	2,425,555
<b>Tonopah and Goldfield Railroad</b> .....	641,673	643,043	683,441	616,730	680,560	696,080	737,328	768,209
<b>Tonopah and Tidewater Railroad</b> .....	27		26		362			
<b>Virginia and Truckee Railway</b> .....	137,086	138,819	144,649	174,531	162,347	185,071	185,480	185,603
<b>The Western Pacific Railroad</b> .....	32,209	60,577	43,182	53,286	24,634	32,144	102,887	91,071
<b>Totals</b> .....	<b>24,645,002</b>	<b>28,904,259</b>	<b>31,257,275</b>	<b>32,254,649</b>	<b>29,622,586</b>	<b>32,576,348</b>	<b>29,283,137</b>	<b>35,315,676</b>

RECAPITULATION  
NEVADA INTRASTATE STATISTICS

Company	Total number of revenue passengers carried		Total number of revenue passengers carried one mile		Total number of tons of revenue freight carried	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway .....						
Bullfrog Goldfield Railroad .....	3,378	2,122	217,433	143,498	15,372	9,257
Central Pacific Railway .....						
Las Vegas and Tonopah Railroad .....	2,810	2,130	262,647	199,140	6,835	7,486
Los Angeles and Salt Lake Railroad .....	20,408	18,655	643,083	644,093	12,255	18,767
Nevada-California-Oregon Railway .....	340	5,584	6,963	147,586	63	245
Nevada Central Railroad .....	1,899	1,847	146,722	151,899	1,611	1,279
Nevada Copper Belt Railroad .....	7,231	11,023	100,070	160,465	16,467	317,666
Nevada Northern Railway .....	356,653	424,102	5,064,269	5,577,493	4,415,459	4,795,598
Nevada Transportation Company .....	1,752	1,491	89,117	85,935	2,410	1,686
Pioche Pacific Railroad .....					30,230	14,095
Silver Peak Railroad .....	284	110	5,239	1,927	669	306
Southern Pacific Company .....	166,385	171,361	10,378,697	11,556,859	79,791	88,789
Tonopah and Goldfield Railroad .....	18,163	14,692	1,016,605	924,541	162,555	160,415
Tonopah and Tidewater Railroad .....	49	12	774	236	17	
Virginia and Truckee Railway .....	69,829	82,983	1,751,131	2,179,090	18,863	23,241
The Western Pacific Railroad .....	15,628	17,006	629,075	700,588	4,147	5,123
Totals .....	664,909	753,118	20,311,825	22,473,300	4,766,744	5,443,953

RECAPITULATION  
NEVADA INTRASTATE STATISTICS

Company	Total tons of revenue freight carried one mile		Average revenue per passenger per mile		Average revenue per ton mile	
	1916	1917	1916	1917	1916	1917
Atchison, Topeka and Santa Fe Railway.....						
Bullfrog Goldfield Railroad.....	872,563	600,788	\$.05054	\$.05217	\$.02264	\$.03747
Central Pacific Railway.....						
Las Vegas and Tonopah Railroad.....	749,318	848,439	.05180	.05511	.02655	.02431
Los Angeles and Salt Lake Railroad.....	350,367	348,230	.04854	.04904	.07499	.07448
Nevada-California-Oregon Railway.....	1,150	3,529	.05191	.07715	.19429	.09406
Nevada Central Railroad.....	103,323	59,128	.07664	.08483	.04532	.10677
Nevada Copper Belt Railroad.....	232,887	6,070,025	.09781	.08073	.10722	.02252
Nevada Northern Railway.....	100,234,803	108,230,779	.01544	.01535	.01115	.01132
Nevada Transportation Company.....	101,326	87,883	.09741	.09545	.17366	.15491
Pioche Pacific Railroad.....	236,924	147,510			.11097	.11789
Silver Peak Railroad.....	8,093	5,402	.09003	.10352	.34912	.89984
Southern Pacific Company.....	8,341,331	8,904,055	.03671	.03712	.03350	.03315
Tonopah and Goldfield Railroad.....	2,743,002	2,724,062	.05524	.05567	.05983	.05489
Tonopah and Tidewater Railroad.....	415		.06006	.06067	.09575	
Virginia and Truckee Railway.....	629,562	684,024	.03415	.03315	.07099	.06799
The Western Pacific Railroad.....	202,912	237,078	.03531	.03691	.07059	.07424
Totals.....	114,807,976	128,950,932	\$.03366	\$.03341	\$.01536	\$.01537

---

**ANNUAL REPORTS**  
**OF**  
**Telegraph, Telephone, Express, Car Com-**  
**panies, and Electric Railways for**  
**Years 1916 and 1917**

---

CAPITAL STOCK

Company	Capital stock, common, par value outstanding		Capital stock, preferred, par value outstanding		Capital stock, total par value outstanding	
	1916	1917	1916	1917	1916	1917
	Adams Express Company*		\$12,000,000.00			
American Express Company	\$18,000,000.00	18,000,000.00			\$18,000,000.00	18,000,000.00
Wells Fargo & Company Express	23,967,400.00	23,967,400.00			23,967,400.00	23,967,400.00
Nevada Interurban Railway Company	44,725.00	44,725.00			44,725.00	44,725.00
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			120,000,000.00	120,000,000.00
Baker Realty and Mercantile Company	5,356.00	5,356.00			5,356.00	5,356.00
Bell Telephone Company of Nevada	316,300.00	316,300.00			316,300.00	316,300.00
Beowawe Mercantile Company						
Bridgeport Telephone and Telegraph Company <sup>b</sup>						
Bullfrog District Telephone Company						
Churchill County Telephone and Telegraph System						
Clar, L. H. Telephone Line						
Consolidated Power and Telephone Company	100,000.00	100,000.00			100,000.00	100,000.00
Elko County Telephone and Telegraph Company	50,780.00	50,780.00			50,780.00	50,780.00
Golconda Telephone and Power Company	40,670.00	40,670.00			40,670.00	40,670.00
Interstate Telegraph Company	500,000.00	500,000.00			500,000.00	500,000.00
Mason Valley Telephone and Telegraph Company	38,856.00	38,856.00			38,856.00	38,856.00
Moapa Valley Telephone Company	5,790.84	5,790.84			5,790.84	5,790.84
Nevada, California and Oregon Telephone Company	45,000.00	41,000.00	\$57,511.00	\$57,015.00	102,511.00	98,015.00
Nevada Central Railroad Company Telegraph Line						
Nevada Consolidated Telephone and Telegraph Company	250,000.00	250,000.00			250,000.00	250,000.00
Nevada Interurban Telephone Company	4,205.00	4,205.00			4,205.00	4,205.00
Nevada Telephone-Telegraph Company	177,166.67	177,166.67			177,166.67	177,166.67
Northern Nevada Telephone and Telegraph Company	8,400.00	8,400.00			8,400.00	8,400.00
Postal Telegraph-Cable Company	25,000.00	25,000.00			25,000.00	25,000.00
Reese River Telephone Company	600.00	600.00			600.00	
Searchlight and Western Telephone System						
The United Farmers Telephone and Telegraph Company	10,000.00	10,000.00			10,000.00	10,000.00
Utah, Nevada and Idaho Telephone Company <sup>c</sup>	251,300.00				251,300.00	
Western Union Telegraph Company	99,817,100.00	99,817,100.00			99,817,100.00	99,817,100.00
White Pine Telephone Company	5,000.00	5,000.00	47,510.00	47,510.00	52,510.00	52,510.00
Yerington Electric Company	2,565.00	2,565.00			2,565.00	2,565.00
Totals	\$264,668,214.51	\$276,410,614.51	\$105,021.00	\$104,525.00	\$264,771,235.51	\$276,514,839.51

\*Not reporting in 1916. <sup>b</sup>Sold to The United Farmers' Telephone and Telegraph Company. <sup>c</sup>The Utah, Nevada and Idaho Telephone Company filed no report in 1917.

## FUNDED DEBT, AND CAPITAL STOCK

Company	Dividends declared		Debt outstanding		Interest accrued	
	1916	1917	1916	1917	1916	1917
Adams Express Company .....		\$550,000.00		\$39,000,000.00		\$871,987.89
American Express Company .....	\$1,400,870.00	1,046,190.00				
Wells Fargo & Company Express .....	9,427,177.33	1,438,044.00				
Nevada Interurban Railway Company .....						
Reno Traction Company .....			*\$136,000.00	136,000.00	*\$2,160.00	2,160.00
The Pullman Company .....	9,529,034.66	9,543,992.68				
Baker Realty and Mercantile Company .....						
Bell Telephone Company of Nevada .....			815,200.00	677,200.00	26,653.66	28,865.97
Beowawe Mercantile Company .....						
Bridgeport Telephone and Telegraph Company <sup>c</sup> .....						
Bullfrog District Telephone Company .....						
Churchill County Telephone and Telegraph System .....			5,000.00	4,500.00	300.00	270.00
Clar. L. H. Telephone Line .....						
Consolidated Power and Telephone Company .....						
Elko County Telephone and Telegraph Company .....	4,062.40	4,062.40				
Golconda Telephone and Power Company .....			19,500.00	17,500.00	1,084.90	1,478.37
Interstate Telephone Company .....			250,000.00	250,000.00	15,000.00	15,000.00
Mason Valley Telephone and Telegraph Company .....			<sup>b</sup> 5,400.00	4,500.00	260.00	120.00
Moapa Valley Telephone Company .....	<sup>b</sup> 260.58	405.88				
Nevada, California and Oregon Telephone Company .....	3,450.66		47,800.00	50,300.00	2,595.60	2,969.90
Nevada Central Railroad Company Telegraph Line .....						
Nevada Consolidated Telephone and Telegraph Company .....						
Nevada Interurban Telephone Company .....						
Nevada Telephone-Telegraph Company .....	22,145.83	17,761.67				
Northern Nevada Telephone and Telegraph Company .....	420.00	420.00				
Postal Telegraph-Cable Company .....						
Reese River Telephone Company .....						
Searchlight and Western Telephone System .....						
The United Farmers' Telephone and Telegraph Company .....	1,200.00	1,000.00				
Utah, Nevada and Idaho Telephone Company .....			35,000.00			
Western Union Telegraph Company .....	5,984,566.75	6,982,297.50	31,994,000.00	31,994,000.00	1,492,200.00	1,492,200.00
White Pine Telephone Company .....	3,800.80	4,800.80	5,000.00	5,000.00	400.00	400.00
Yerington Electric Company .....		513.00				
Totals .....	\$26,376,989.01	\$19,589,487.41	\$33,312,900.00	\$72,139,000.00	\$1,538,654.16	\$2,415,452.13

<sup>a</sup>Report covers six months up to December 31, 1916. <sup>b</sup>Figures from report for year ended June 30, 1916. <sup>c</sup>Sold to The United Farmers' 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	
	1916	1917	1916	1917	1916	1917
Adams Express Company		\$58,741,919.37		\$184,175.51		\$9,423,982.57
American Express Company	\$53,136,459.83	59,210,663.24	\$2,293,882.95	3,648,877.58	\$15,234,110.65	18,882,986.23
Wells Fargo & Company Express	50,708,780.04	47,652,823.61	955,335.76	996,211.95	11,110,562.84	12,046,774.79
Nevada Interurban Railway Company	22,613.73	21,571.38			95,038.85	95,038.85
Reno Traction Company	*1,239,249.13	1,236,021.64			*1,227,330.78	1,227,330.78
The Pullman Company	181,330,435.67	198,706,331.25	3,697,985.89	9,614,687.55	149,446,990.11	159,061,677.66
Baker Realty and Mercantile Company	*6,118.91	6,145.41		26.50	*6,118.91	6,145.41
Bell Telephone Company of Nevada	1,457,938.71	1,265,332.35	18,087.66	100,269.97	730,566.89	830,836.86
Beowawe Mercantile Company						\$116.00
Bridgeport Telephone and Telegraph Company <sup>c</sup>						
Bullfrog District Telephone Company				1,400.00	(b)	42,035.33
Churchill County Telephone and Telegraph System	(b)	56,538.30	(b)		500.00	500.00
Clar, L. H., Telephone Line	547.54	500.00			1,596.17	1,596.17
Consolidated Power and Telephone Company	2,129.20	2,424.36			60,089.90	61,282.46
Elko County Telephone and Telegraph Company	(b)	(b)		1,192.56	81,172.53	95,178.56
Golconda Telephone and Power Company	86,910.01	102,443.18	14,691.66	14,006.03	781,697.49	786,386.55
Interstate Telegraph Company	818,920.36	852,485.32	3,499.32	4,689.06	60,904.71	60,904.71
Mason Valley Telephone and Telegraph Company	*65,400.00	66,172.74		904.71	*10,500.00	5,790.84
Moapa Valley Telephone Company	*6,023.82	6,052.21			5,790.84	5,790.84
Nevada, California and Oregon Telephone Company	177,248.20	180,625.20	6,611.62	1,941.26	150,062.11	151,923.37
Nevada Central Railroad Company Telegraph Line <sup>d</sup>						20,632.87
Nevada Consolidated Telephone and Telegraph Company	253,176.92	254,427.06	741.51	1,232.03	19,400.84	4,437.04
Nevada Interurban Telephone Company	4,854.30	4,458.00			279,845.68	280,146.74
Nevada Telephone-Telegraph Company	328,591.26	340,186.78		201.06	1,908.01	1,908.01
Northern Nevada Telephone and Telegraph Company			681.15		25,000.00	25,000.00
Postal Telegraph-Cable Company	31,966.46	31,966.46				
Reese River Telephone Company			60.00			
Searchlight and Western Telephone System			461.85	2,817.51		1,875.00
The United Farmers' Telephone and Telegraph Company			4,567.32			
Utah, Nevada and Idaho Telephone Company	309,447.76	204,353,687.35	2,225,962.63	2,619,650.48	323,621.02	145,907,354.82
Western Union Telegraph Company	190,730,373.15	60,956.32	1,179.61	1,211.45		
White Pine Telephone Company	59,758.08	550.73		1,160.72		88,812.27
Yerington Electric Company	13,849.79					
Totals	\$480,790,792.87	\$573,166,698.27	\$9,224,299.66	\$17,134,655.93	\$322,886,009.95	\$349,108,770.84

<sup>a</sup>Figures for year ended June 30, 1916.

<sup>b</sup>Figures not shown in report on account of no record.

<sup>c</sup>Operated for railroad use and reported by railroad company in its report.

<sup>d</sup>Figures for year ended June 30, 1917.

<sup>e</sup>Sold to The United Farmers' Telephone and Telegraph Company.

## INCOME ACCOUNT

Company	Gross earnings from operation		Operating expenses		Net operating income or deficit	
	1916	1917	1916	1917	1916	1917
Adams Express Company		\$54,360,865.39		\$57,184,060.95		\$2,823,195.56
American Express Company	\$66,646,677.04	\$79,815,069.46	\$63,763,926.53	78,547,106.09	\$2,882,750.51	1,267,963.37
Wells Fargo & Company Express	\$51,595,362.41	\$61,164,680.13	48,067,015.38	59,963,852.20	3,528,347.03	1,180,808.03
Nevada Interurban Railway Company	4,182.55	4,216.25	4,206.80	4,164.02	24.25	52.23
Reno Traction Company	\$31,386.30	55,443.60	\$28,747.89	51,708.52	\$2,638.41	3,740.08
The Pullman Company	44,202,619.83	51,776,680.96	30,878,524.89	38,316,435.77	13,324,094.94	13,460,245.09
Baker Realty and Mercantile Company	\$14.68	116.50		60.39	14.68	56.11
Bell Telephone Company of Nevada	110,819.60	149,614.42	113,833.75	140,070.48	\$,014.15	9,543.94
Beowawe Mercantile Company		10.00		2.50		7.50
Bridgeport Telephone and Telegraph Company						
Bullfrog District Telephone Company		244.00		200.00		44.00
Churchill County Telephone and Telegraph System	11,732.70	12,724.64	13,057.21	11,520.26	7,324.51	1,204.38
Clar. L. H. Telephone Line	392.74	1,036.66	288.00	773.44	104.74	263.22
Consolidated Power and Telephone Company	3,503.49	3,646.90	2,282.69	2,639.89	1,220.80	1,007.01
Elko County Telephone and Telegraph Company	24,257.20	27,578.50	16,072.94	19,137.10	8,184.26	8,441.40
Golconda Telephone and Power Company	17,669.12	24,943.48	12,259.99	20,147.61	5,409.13	4,795.87
Interstate Telegraph Company	68,102.75	74,942.14	42,324.92	40,050.68	25,777.83	34,891.46
Mason Valley Telephone and Telegraph Company	\$1,287.22	2,725.80	153.43	2,263.01	1,133.79	462.79
Moapa Valley Telephone Company	\$1,421.76	1,352.57	934.02	1,069.33	487.74	283.24
Nevada, California and Oregon Telephone Company	30,050.18	33,711.84	19,765.43	22,327.98	10,284.75	11,388.86
Nevada Central Railroad Company Telegraph Line <sup>b</sup>						
Nevada Consolidated Telephone and Telegraph Company	11,330.50	11,043.77	9,233.26	11,317.28	2,097.24	\$79.51
Nevada Interurban Telephone Company	516.34	566.75	288.80	252.27	227.54	314.48
Nevada Telephone-Telegraph Company	58,676.90	59,913.42	49,936.06	53,571.46	8,740.84	6,341.96
Northern Nevada Telephone and Telegraph Company	1,503.72	1,410.35	664.37	798.02	839.35	612.33
Postal Telegraph-Cable Company	18,363.29	46,981.89	17,442.33	41,792.12	920.96	5,189.77
Reese River Telephone Company	30.00	90.00	34.55	85.65	4.55	4.35
Searchlight and Western Telephone System	688.00	1,400.00	565.00	1,345.00	123.00	55.00
The United Farmers' Telephone and Telegraph Company	8,934.03	11,444.89	6,493.74	8,497.87	2,440.29	2,947.02
Utah, Nevada and Idaho Telephone Company	27,063.77		24,298.20		2,765.57	
Western Union Telegraph Company	61,919,140.52	76,995,511.06	43,018,328.45	54,661,684.90	18,900,812.07	22,343,626.16
White Pine Telephone Company	14,445.55	16,344.90	8,283.41	9,365.93	6,162.14	6,988.97
Yerington Electric Company	7,491.36	8,166.00	4,887.76	5,708.00	2,603.60	2,457.98
<b>Totals</b>	<b>\$224,817,663.55</b>	<b>\$324,662,456.20</b>	<b>\$186,103,849.80</b>	<b>\$289,132,193.79</b>	<b>\$38,713,813.75</b>	<b>\$35,530,262.48</b>

Operating expenses include amounts paid for express privileges.

<sup>a</sup>Includes \$630,830.29 revenue from operations other than transportation.

<sup>c</sup>Includes \$1,351,269.14 revenue from operations other than transportation.

<sup>b</sup>Includes \$3,233,224.76 revenue from operations other than transportation.

<sup>d</sup>Figures taken from report for six months ending December 31, 1916.

<sup>e</sup>Includes \$3,894,238.28 revenue from operations other than transportation.

<sup>f</sup>Figures taken from report for year ended June 30, 1916.

<sup>g</sup>Includes \$1,191,925.46 revenue from operations other than transportation.

<sup>h</sup>Telegraph department data included in railroad report.

*Italic figures denote deficit.*

**INCOME ACCOUNT**

Company	All other income—Net		Taxes paid		Gross corporate income	
	1916	1917	1916	1917	1916	1917
Adams Express Company		\$2,308,709.04		\$298,247.39		\$228,478.80
American Express Company	\$780,213.65	880,709.55	\$550,235.56	562,310.25	\$3,078,939.21	\$1,539,893.97
Wells Fargo & Company Express	1,346,811.41	1,092,829.21	468,532.28	511,849.01	4,390,205.22	\$1,744,245.91
Nevada Interurban Railway Company					24.25	52.23
Reno Traction Company			\$1,498.64	3,075.81	\$1,144.77	664.77
The Pullman Company			\$1,606,898.17	\$3,874,773.73	11,715,196.77	13,460,245.09
Baker Realty and Mercantile Company					\$14.68	\$56.11
Bell Telephone Company of Nevada	27.83	561.59	7,618.13	10,274.35	\$11,278.32	\$1,331.07
Beowawe Mercantile Company			4.30		4.30	7.50
Bridgeport Telephone and Telegraph Company <sup>k</sup>						
Bullfrog District Telephone Company				11.53		32.47
Churchill County Telephone and Telegraph System					1,324.51	1,204.38
Clar. L. H. Telephone Line					104.74	283.22
Consolidated Power and Telephone Company					1,220.80	1,007.01
Elko County Telephone and Telegraph Company	720.00	472.56	1,122.05	1,224.23	7,782.21	6,744.61
Golconda Telephone and Power Company	100.00		815.71	1,008.00	4,693.42	\$3,533.43
Interstate Telegraph Company	165.43	18.63	1,815.00	2,911.40	\$23,900.47	\$31,918.43
Mason Valley Telephone and Telegraph Company				145.48	\$1,133.79	317.31
Moapa Valley Telephone Company			\$54.26	37.14	\$433.48	246.10
Nevada, California and Oregon Telephone Company	374.86	207.88	1,174.21	1,289.23	\$9,179.58	\$9,987.27
Nevada Central Railroad Company Telegraph Line <sup>h</sup>						
Nevada Consolidated Telephone and Telegraph Company			711.92	623.65	1,385.32	\$1,017.36
Nevada Interurban Telephone Company					227.54	314.48
Nevada Telephone-Telegraph Company	495.45	623.50	4,390.08	3,204.40	\$4,531.31	\$3,465.94
Northern Nevada Telephone and Telegraph Company			76.58	762.77		612.33
Postal Telegraph-Cable Company			3,065.74	3,740.36	\$2,181.78	\$1,420.95
Reese River Telephone Company		24.50	26.76	31.00	31.31	2.15
Searchlight and Western Telephone System			35.00	30.00	88.00	25.00
The United Farmers' Telephone and Telegraph Company					2,440.29	2,947.02
Utah, Nevada and Idaho Telephone Company					2,765.57	
Western Union Telegraph Company	1,702,460.09	1,484,711.63	1,557,000.00	3,834,118.92	\$18,741,705.16	\$19,609,221.87
White Pine Telephone Company	480.00	480.00	864.04	890.59	5,778.10	6,578.38
Yerington Electric Company			484.25	415.56	2,119.35	2,042.37
<b>Totals</b>	<b>\$3,811,848.72</b>	<b>\$5,748,402.97</b>	<b>\$4,208,417.68</b>	<b>\$5,230,437.87</b>	<b>\$37,980,908.08</b>	<b>\$35,596,218.77</b>

NOTE—Following amounts have been deducted from gross corporate income, account uncollectible revenues: \*\$20,744.89; \$13,789.39; \$26,466.69; \$16,420.94; \$17,542.32; \$673.87; \$1,162.25; \$305.82; \$315.18; \$120.20; \$37.00; \$304,567.00; \$284,997.00; \$80.26; \$314.90; \$295.12; \$28.40; \$227.79; \$254.44.  
<sup>h</sup>Figures taken from report for six months ended December 31, 1916. <sup>f</sup>Taxes already included in operating expenses not totaled in this column. <sup>h</sup>Figures taken from report for year ended June 30, 1916. <sup>k</sup>Line sold to The United Farmers' Telephone and Telegraph Company. <sup>h</sup>Telegraph department data included in railroad report.

*Italic figures denote deficit.*

INCOME ACCOUNT

### INCOME ACCOUNT

Company	Total deductions from gross corporate income		Net corporate income		Dividends paid out of income	
	1916	1917	1916	1917	1916	1917
	Adams Express Company		\$1,066,063.98		\$1,884,512.78	
American Express Company			\$2,863,699.60	1,257,593.18	\$1,400,870.00	\$1,046,190.00
Wells Fargo & Company Express	\$215,239.61	282,300.79	4,289,739.42	1,624,851.96	\$7,969,133.33	1,438,044.00
Nevada Interurban Railway Company	100,465.80	119,393.95		24.25		
Reno Traction Company				52.23		
The Pullman Company	\$2,001.48	4,010.00		856.71		
Baker Realty and Mercantile Company			11,715,196.77	13,460,245.09	9,529,084.66	9,543,992.68
Bell Telephone Company of Nevada				14.68		
Beowawe Mercantile Company	30,393.19	35,385.36		41,671.51		
Bridgport Telephone and Telegraph Company <sup>c</sup>				4.90		
Bullfrog District Telephone Company					7.50	
Churchill County Telephone and Telegraph System						
Clar, L. H. Telephone Line				1,224.51		32.47
Consolidated Power and Telephone Company				1,204.58		
Elko County Telephone and Telegraph Company	189.55	245.06		104.74		
Golconda Telephone and Power Company	556.01	400.00		263.22		
Interstate Telephone and Power Company	1,525.90	3,335.37		1,081.25		
Mason Valley Telephone and Telegraph Company	15,244.96	18,122.06		7,226.20	4,062.40	4,062.40
Moapa Valley Telephone Company	1,434.28			6,244.61		
Nevada, California and Oregon Telephone Company	60.00	65.00		198.06		
Nevada Central Railroad Company <sup>b</sup> Telegraph Line <sup>d</sup>	4,551.33	4,772.87		5,655.61		162.45
Nevada Consolidated Telephone and Telegraph Company				13,796.37		
Nevada Interurban Telephone Company		4.53		300.49		
Nevada Telephone-Telegraph Company	367.00	283.18		373.48	260.58	
Northern Nevada Telephone and Telegraph Company	804.00	804.00		4,628.25		
Postal Telegraph-Cable Company				1,385.32		987.50
Reese River Telephone Company				139.46		
Searchlight and Western Telephone System				3,727.31		
The United Farmers' Telephone and Telegraph Company				762.77		420.00
Utah, Nevada and Idaho Telephone Company				2,181.78		420.00
Western Union Telegraph Company				31.31		
White Pine Telephone Company	5,179,875.62	5,993,855.60		1,420.95		
Yerington Electric Company	400.00	400.00		2.15		
Totals	\$5,556,108.73	\$7,519,764.10	\$32,424,799.35	\$28,076,454.67	\$24,914,670.77	\$17,563,438.83

<sup>a</sup> Figures taken from report for six months ending December 31, 1916. <sup>b</sup> Figures taken from report for year ending June 30, 1916. <sup>c</sup> Sold to The United Farmers' Telephone and Telegraph Company. <sup>d</sup> Telegraph data included in railroad report. <sup>e</sup> Dividends paid out of income and surplus. *Italic figures denote deficit.*

Reno Traction Company  
 Directors—H. F. ... Joseph ... J. A. Hook ... M. ...  
**DIRECTORS AND OFFICERS OF EXPRESS, ELECTRIC-RAILWAY, CAR,  
 TELEPHONE AND TELEGRAPH COMPANIES**

The Adams Express Company

Directors—W. M. Barrett, C. S. Spencer, A. J. Hemphill, C. D. Norton, O. DeG. Vanderbilt, M. F. Plant, all of New York; H. E. Huff, Philadelphia, Pa., and G. D. Curtis, Chicago, Ill.

Officers—President, W. M. Barrett, New York; Vice-President, C. S. Spencer, New York; Vice-President and General Manager in charge of Eastern Department, H. E. Huff, Philadelphia, Pa; Vice-President and General Manager in charge of Western Department, G. D. Curtis, Chicago, Ill; Vice-President in charge of Traffic, E. M. Williams, New York; Secretary, H. H. Gates, New York; Treasurer, C. S. Spencer, New York; Attorneys, Guthrie, Bangs & Van Sinderen, New York; General Auditor, H. D. Freeman, New York; General Manager of New York Department, Charles Mackay, New York; General Manager of Foreign Department, J. S. Bigger, Paris, France; Traffic Manager, J. E. Cronin, New York.

American Express Company

Directors—G. C. Taylor, C. M. Pratt, J. H. Bradley, Cornelius Vanderbilt, J. H. Harding, J. G. Milburn, J. S. Alexander, F. P. Small, all of New York.

Officers—President, G. C. Taylor; First Vice-President in charge of General, F. P. Small; Vice-President in charge of Financial and Special Departments, H. K. Brooks; Vice-President in charge of Traffic, D. S. Elliott; Secretary, F. P. Small; Treasurer, J. F. Fargo; General Counsel, Carter, Ledyard & Milburn; Comptroller, Robert Mundle; Assistant Comptroller, A. R. Marshall; Vice-President and General Manager Eastern Lines, R. E. M. Cowie, all of New York; Acting General Manager Western Lines, C. D. Summy, Chicago; General Manager Foreign Department, Harry Gee, New York; Director-General Foreign Department, W. S. Dalliba, Paris; Manager Department of Equipment and Supplies, Elisha Flagg, New York; Traffic Manager, E. E. Bush, New York.

Wells, Fargo & Co.

Directors—B. D. Caldwell, F. D. Underwood, C. A. Peabody, H. W. DeForest, R. Delafield, J. H. Schiff, W. V. S. Thorne, W. A. Harriman, L. F. Loree, H. E. Huntington, all of New York; E. A. Stedman, Chicago; A. Christeson, San Francisco; W. F. Herrin, San Francisco.

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

Nevada Interurban Railway Company

Directors—L. W. Berrum, J. M. Short, O. J. Clifford, C. H. Duborg, S. H. Rosenthal, all of Reno, Nevada.

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

**Reno Traction Company**

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

Officers—President, H. Fleishacker; First Vice-President, John A. Buck; Second Vice-President, R. E. Wallace; Secretary, Joseph Martin; General Auditor, Samuel Smith, all of San Francisco; General Superintendent, R. C. Leeper, Reno, Nevada.

**The Pullman Company**

Directors—R. T. Lincoln, Manchester, Vt.; F. W. Vanderbilt, G. F. Baker, W. Seward Webb, J. P. Morgan, all of New York; J. J. Mitchell, Chauncey Keep, J. S. Runnells, J. A. Spoor, all of Chicago.

Officers—Chairman of the Board, R. T. Lincoln, Manchester, Vt.; President, J. S. Runnells; Vice-Presidents, Richmond Dean, LeRoy Cramer, Clive Runnells; Comptroller, L. S. Taylor; Secretary, A. S. Weinsheimer; Treasurer, A. A. Cummins, all of Chicago.

**Baker Realty and Mercantile Company**

Directors—Guy Saval, Geo. T. Baker, P. M. Baker, P. W. Baker, all of Baker, Nevada; J. M. Lockhart, Ely, Nevada.

Officers—President, Geo. T. Baker; Vice-President, P. M. Baker; Secretary, Treasurer and Manager, Guy Saval, all of Baker, Nevada.

**Bell Telephone Company of Nevada**

Directors—F. W. Eaton, G. E. McFarland, H. T. Scott, all of San Francisco.

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

**Beowawe Mercantile Company**

Directors—G. D. Shultes, Frances Shultes, F. E. Leonard, all of Beowawe, Nevada.

Officers—President and General Manager, G. D. Shultes; Vice-President, Frances Shultes; Secretary and Treasurer, F. E. Leonard, all of Beowawe, Nevada.

**Bridgeport Telephone and Telegraph Company**

Sole Owner—A. S. Bryant, Bridgeport, Cal. Sold during 1917 to Antelope Valley Land and Cattle Company, Topaz, Cal.

**Bullfrog District Telephone Company**

Sole Owner—Jesse Christensen, Beatty, Nevada.

**Churchill County Telephone and Telegraph System**

Directors—County Commissioners C. L. Benadum, W. H. Williams, W. E. Bowler, all of Fallon, Nevada.

Officers—Above-named County Commissioners and General Manager, J. C. Coniff, all of Fallon, Nevada.

**L. H. Clar Telephone Line, Palisade-Eureka**

Sole Owner—L. H. Clar, San Francisco, Cal.

**Consolidated Power and Telephone Company**

Directors—Ed. W. Clark, Jno. S. Park, W. S. Park, all of Las Vegas, Nevada.  
 Officers—President, Ed. W. Clark; Secretary and Treasurer, Jno. S. Park;  
 Superintendent, W. S. Park, all of Las Vegas, Nevada.

**Elko County Telephone and Telegraph Company**

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

Officers—President, W. T. Smith, San Francisco; Vice-President, A. W. Hesson; Treasurer, John Henderson; Secretary and General Manager, C. H. Prentice, all of Elko, Nevada.

**Golconda Telephone and Power Company**

Directors—William Kent and Jno. E. Webb of Kentfield, Cal.; A. E. Kent and Stewart G. Mollin of Golconda, Nevada; John G. Taylor of Lovelock, Nevada.

Officers—President and General Manager, Jno. E. Webb, Kentfield, Cal.; Vice-President, John G. Taylor, Lovelock, Nevada; Secretary, S. G. Mollin, Golconda, Nevada; Superintendent, C. B. Welshons, Winnemucca, Nevada.

**Interstate Telegraph Company**

Directors—A. B. West and C. O. Poole, of Riverside, Cal.; W. E. Porter and L. C. Phipps, Jr., of Denver, Colorado; F. M. Hess, Bishop, Cal.

Officers—President, A. B. West, Riverside, Cal.; Vice-President and General Manager, F. M. Hess, Bishop, Cal.; Vice-President and Treasurer, L. C. Phipps, Jr., Denver, Colo.; Secretary, W. E. Porter, Denver, Colo.; Assistant Secretary and Auditor, P. R. Ferguson, Riverside, Cal.; Assistant Treasurer, A. S. Cooper, Riverside, Cal.; Attorney, I. B. Potter, Riverside, Cal.; Superintendent, Vernon Wilder, Bishop, Cal.

**Mason Valley Telephone and Telegraph Company**

Directors—G. A. Schneider, Buffalo, N. Y.; Gilbert Briggs, H. P. Karge, Alfred Karge, W. L. Karge, all of Carson City, Nevada.

Officers—President, G. A. Schneider, Buffalo, N. Y.; Vice-President, Gilbert Briggs; Secretary and Treasurer, H. P. Karge; General Manager, Alfred Karge, all of Carson City, Nevada.

**Moapa Valley Telephone Company**

Directors—S. H. Wells, Kaolin, Nevada; B. F. Bonelli, St. Thomas, Nevada; S. R. Whitehead, W. L. Jones, J. M. Lytle, all of Overton, Nevada.

Officers—President, S. H. Wells, Kaolin, Nevada; Vice-President, W. L. Jones, Overton, Nevada; Secretary, Treasurer and General Manager, W. H. Lyon, Overton, Nevada.

**Nevada, California and Oregon Telegraph and Telephone Company**

Directors—Scott Hendricks, W. E. Hills, A. A. Rosenshine, all of San Francisco, Cal.; A. J. Matthews and Jules Alexander of Susanville, Cal.

Officers—President, Scott Hendricks, San Francisco; Vice-President and General Manager, A. J. Matthews, Susanville, Cal.; Vice-President, A. A. Rosenshine, San Francisco; Secretary and Treasurer, W. E. Hills, San Francisco.

**Nevada Central Railroad Company—Telegraph Department**

Directors and Officers—See report of Nevada Central Railroad Company.

**Nevada Consolidated Telephone and Telegraph Company**

Directors—Alfred Karge, Louise J. Sanford, Nell Lammon, all of Carson City, Nevada.

Officers—President and General Manager, Alfred Karge; Vice-President, Mrs. Nell Lammon; Secretary and Treasurer, Mrs. Louise J. Sanford, all of Carson City, Nevada.

**Nevada Interurban Telephone Company**

Directors—W. N. McGill, J. H. Gallagher, M. T. Collins, all of Ely, Nevada; J. C. Riordan, Lund, Nevada; J. L. Whipple, Sunnyside, Nevada.

Officers—President, W. N. McGill, Ely, Nevada; Vice-President, J. C. Riordan, Lund, Nevada; Secretary and Treasurer, E. C. Hair, Ely, Nevada; Superintendent, J. L. Whipple, Sunnyside, Nevada.

**Nevada Telephone-Telegraph Company**

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

Officers—President, George Wingfield, Reno, Nevada; Vice President and General Manager, F. G. Waterhouse, Tonopah, Nevada; Treasurer, J. M. Gilfoyle, Tonopah, Nevada; Secretary, J. Clarence Kind, Tonopah.

**Northern Nevada Telephone and Telegraph Company**

Directors—A. W. Sewell, K. M. Sewell, Oscar Miller, all of Tuscarora, Nevada; J. L. Winter, White Rock, Nevada.

Officers—President and Superintendent, A. W. Sewell; Secretary and Treasurer, K. M. Sewell, of Tuscarora, Nevada.

**Postal Telegraph Cable Company**

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

Officers—President, C. H. Mackay; Vice-Presidents, Edward Reynolds, C. C. Adams, C. P. Bruch; Secretary, W. B. Dunn; Treasurer, J. J. Cardona, all of New York.

**Reese River Telephone Company**

Directors—Geo. Keough, Samuel Worthington, T. J. Bell, Joseph Walsh, Geo. N. Dieringer, all of Austin, Nevada.

Officers—President, Geo. N. Dieringer; Vice-President, T. J. Bell; Treasurer, Joseph Walsh; General Manager, Geo. Keough.

**Searchlight Western Telephone System**

Sole Owner—James Cashman, Searchlight, Nevada.

**The United Farmers Telephone and Telegraph Company**

Directors—E. Christensen and E. J. Phillips, Gardnerville, Nevada; W. D. Park, Minden, Nevada; Fritz Schacht, Genoa, Nevada; R. W. Bassman, Sheridan, Nevada.

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

**Utah, Nevada and Idaho Telephone Company**

Directors—J. F. Judge, H. H. Hempstead, A. C. Ellis, Jr., Hugh L. Thomas of Salt Lake City, Utah; R. L. Douglass, Fallon, Nevada; W. O. Baber, Sr., of McDermitt, Nevada; and E. E. Harrison (deceased), of Ogden, Utah.

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

**Western Union Telegraph Company**

Directors—W. V. Astor, Newcomb Carlton, R. C. Clowry, H. W. DeForest, C. M. Depew, William Fahnestock, D. G. Geddes, R. S. Lovett, E. G. Merrill, P. A. Rockefeller, J. H. Schiff, M. L. Schiff, J. J. Slocum, James Stillman, W. H. Truesdale, W. K. Vanderbilt, Jr., A. H. Wiggin, all of New York; Oliver Ames, Boston, Mass.; H. A. Bishop, Bridgeport, Conn.; B. F. Bush, St. Louis, Mo.; Chauncey Keep, Chicago, Ill.

Officers—President, Newcomb Carlton; First Vice-President, G. W. E. Atkins; Vice-President and General Counsel, Rush Taggart; Vice-President in Charge of Commercial Department, J. C. Willever; Vice-President in Charge of Traffic, W. N. Fashbaugh; Vice-President in Charge of Plant and Engineering, G. M. Yorke; Vice-President and Comptroller, E. Y. Gallaher; Treasurer, Louis Dresdner; Secretary, A. F. Burleigh; General Auditor, H. W. Ladd; General Attorney, A. T. Benedict, all of New York; European Representative, Stanley J. Goddard, London, England.

**White Pine Telephone Company**

Directors—C. A. Walker, Arthur Smith, J. W. Biggane, all of Ely, Nevada.

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

**Yerington Electric Company**

Directors—J. I. Wilson, E. R. Lam, C. W. Gallagher, all of Yerington, Nevada.

Officers—President, J. I. Wilson; Vice-President and Treasurer, C. W. Gallagher; Secretary and General Manager, E. R. Lam.

Utah Nevada and Idaho Telephone Company

Directors—J. E. Lodge, H. H. Hamstead, A. C. Hill, Jr., Hugh L. Thomas of Salt Lake City, Utah; H. L. Douglas, Fallon, Nevada; W. O. Haber, Sr., of McAdams, Nevada; and E. E. Harrison (deceased), of Ogden, Utah.  
Officers—President, J. F. Lodge; Treasurer and Superintendent, Hugh L. Thomas; Secretary, H. H. Hamstead, all of Salt Lake City, Utah.

Western Union Telegraph Company

Directors—W. F. Astor, Newcomb Carlton, R. C. Lowry, H. W. DeForest, C. M. Johnson, William Katsenbach, D. G. Geddes, R. S. Lovell, E. G. Merrill, P. A. Knapp, J. H. Smith, J. J. Smith, J. J. Smith, James Sullivan, W. H. Tracy, W. K. Van Dyke, Jr., A. H. Wright, all of New York; Oliver Ames, Boston, Mass.; H. A. Fisher, Hingham, Conn.; H. F. Hall, St. Louis, Mo.; George W. Peck, Chicago, Ill.  
Officers—President, J. F. DeForest; Vice-President, G. W. B. Atkins; Secretary and Treasurer, James Sullivan; General Manager, J. F. DeForest; Superintendent, J. F. DeForest; Vice-President in Charge of Traffic, J. F. DeForest; Vice-President in Charge of Plant and Equipment, G. M. Johnson; Vice-President and Superintendent, H. F. DeForest; Treasurer, Louis Tracy; Secretary, A. E. Hartung; General Auditor, H. W. Todd; General Manager, A. T. Bennett, all of New York; Executive Representative, Charles J. Schmitt, London, England.

White Pine Telephone Company

Directors—A. Walker, Arthur Smith, J. W. Higgins, all of Elko, Nevada.  
Officers—President, A. Walker; Treasurer, Arthur Smith; Secretary and Treasurer, J. W. Higgins; General Manager, J. S. Bennett, all of Elko, Nevada.

Yerington Electric Company

Directors—J. I. White, H. B. Lane, C. W. Gallagher, all of Yerington, Nevada.  
Officers—President, J. I. White; Vice-President and Treasurer, C. W. Gallagher; Secretary and General Manager, H. B. Lane.

---

**LIST OF AUTHORITIES ISSUED BY THE RAILROAD COMMISSION OF  
NEVADA GRANTING RAILROADS AND OTHER COMPANIES THE  
PRIVILEGE OF REDUCING RATES ON LESS THAN THE STATU-  
TORY NOTICE OF THIRTY DAYS. COMMENCING WITH JANUARY  
1, 1917, AND ENDING NOVEMBER 15, 1918.**

---

## AUTHORIZATIONS

*Authority No. 496*—Nevada Northern Railway, applicant. Asking authority to file supplement to tariff providing for the acceptance of commutation tickets on main-line trains during fuel shortage. Request received and granted January 12, 1917.

*Authority No. 497*—Bullfrog Goldfield Railroad, applicant. Authority requested to cancel freight tariffs NRC 29 and 30, account no movement thereunder. These tariffs carried rates on stocks of merchandise in carloads from Rhyolite to Goldfield and Tonopah, Nevada. Application received January 10, 1917, granted January 16, 1917.

*Authority No. 498*—Bullfrog Goldfield Railroad, applicant. Request for authority to establish rate of \$3.50 per cord on second-hand ties, Rhyolite to Tonopah, Nevada. Application received January 23, 1917, granted January 24, 1917.

*Authority No. 499*—Las Vegas and Tonopah Railroad, applicant. Request for authority to establish rates retroactive to December 1, 1916, on locomotives and tenders including switch engines on own wheels of 75 cents per mile, and on railway cars including passenger and freight cars of 15 cents per mile, to apply between Beatty and Las Vegas, Nevada. Request received February 7, 1917, and granted the same day.

*Authority No. 500*—Virginia and Truckee Railway, applicant. Authority asked to publish rate of \$1.50 per ton to apply on sand, gravel, and crushed rock, carloads, Reno to Mound House, Nevada. Request received and granted March 3, 1917.

*Authority No. 501*—Virginia and Truckee Railway, applicant. Request for authority to publish rate of \$1.50 per ton to apply on fire clay, carloads, and in mixed carloads with brick, minimum 30,000 pounds, from Reno to Mound House, Nevada. Request received and granted March 3, 1917.

*Authority No. 502*—Nevada Copper Belt Railroad, applicant. Request for authority to establish rates on hog feed, carloads, as follows: Yerington to Colony, Nevada, 10 cents per hundredweight; Mason to Colony, Nevada, 9 cents per hundredweight; and Nurdyke to Colony, Nevada, 8 cents per hundredweight. Request received March 7, 1917, granted March 13, 1917.

*Authority No. 503*—Bullfrog Goldfield Railroad, applicant. Application for authority to establish, and cancel on short notice, rate of 5 cents per hundred pounds, to apply on straight or mixed carloads of second-hand machinery, corrugated iron, lumber, gasoline engines, motors and junk, minimum weight 30,000 pounds, from Rhyolite to Beatty, Nevada.

Request received March 3, 1917. Company authorized to establish rates as requested but denied the privilege of canceling on less than thirty days' notice. Authority issued March 3, 1917.

*Authority No. 504*—Southern Pacific Company, applicant. Request

for authority to publish rate of 20 cents per hundredweight on hay, carloads, from Lovelock to Tecoma, Nevada. Request received and granted March 28, 1917.

*Authority No. 505*—Goleonda Telephone and Power Company, applicant. Request for authority to publish the following toll rates for telephone service from Battle Mountain, Nevada.

Battle Mountain to Copper Canyon.....	20 cents for initial period
Battle Mountain to Galena.....	20 cents for initial period
Battle Mountain to Copper Basin.....	15 cents for initial period
Battle Mountain to 25 Ranch.....	15 cents for initial period
Battle Mountain to Isenhood Ranch.....	25 cents for initial period
Minimum telegraph rate from Battle Mountain to all of the above-named points.....	25 cents

Request received March 31, 1917, granted April 3, 1917.

*Authority No. 506*—Southern Pacific Company, applicant. Authority requested to establish rate of 25 cents per hundredweight on hay, carloads, from Reno to Tecoma, Nevada. Request received and granted April 12, 1917.

*Authority No. 507*—Los Angeles and Salt Lake Railroad, applicant. Request for authority to publish rate of one hundred and sixty-six and two-thirds of the one-car rate for two cars of demonstrating machinery when used by one demonstrator. Rate to apply between points in Nevada on applicant's line of railroad. Application received April 13, 1917, granted April 21, 1917.

*Authority No. 508*—Bullfrog Goldfield Railroad, applicant. Request for authority to establish rate of 5 cents per hundredweight, retroactive to April 10, 1917, to apply on second-hand store and bar fixtures, carloads, minimum weight 30,000 pounds, from Rhyolite to Beatty, Nevada. Request received and granted April 16, 1917.

*Authority No. 509*—Tonopah and Goldfield Railroad, applicant. Request for permission to transport, free of charge, the members of the Tonopah Band, from Tonopah to Goldfield, Nevada, and return, account Loyalty Day Celebration at Goldfield. Application received April 22, 1917, granted April 24, 1917.

*Authority No. 510*—Intermountain Demurrage Bureau, applicant. Request for authority to make various changes in demurrage rules and rates. Upon investigation it was found that the changes proposed would result in increased rates to the shipping public and the Commission was without authority to allow the same to take effect on less than thirty days' notice. Application received April 23, 1917, denied April 24, 1917.

*Authority No. 511*—Bullfrog Goldfield Railroad, applicant. Application received for authority to reissue local freight tariff 63 on one day's notice, correcting same to read "Between Rhyolite and Beatty" instead of "From Rhyolite to Beatty." Request received and granted April 24, 1917.

*Authority No. 512*—Western Pacific Railroad, applicant. Request for authority to restore all rates in supplement No. 2 to freight tariff NRC 80 on one day's notice, supplement having been canceled in error. Application received April 25, 1917, granted April 27, 1917.

*Authority No. 513*—Tonopah and Goldfield Railroad, applicant. Application received for authority to publish rate of \$7 per ton on second-hand lumber and timbers, carloads, and rate of \$10 per ton on second-hand sampling-plant material from Millers to Hazen, Nevada. Request received and granted May 5, 1917.

*Authority No. 514*—Western Pacific Railroad, applicant. Authority requested to cancel freight tariff No. 214 naming rate of 15 cents per car-mile for transportation of air brake instruction car No. 101. Application received May 12, 1917, denied May 21, 1917, account change resulting in increased rate.

*Authority No. 515*—Nevada Transportation Co., applicant. Request for authority to establish charges on one day's notice to cover transportation of circus from Palisade to Eureka, Nevada, and return. Request received and granted May 17, 1917.

*Authority No. 516*—Tonopah and Goldfield Railroad, applicant. As tariff No. 55 embodying rates authorized by the Commission under authority No. 513 expired by tariff provision June 7, 1917, and as shippers had not completed forwarding their material from Millers to Hazen, Nevada, the Commission was requested to grant authority to extend the life of the tariff to June 30, 1917. Request received and granted June 8, 1917.

*Authority No. 517*—Southern Pacific Co., applicant. Request for authority to withdraw supplement No. 3 to freight tariff 188-E NRC 62, account same having been filed in error. Application received June 16, 1917, and request granted the same date, as withdrawal of supplement in question did not increase rates.

*Authority No. 518*—Bullfrog Goldfield Railroad, applicant. Application received for authority to amend freight tariff NRC 34, retroactive in effect to June 20, 1917, so as to include transportation of all freight in carload lots, minimum weight 30,000 pounds, between Rhyolite and Beatty. Request received and granted June 23, 1917.

*Authority No. 519*—Pacific Freight Tariff Bureau, applicant. Request for authority to cancel all supplements to freight tariffs carrying 15% increases. Request received and granted July 10, 1917.

*Authority No. 520*—Virginia and Truckee Railway, applicant. Application received for authority to establish on one day's notice schedule of party excursion fares to cover new automobile rail service. Application received and granted July 27, 1917.

*Authority No. 521*—Virginia and Truckee Railway, applicant. Request for authority to make effective August 8, 1917, a thirty-day commutation rate of \$27 for thirty round-trips between Carson City and Reno, Nevada. Request received and granted August 7, 1917.

*Authority No. 522*—Nevada Central Railroad, applicant. Request for authority to publish on one day's notice rates of 42½ cents per hundred pounds on mining machinery, carloads, and 26½ cents per hundred pounds on mining timbers and lumber, carloads, from Battle Mountain to Ledlie, Nevada. Request received and granted August 20, 1917.

*Authority No. 523*—Nevada Copper Belt Railroad, applicant.

Request received for authority to publish on two days' notice rates of 55 cents per ton on lime rock, carloads, from Ludwig to Wabuska, Nevada, and 5 cents per hundredweight on scrap iron from Mason to Wabuska, Nevada. Request received August 26, 1917, granted August 27, 1917.

*Authority No. 524*—Southern Pacific Co., applicant. Application received for authority to name rate of 80 cents per ton on lime rock, carloads, minimum weight 80,000 pounds, Wabuska to Fallon, Nevada. Request received and granted August 27, 1917.

*Authority No. 525*—Tonopah and Goldfield Railroad, applicant. Authority requested to publish and make effective on one day's notice rate of 40 cents per hundredweight on old warehouse material, carloads, Goldfield to Wabuska, Nevada. Request received and granted September 14, 1917.

*Authority No. 526*—Tonopah and Goldfield Railroad, applicant. Request for authority to publish and make effective immediately a rate of 40 cents per ton on ores not exceeding \$10 per ton valuation, carloads, minimum weight 40,000 pounds, Tonopah to Millers, Nevada. Request received and granted September 20, 1917.

*Authority No. 527*—Nevada Northern Railway, applicant. Application received for authority to publish rate of 25 cents per ton on ore of all values, carloads, from Copper Flat and Ruth to Kimberly, Nevada. Request received and granted September 21, 1917.

*Authority No. 528*—Southern Pacific Co., applicant. Request for authority to publish rate of \$180 to cover the transportation of one narrow-gauge locomotive from Nenzel to Sparks, Nevada, and return. Request received and granted October 17, 1917.

*Authority No. 529*—Nevada Copper Belt Railroad, applicant. Under this authority, the Nevada Copper Belt Railroad Co. was authorized to protect the less-than-carload rating on nine thousand pounds of scrap iron billed from Yerington to Wabuska, Nevada. Application received October 24, 1917, granted October 25, 1917.

*Authority No. 530*—Pacific Freight Tariff Bureau, applicant. Request for authority to amend item No. 295 of exception sheet No. 1-F on one day's notice, so as to provide that when open cars under 44 feet 6 inches in length, inside measurement, are furnished at carrier's convenience, for shipments of hay and straw, minimum carload weight will be the same as that provided for closed cars of the same length. Request received and granted October 30, 1917.

*Authority No. 531*—Bell Telephone Co. of Nevada, applicant. Request for authority to establish telephone toll rates to and from a new toll station known as Williams, located in Washoe County, Nevada. Application received and granted November 8, 1917.

*Authority No. 532*—Southern Pacific Co., applicant. Application received for authority to publish rates of \$2.65 per ton on ore of \$20 per ton valuation, \$4 per ton on ore of \$50 per ton valuation, and \$5.65 per ton on ore of \$100 per ton valuation, carloads, Sodaville to Toulon, Nevada. Request received and granted November 10, 1917.

*Authority No. 533*—Southern Pacific Co., applicant. Request for

authority to publish on less than statutory notice the following rates on soap in carloads:

Reno to Winnemucca.....	45 cents per cwt.
Reno to Golconda.....	45 cents per cwt.
Reno to Elko.....	50 cents per cwt.
Reno to Cobre.....	56 cents per cwt.
Reno to Montello.....	56 cents per cwt.

Request received November 12, 1917, and granted the same date.

*Authority No. 534*—Bell Telephone Co. of Nevada, applicant. Application for authority to establish a temporary toll station at Camp Six, Washoe County, Nevada, a point approximately four miles north of Reno. As this was a new toll station it was also requested that the company be allowed to establish toll rates to and from the point on less than thirty days' notice. Application received November 11, 1917, granted November 14, 1917.

*Authority No. 535*—Tonopah and Goldfield Railroad, applicant. Request for permission to establish rate of 25 cents per ton for switching ore from all points in Tonopah yards to the Belmont Mill at that point. Request received and granted Nov. 30, 1917.

*Authority No. 536*—Tonopah and Goldfield Railroad, applicant. Application received for authority to publish and make effective on one day's notice rate of 30 cents per hundredweight on building tile, carloads, minimum weight 40,000 pounds, from Goldfield to Fallon, Nevada. Request received and granted November 30, 1917.

*Authority No. 537*—Western Pacific Railroad, applicant. Requesting authority for permission to publish and make effective on one day's notice a rate of 18½ cents per hundredweight on flour, carloads, minimum weight 30,000 pounds, from Elko to Tobar, Nevada. Application received December 2, 1917, granted December 3, 1917.

*Authority No. 538*—Las Vegas and Tonopah Railroad, applicant. On December 6, 1917, the Las Vegas and Tonopah Railroad Co. filed its Rate Issue No. 50, NRC No. 63, naming rate of 25 cents per hundred pounds on wheels, locomotive and car, mounted or unmounted; also driving-wheel tires, any quantity, between Las Vegas and Beatty, Nevada. A letter from the company explained that this tariff had been made effective retroactive to October 30, 1917, in order to take care of shipments which had moved on and after that date. The Commission was requested to approve this tariff. On December 6, 1917, the Commission issued its formal approval of the same.

*Authority No. 539*—Under the heading of Case 435 relating to rates on coal from Coaldale to various other Nevada points, the Tonopah and Goldfield Railroad Co. had signified its willingness to transport free of charge one or two cars of coal to each of the towns of Tonopah, Goldfield, and Mina, Nevada. The complainant in Case 435 requested that the Commission authorize the Tonopah and Goldfield Railroad to move these shipments when ready for forwarding. As this was a case which was purely experimental in order to ascertain whether the coal was marketable, the authority was granted on December 11, 1917. It later developed that the shipments never moved as the parties interested did not produce the coal.

*Authority No. 540*—Nevada Copper Belt Railroad, applicant. Authority requested to publish and make effective immediately rate of 9 cents per hundredweight on potatoes, carloads, Yerington to Ludwig, Nevada. Request received and granted December 13, 1917.

*Authority No. 541*—Southern Pacific Co. applicant. Request for authority to publish special excursion fare from Mina to Candeleria, Nevada, and return of \$2.25, the same to become effective December 18, 1917, and to expire December 20, 1917. Request received and granted December 18, 1917.

*Authority No. 542*—Nevada Copper Belt Railroad, applicant. Request for authority to publish and make effective immediately rate of 10 cents per hundredweight on well-boring machinery between Ludwig and Mason, Nevada. Request received and granted December 18, 1917.

*Authority No. 543*—Tonopah and Goldfield Railroad, applicant. Authority requested for permission to publish and make effective various reduced rates on ore in carload lots from Goldfield to Tonopah, Nevada. Request received December 30, 1917, and granted December 31, 1917.

*Authority No. 544*—Intermountain Demurrage Bureau, applicant. On January 11, 1918, the Intermountain Demurrage Bureau, under the direction of the United States Director-General of Railroads, requested authority to increase certain demurrage rates effective January 21, 1918, in order to relieve the car shortage by forcing the prompt loading and unloading of freight cars. The Commission offered no objection to the proposed changes, in order to cooperate fully with the United States Government in handling matters of this kind.

*Authority No. 545*—Nevada Short Line Railway, applicant. Request for authority to file supplement No. 2 to freight tariff 1-B, increasing certain freight rates, also making certain changes by increasing passenger fares to become effective February 1, 1918. Application received January 18, 1918, and denied the same date.

*Authority No. 546*—Tonopah and Goldfield Railroad, applicant. Request for authority to move five or six cars of ore between Tonopah and Main Line Junction for weighing without assessing charges. Request received and granted January 24, 1918.

*Authority No. 547*—Tonopah and Goldfield Railroad, applicant. Application for authority to establish rate of 30 cents per ton for check-weighing only on carload freight consigned to the Tonopah Belmont Development Company's mill at Tonopah when moving via Main Line Junction. Request received and granted January 25, 1918.

*Authority No. 548*—Intermountain Demurrage Bureau, applicant. On February 3, 1918, the Intermountain Demurrage Bureau, under Director General's order No. 7, requested authority to make effective February 10, 1918, certain changes in demurrage rules then in force. On February 4, 1918, the Commission authorized the changes.

*Authority No. 549*—Southern Pacific Co., applicant. Request for authority to publish and make effective on one day's notice rate of \$74 per standard car on stock cattle Lovelock to Beowawe, Nevada, and return. Request received and granted February 12, 1918.

*Authority No. 550*—Pacific Freight Tariff Bureau, applicant.

Request for authority to cancel Rule 7 of Exception Sheet 1-F and similar rules in other Pacific Freight Tariff Bureau tariffs. This rule applied to the marking of freight packages, and upon the cancellation of the same, Rule 7 of Supplement 2 to Western Classification 55 was made effective. Application received and granted March 13, 1918.

*Authority No. 551*—Bullfrog Goldfield Railroad, applicant. Application received for authority to publish on one day's notice rate of 25 cents per hundred pounds from Beatty to Goldfield, Nevada, to apply on pipe and fittings, iron or steel, straight seam riveted and spiral seam sheet-iron pipe and well casing not over twelve inches in diameter, carloads, minimum weight 30,000 pounds. Application received and granted March 18, 1918.

*Authority No. 552*—Pacific Freight Tariff Bureau, applicant. Request for authority to amend Item 140 of Exception Sheet 1-F by including barley flour at the same rating as wheat and other flour. Request received and granted March 19, 1918.

*Authority No. 553*—Southern Pacific Co., applicant. Application for authority to publish on one day's notice rate of \$1.50 per ton on coke, carloads, minimum weight 40,000 pounds, Fallon to Wabuska, Nevada, rate to expire thirty days after date of publication. Application received and granted March 31, 1918.

*Authority No. 554*—Southern Pacific Co., applicant. Request for authority to publish, effective May 1, 1918, new uniform diversion and reconsignment rules as prescribed by the Interstate Commerce Commission. Request received and granted April 17, 1918.

*Authority No. 555*—Nevada Copper Belt Railroad Co., applicant. Request for authority to render free service to the State of Nevada by placing motor car at the service of the members of the State Highway Commission at such time as they might desire to make a special trip of inspection of the proposed highway through Wilson Canyon, Lyon County, Nevada. Request received and granted April 17, 1918.

*Authority No. 556*—Nevada Northern Railway, applicant. Application received for authority to establish rates of \$10 each on ballast spreaders on own wheels between Kimberly, Ruth, Keystone and East Ely; \$15 each between Kimberly, Ruth, Keystone and McGill; and \$7.50 each between East Ely and McGill. Request received and granted April 17, 1918.

*Authority No. 557*—Pacific Freight Tariff Bureau, applicant. Request for authority to publish on less than statutory notice new reconsignment and diversion rules as prescribed by the Interstate Commerce Commission. Application received April 18, 1918, and granted the same date.

*Authority No. 558*—Southern Pacific Co., applicant. Request for authority to publish rate of \$5 per car for interchange switching at Reno, Nevada, to cover the movement of cars between industry tracks of the Western Pacific Railroad, Southern Pacific Co., and Virginia and Truckee Railway. Application received April 22, 1918, granted April 27, 1918.

*Authority No. 559*—Southern Pacific Co., applicant. Request for authority to publish the following provision and rate covering the movement of special passenger cars: "For the movement of a special

passenger car of any description, the published tariff fare to apply for each member of the party traveling in the special car with a minimum of thirty full fares from starting point to destination, minimum charge to be \$50 per car for each movement."

Applicant stated that this request was made under orders from the Director-General of Railroads of the United States. As the Commission had received no notice from the Government regarding this matter the question was taken up by telegraph with the authorities at Washington. Upon receipt of information from the Director-General, the Commission advised the Southern Pacific Co. that it would not object to the increased rates being established on less than thirty days' notice. Application received April 21, 1918, letter to applicant May 4, 1918.

*Authority No. 560*—Western Pacific Railroad, applicant. This application was for authority to publish on less than statutory notice the same provisions applying to special car service as outlined in Authority No. 559 (Application of Southern Pacific Co.). Application received April 27, 1918, letter to applicant May 4, 1918.

*Authority No. 561*—Pacific Freight Tariff Bureau, applicant. Request for authority to amend Tariff 32-B NRC 68, making certain changes in demurrage rules and regulations as ordered by the United States Railroad Administration. Request received April 30, 1918, and granted the same date.

*Authority No. 562*—Tonopah and Goldfield Railroad, applicant. Request for authority to publish and make effective immediately rate of \$5 per car on ore from bins of the Goldfield Consolidated Mining Co. to its mill in Goldfield, Nevada. Request received and granted May 1, 1918.

*Authority No. 563*—Los Angeles and Salt Lake Railroad, applicant. This application was for authority to publish on less than statutory notice the same provisions applying to special car service as outlined in Authority No. 559 (Application of Southern Pacific Co.). Application received May 5, 1918, letter to applicant May 7, 1918.

*Authority No. 564*—Intermountain Demurrage Bureau, applicant. Request for authority to cancel Paragraph 7, Section B, Rule 2, Item 2-C of Supplement 12 to Demurrage Tariff NRC 7, providing 24 hours' free time for any other purpose than loading and unloading cars. Upon investigation it was found that cars held by shippers for other purposes than loading or unloading would be taken care of under Paragraphs 4 and 5, Section B of Rule 2 in the tariff above referred to. Application received May 10, 1918, granted May 20, 1918.

*Authority No. 565*—Nevada Northern Railway, applicant. Application received for authority to publish, effective May 14, 1918, half-fare rates between points on applicant's line and Cobre and Shafter, Nevada, account War Conference to be held at Reno, May 15, 1918. Request received and granted May 13, 1918.

*Authority No. 566*—Virginia and Truckee Railway, applicant. Request for authority to publish on less than statutory notice rate of ten cents per hundredweight on straw, carloads, minimum weight 20,000 pounds, from Minden to Reno, Nevada. Application received and granted May 13, 1918.

*Authority No. 567*—Nevada Northern Railway, applicant. Request for authority to make half-fare rates authorized under Authority No. 565, effective May 15, 1918, instead of May 16, 1918. Request received and granted May 14, 1918.

*Authority No. 568*—Virginia and Truckee Railway, applicant. Application received for authority to publish and make effective May 15, 1918, special excursion tariff naming a rate of one fare for the round trip from all stations on applicant's road to Reno, Nevada, account War Conference at Reno. Request received and granted May 15, 1918.

*Authority No. 569*—Nevada Northern Railway, applicant. Request for authority to reissue on less than statutory notice all class and commodity freight rates applicable to Nevada intrastate business, making no increases in same but raising rates 25 per cent on interstate business, in line with Director-General's Order No. 28. Request received and granted June 10, 1918.

*Authority No. 570*—Virginia and Truckee Railway, applicant. Request for authority to publish, effective July 11, 1918, special round-trip fare of \$1 between Reno and Bowers, Nevada; also ten-ride commutation fares between Carson City and Stewart, Empire, Brunswick, and Merrimac, Nevada, at a rate of \$1.25. Application received July 9, 1918, granted July 11, 1918.

*Authority No. 571*—Bullfrog Goldfield Railroad, applicant. Application for authority to establish charge of \$3.10 per car to cover switching between points in applicant's yard at Goldfield, Nevada, in order to comply with Director-General's Order No. 28. Application received July 14, 1918, letter to applicant under date of July 17, 1918, stating that Commission would interpose no objection to the proposed rate.

*Authority No. 572*—Virginia and Truckee Railway, applicant. Request for authority to publish and make effective on one day's notice various reductions in week-end and thirty-day round-trip passenger fares and also party fares between points on applicant's line of railroad. Request received and granted July 18, 1918.

*Authority No. 573*—Tonopah and Goldfield Railroad, applicant. Request for authority to publish and make effective on five days' notice rate of 87 cents per ton on ore, carloads, minimum weight 60,000 pounds from Millers to Tonopah, Nevada. Application received August 18, 1918, granted August 20, 1918.

*Authority No. 574*—Virginia and Truckee Railway, applicant. Request for authority to publish and make effective September 6, 1918, an excursion fare of 50 cents for adults and 25 cents for children from Carson City to Bowers, Nevada, and return, account annual picnic for the children of the State Orphanage. Request received and granted September 5, 1918.

*Authority No. 575*—Bullfrog Goldfield Railroad, applicant. Application received for authority to publish and make effective immediately rate of 75 cents per mile on steam locomotives and tenders on their own wheels between Goldfield and Beatty, Nevada. Request received and granted September 21, 1918.

*Authority No. 576*—Pacific Freight Tariff Bureau, applicant.

Request for authority to issue supplements to various Bureau tariffs by amending same to carry appropriate NRC numbers which had previously been omitted owing to the existing orders issued by the Director-General. Application received September 29, 1918, granted September 30, 1918.

*Authority No. 577*—Pacific Freight Tariff Bureau, applicant. Request for authority to amend Exception Sheet No. 1-F, NRC 65, by increasing estimated weights on lemons in certain sized boxes, same to become effective November 1, 1918. Request received October 6, 1918, denied October 9, 1918.

*Authority No. 578*—Las Vegas and Tonopah Railroad, applicant. Request for authority to cancel all freight and passenger tariffs effective November 1, 1918. Application received October 8, 1918, denied on the same day. (See Case 474.)

*Authority No. 579*—Tonopah and Goldfield Railroad, applicant. Application received for authority to publish, effective October 11, 1918, rate of 80 cents per ton on ore, irrespective of valuation, in car-load lots, minimum weight 60,000 pounds, to apply from Klondyke to Goldfield, Nevada. Application received and granted October 8, 1918.

*Authority No. 580*—Pacific Freight Tariff Bureau, applicant. Requesting authority to amend all tariffs naming intrastate Nevada rates on wheat flour, carloads, to provide that such rates shall apply on flour manufactured from barley, beans, buckwheat, corn, oats, potatoes, rice, rye, wheat, or a mixture of any two or more. Application received November 10, 1918, granted November 11, 1918.

GENERAL EXPENSES OF THE RAILROAD COMMISSION OF NEVADA  
FOR THE PERIOD FROM JANUARY 1, 1917, TO AND INCLUDING  
NOVEMBER 30, 1918.

Books and periodicals.....	\$61.00
Drayage.....	5.50
Express charges.....	30.51
Furniture and office fixtures.....	68.93
National Association Railway and Utilities Commissioners.....	75.00
Office stenographers and clerks.....	4,769.15
Outside stenographic fees.....	577.24
Printing.....	64.79
Paper and Envelopes.....	208.60
Stamps.....	213.17
Stationery, other than paper.....	85.81
Telegraph Service.....	315.13
Telephone Service.....	153.00
Traveling expenses.....	2,929.13
Typewriter repairs and supplies.....	120.43
Miscellaneous.....	143.53
<b>Total.....</b>	<b>\$9,820.92</b>

NOTE—Received from the sale of reports and maps during the period mentioned above, \$25.46; received from the sale of transcripts and turned over to the State Treasurer for the general fund, \$77.70; in July, 1917, rebate was received from the Transcontinental Scrip Bureau on scrip purchased to the amount of \$22.45. This sum was expended in stamps and deducted from the traveling expense account.

---

---

**TARIFF, ACCOUNTING AND GENERAL RULINGS OF THE  
RAILROAD COMMISSION OF NEVADA**

---

---

## TARIFF CIRCULAR No. 22

## ACCOUNTING CIRCULAR No. 1

There being numerous complaints made to this Commission, informally, by 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 cor-

rected 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*.

#### ACCOUNTING CIRCULAR NO. 2

##### *To the Accounting Officers of Railroads Operating in Nevada:*

At a regular meeting of the Railroad Commission of Nevada, held Wednesday, April 8, 1914, it was unanimously ordered that the following resolution be adopted, and that the railroads operating in the State of Nevada be required to comply with the same:

It appearing to the Commission that in all freight-rate cases of any importance brought before it the questions of density of traffic of intrastate freight moving between Nevada points, together with the gross earnings per ton per mile accruing thereon, are of great importance in determining the question

of reasonable rates, regardless of whether a case involves the movement of a single commodity between individual points or relates to a general readjustment of all class or commodity freight rates, either local or joint; it is, therefore,

*Ordered:* That during the months of May, 1914, and October, 1914, and following regularly two months in each year thereafter—namely, the months of March and October—all railroads operating in Nevada will be required to furnish this Commission with one copy of every local and joint or through freight waybill covering the movement of intrastate freight in Nevada issued each day during said months at every station on its company's line of railroad in the State of Nevada.

This order has been issued by virtue of the authority vested in the Commission by sections 13 and 20 of the Railroad Commission Law of Nevada. In view of the fact that the Commission is authorized to call for additional reports and data, it is thought that the method prescribed by the foregoing order will be less burdensome to the railroad companies than it would be if such information and data were called for specifically when required to meet special cases.

For your information will state that this resolution has been adopted in order that the Commission may at any time work up information relative to tonnage and earnings on freight moving between strictly Nevada points, without the necessity of throwing the burden of working up such data upon the carriers, or going to the expense of sending the Commission's employees to various points in the State to obtain such information.

All copies of waybills received by the Commission will be considered as confidential, and files of such waybills will not be open to inspection by the public.

The Commission believes that it is familiar with the methods employed by the railroads operating in the State in waybilling freight, and therefore offers the following suggestions to carriers in order to enable them to comply with this order with little trouble and expense:

*First*—That an order be issued to all agents in the State of Nevada requiring them to give all local and joint waybills covering freight destined to points in the same State a separate series of numbers, commencing with the number one on the first day of each month.

*Second*—That in taking book and tissue copies of all such waybills all agents in the State of Nevada be required to have an extra tissue copy taken for the use of the Railroad Commission of Nevada.

*Third*—That instructions be issued to agents in Nevada requiring them to forward the Commission's copies of waybills directly to the Commission once during each week of the month for which such copies are required; namely, during the month of May, 1914, October, 1914, and regularly every March and October thereafter, unless the Commission designates a different period, in which case ample notice will be given.

Kindly acknowledge receipt of this circular immediately, advising as to the action taken by your company in this matter.

RAILROAD COMMISSION OF NEVADA,

By E. H. WALKER, *Secretary.*

Dated April 8, 1914.

## TARIFF RULING No. 6—AUTOMOBILE COMMON CARRIERS

## PASSENGER FARE SCHEDULES

**Section 1. Title Page of Every Tariff Must Show:**

1. N. R. C. number in upper left hand corner, followed by N. R. C. numbers that are canceled thereby. (Note: A separate series of N. R. C. numbers for freight and passenger tariffs must be used.)

2. Name of issuing carrier.

3. Whether tariff is local, or joint, or both. (Names of participating carriers, if joint tariff.)

4. The territory or points from and to which the tariff applies, briefly stated, together with the route traversed.

5. Date of issue. Date effective.

6. Name, title and address of official by whom tariff is issued.

7. If tariffs are issued on less than the statutory notice of thirty days by permission, or order, or authorization of the Railroad Commission, notation "Issued under special permission of the Railroad Commission of Nevada No. .... of (date) ....." or "Issued in compliance with order or authorization of the Railroad Commission of Nevada in Case or Application No. ...." must appear on title page.

8. Temporary excursion tariffs must show date of expiration, viz: "Expires ..... unless sooner canceled, changed or extended," such date of expiration to be the last date on which return portion of tickets sold under the tariff is good for passage.

**Section 2. Passenger Tariffs Must Contain:**

1. The fares explicitly stated in cents or in dollars and cents, together with the names of the places from and to which they apply, arranged in a systematic manner.

2. If desired carriers may use a distance table for basis of fares by incorporating in their tariffs an official list of all points in connection with which such basis is to apply and showing in proper order the distance between each point.

3. Full explanation of reference marks and technical abbreviations used in the tariff.

4. Rules and regulations which govern the tariff, in clear and explicit terms, setting forth all privileges, stopovers, extension of time limit, refunds for unused and partly used tickets, baggage rules, excess baggage rates, etc.

5. All passenger tariffs must show location of stopping point in each terminal municipality.

## FREIGHT RATE SCHEDULES

**Section 3. Title Page of Every Tariff Must Show:**

1. N. R. C. number in upper left hand corner, followed by N. R. C. numbers that are canceled thereby. (Note: A separate series of N. R. C. numbers for freight and passenger tariffs must be used.)

2. Name of issuing carrier.

3. Whether tariff is local, or joint, or both. (Note: Names of participating carriers if joint tariff.)

4. The territory or points from and to which the tariff applies, briefly stated.

5. Date of issue. Date effective.

6. Name, title and address of official by whom tariff is issued.

7. If tariffs are issued on less than the statutory notice of thirty days by permission, or order, or authorization of the Railroad Commission, notation "Issued under special permission of the Railroad Commission of Nevada No. .... of (date) ....." or "Issued in compliance with order or authorization of the Railroad Commission of Nevada in Case or Application No. ....," must appear on title page.

*Section 4. Freight Tariffs Must contain:*

1. Alphabetically arranged and complete index of all commodities upon which commodity rates are named. If all of the commodity rates to each destination in the tariff are arranged alphabetically by commodities further index of the same may be omitted.

2. Alphabetically arranged and complete index of points FROM which tariff applies and alphabetically arranged and complete index to points TO which tariff applies.

3. All rates must be explicitly stated in cents, or dollars and cents, per one hundred pounds or per ton of 2,000 pounds, together with the names of the places from and to which they apply, arranged in a simple and systematic manner.

4. If desired, carriers may use a distance table for basis of rates by incorporating in their tariffs an official list of all points in connection with which such basis is to apply, and showing in geographical order the distance between such points.

5. Full explanation of reference marks and technical abbreviations used in the tariff.

6. Rules and regulations which govern the tariff in clear and explicit terms setting forth all privileges and services covered by the rates, such as free storage and store-door receipt and delivery.

*Section 5. Time Schedules:*

1. All common carriers must file a full and complete time schedule showing time of arrival and departure at all points.

*Section 6. General Instructions Relating to Passenger and Freight Tariffs:*

1. Full 30 days' statutory notice is required on all tariffs except where special permission has been obtained, or on temporary excursion tariffs.

2. Temporary excursion tariffs may be established upon one day's notice to the public and mailing two (2) copies to the Railroad Commission.

3. Tariffs of lines now in operation may be issued and filed in the first instance on one day's notice.

4. Tariffs must be typewritten or issued by any of the various printing processes, provided all copies so issued are clear and legible.

5. Two (2) copies of all tariffs and classifications and three (3) copies of all time schedules and circulars must be filed with the Railroad Commission. Address "Railroad Commission of Nevada, Carson City, Nevada."

RAILROAD COMMISSION OF NEVADA,

By E. H. WALKER, *Secretary.*

Dated May 14, 1917.

# INDEX TO INTRODUCTION OF THE BIENNIAL REPORT OF THE RAILROAD AND PUBLIC SERVICE COMMISSIONS OF NEVADA.

A	PAGE
Appropriations Needed and Reasons Therefor.....	7-9
C	
Cost and Charges of Motor-Truck Service.....	122-128
Cost of Maintaining Commission Contrasted with Savings.....	6
Cost of Nevada Commission Per Capita to People.....	6-7
Cost of Other State Commissions.....	6
E	
Economical and Efficient Administration of Commission.....	10
Expenditures of Other State Commissions in Salaries.....	9-10
G	
Government Refuses to Prevent Scrapping of Las Vegas and Tonopah Railroad.....	105-108
J	
Jitney Service, Regulation of.....	113-115
L	
Las Vegas and Tonopah Railroad, Government Refuses to Prevent Scrapping of.....	105-108
<b>LONG-AND-SHORT-HAUL LEGISLATION.....</b>	<b>10-60</b>
Administration Policy Further Exemplified.....	48-49
Alabama Rivers, Transportation on, Inadequate.....	56
Appearances Entered.....	14-15
Artificial Stimulus Under Present Government Policy Condemned by Judge Cooley.....	46-47
Cement Company Given Satisfactory Rates and Service by Purchasing Steamboat which It Does Not Operate.....	53
Charleston's Export Business Restricted in Interest of Long Railway Haul to Northern Ports.....	56
Congress, Declaration of, Necessary to Establish Confidence, Encourage New Invest- ments and Prevent Confiscation.....	16
East-Bound Transcontinental Situation, Special Class or Commodity Carload Rates.....	36-41
Failure to Take Advantage of God-Given Opportunities.....	17-18
First-Class Rate Discriminations.....	26-30
Fourth Section Amended in 1910.....	15-16
Hearings on Long-and-Short-Haul Legislation Before the Newlands' Committee and the Senate and House Committees on Interstate Commerce.....	10-11
Industrial Interests Arrayed on Side of Railroads and Against Intermediate Produc- ing States.....	17
Inland Waterways Committee, Resume of Comprehensive Investigation by the.....	50-51
Intermediate Rate Association, Object of the.....	14
Intermediate Rate Association, Showing by the, Before the Senate and House Com- mittees.....	13
Interstate Commerce Commission Decision Qualified and Relief Not Permanent.....	11
Investigation by Secretary of Commerce and Inland Waterways Committee Shows Fed- eral Policy Defective.....	49
Keller's, Major-General, Extracts from Testimony of.....	49-50
Liggett and Meyers Tobacco Company Forced to Use Water Transportation at Higher than Rail Rates.....	52-53
Long-and-Short-Haul Rates and Unjust Taxation Exemplified.....	25
Long-and-Short-Haul Rates, Railroads Invited to Reestablish.....	13
Long-and-Short-Haul Regulation, History of.....	15
McChord, Hon. C. C., Able Article by.....	57-60
Mississippi River and Its Antiquated Freight-Carrying Equipment.....	54
Mississippi River Improvement Association Appeals for Legislation.....	52
Monopolistic System Illustrated by the Disability Under which Nevada Labors.....	21-22
Monopoly in Restraint of Trade and State Development.....	20-21
Montana Sugar-Rate Case, The.....	23-24
National Development Policy, Wise, Demands that Government Protect Unorganized Producing Sections Against Exploitation.....	18
Nevada and Other State Commissioners and Representatives Secure Action by Appear- ance Before Newlands Committee.....	12
New England Situation, Judge Brandies on the.....	56
"Out-of-Pocket Cost" Theory.....	44-46
Passenger-Fare Discrimination Against Nevada, Arizona, and New Mexico.....	42-43
Photographs of River Steamer Securing Traffic Bring Railroad Cars and Service.....	53
Pittman, Senator, and Other Senators, Instructive Debate Between, Before Senate October 1, 1918.....	57-60
Railroads Discriminate at Port Cities in Disregard of Their Potential and Actual Water Competitive Theory.....	55
Railroads Divert Traffic from Boat Line to Rail Line.....	51
Railroads Find Thirty Cars After Contract with River Steamer at Higher Than Rail Rates.....	53

LONG-AND-SHORT-HAUL LEGISLATION—Continued.		PAGE
Rates, In Re Graded		12
<b>T</b> Rates, Picture of a Few Railroad, and Their Effect, Authorized Under Present Governmental Policy		26-44
Rates, Reasonableness of, Not Passed Upon		12
Remarks		56-57
San Francisco and Other Port Cities in the Role of Jobbing or Clearing-Houses for the Railroads and Large Industrial Monopolies		21
Secretary Redfield Complains		51-52
Slogan, The Insidious Railroad		24-25
Slow Railroad Movement Illustrated		54
Southern Railway Refuses to Furnish Cars for Joint Rail and Water Line Shipment		31
Southern States Situation, The, Special or Commodity Carload Rates		33-35
Taxation and Waterway Appropriations Wasted from Transportation Standpoint		19
Taxation, Unjust, Imposed in Violation of Equality Clauses of Constitution		22-23
Texas Situation, The; Special or Commodity Carload Rates		31-32
Trusts, Monopolistic, Fostered and Protected without Violation of the Sherman Anti-Trust Act		19-29
United States Steel Corporation, Value Rail Service Cheaper to the		53-54
United States Supreme Court Holds that Each Class of Traffic Must Bear Its Full Share of All Costs		46
Value of Rail and Water Service Compared		53
Water Transportation Facilities Not Available When Urgently Needed for War Purposes		18
Water Transportation Legislation Prepared, but Withheld		52
Water Transportation, Long-and-Short-Haul Legislation Will Protect		18-19
Western and Southern Territorial Situation; Special Class or Commodity Carload Rates		35-36
Wilmington, N. C., The Port of, Practically Put Out of Business by the Railroads		54-55
Wood, General Leonard, In Re Slow Railroad Movement		54
<b>M</b>		
Motor-Truck Service, Cost and Charges of		122-128
Motor-Truck Transportation Growing Rapidly		115-122
<b>N</b>		
Nevada Commissioners Compete with High-Salaried Officials		10
<b>P</b>		
Passenger Fares Before the Railroad Administration		104-105
Public Service Commission, Cases Adjusted by the		5
<b>R</b>		
Railroad Administration, Passenger Fares Before the		104-105
Railroad Commission, Cases Adjusted by the		5
Rates Ordered Increased Where Justice Demanded and Railroad and Public Utilities Treated Fairly		6
Regulation of Jitney Service		113-115
Resolutions of Respect and Sympathy on Account of the Death of Chief Commissioner H. F. Bartine		3-4
<b>S</b>		
Safety in Train Operations, In Re		108-113
Salaries of the Official Force		9
Saving in Charges to the Public, Estimated Annual		4-5
Savings Secured, Indirect		5
Saving to the People by Both Departments of the Commission		6
<b>T</b>		
Train Operations, In Re Safety in		108-113
Transportation, Motor-Truck, Growing Rapidly		115-122
<b>U</b>		
<b>UNITED STATES RAILROAD ADMINISTRATION AND STATE COMMISSIONS.</b>		
Anti-Trust Law, Repeal, and Provide for Unified Railway Operation Under Present Charter Provisions		69
Capacity of Railways Enormous, Excess in		78-79
Charter Provisions, Adjudicated Power of the States Covering		87-88
Commerce Clause, The		63
Compensation Excessive, Senator Cummins Says		85
Corporations Will Become Greater Than the States Which Empowered and Created Them		90-91
"Drag-Tonnage" Train-Loading Costly and Cause of Unreasonably Slow Service		79-80
Expenses, Excessive Operating, Not Allowed		86-87
Federal Control Act, The		63
Financial, Industrial and Railway Interests, Publicity Campaign by		69-71
Freight Equipment Excessive in Capacity		79
Future Freight with Grave Danger and Uncertainty		101-102
Government Participates in Preferential Rates, the Burden of Which is Cast Upon and Paid by the Shipping and Traveling Public		74-75
Increase, That Good, Substantial 25 Per Cent.		71-72
Investments, Excessive, Accumulative Cost, and Obsolescence Cast Upon the States Under Federal Regulations		82-85

UNITED STATES RAILROAD ADMINISTRATION—Continued.	PAGE
Investments, Excessive, Not Allowed.....	86
Investments, Excessive, Result in Waste of Capital and Unwarranted Loss to Stockholders and Public.....	77-78
Legislation, Indirect, Subversive of All Government and the Liberties of the People.....	98-100
Legislation, Remedial, Sprung from the State.....	102
Operations, Obsolescence and Wasteful.....	76
Organization, Plan of.....	91-94
People Must Guard Birthright.....	102-103
Producers and Consumers Ignored, Interests of.....	72
Railroad Commission Will Exercise Jurisdiction.....	62-63
Railroad Appeal to Courts to Have Equipment Paid for from General Taxation.....	76
Railways Wasteful, Henry Ford Says.....	81
Rates, Adequacy of.....	91-94
Rates, Railroad Administration Increases.....	62
Short-Line Railroad Policy Defective.....	76-77
State Commissions, Director-General McAdoo on.....	63-64
State Commissions, Position of, Regarding Sovereign Power of the States.....	65-69
State Government, The Inherent Rights of, as Understood and Beneficially Exercised by the People.....	89-90
State Railroad Commissions' Offer of Cooperation Refused.....	61-62
States, Charter Power of, Must Not Be Surrendered.....	87
States May Be Destroyed by Loss of Taxation.....	100-101
States Must Protect Their Reserved Powers or Corporations Will Destroy Them.....	85-86
States' Rights.....	60-61
Sovereignty and Police Power Inseparable; Without It States Cannot Exist.....	95-98
Taxation, In Re Unequal.....	73-74
Townsend's, Senator Charles E., Opinion on the Effect of the Legislation.....	64-65
Transportation Important Function of Government.....	90
Trunk-Line Passenger-Train Service Extravagant and Places Too Heavy a Burden on Local Traffic.....	80-81
United States Railroad Administration, Defect in Policy of.....	72-73
West Virginia and Related Cases, Principles Exemplified by the.....	88-89

## W

Work, Summary of.....	4
-----------------------	---



# INDEX TO RAILROAD COMMISSION REPORT

A	PAGE
Abandonment of Property of Silver Peak Railroad Company.....	34
Abandonment of Telephone Toll Stations at Imlay and Oreana.....	29-30
Abandonment of Train Service on Eureka Nevada Railway.....	9
Abandonment, Proposed, of Las Vegas and Tonopah Railroad.....	40-41
Accounting Rulings.....	189-195
Adams Express Company, Annual Reports of.....	163-173
Advance in Express Rates.....	26
American Express Company, Annual Reports of.....	163-173
<b>ANNUAL REPORTS OF RAILROADS OPERATING IN NEVADA FOR YEARS END-</b>	
ING DECEMBER 31, 1916, AND DECEMBER 31, 1917.....	53-160
All Other Rail-Line Transportation Revenue.....	77
Bonds and Stocks Owned.....	87
Capital Stock.....	55
Carrier, Character of.....	53
Carrier, Operated by.....	53
Consumption of Fuel by Locomotives.....	147
Deductions from Gross Income.....	65-68
Demurrage Revenue.....	82
Directors of Railroads Operating in Nevada.....	148-152
Employees and Their Compensation.....	112-119
Equipment and Road.....	57-58
Excess Baggage Revenue.....	74
Express Revenue.....	76
Freight Revenue.....	72
Freight, Revenue, Tons Carried Intrastate in Nevada.....	157
Freight, Revenue, Tons Carried One Mile Intrastate in Nevada.....	158
Funded Debt.....	56-57
Fuel, Consumption of, by Locomotives.....	147
General Balance Sheet, Comparative—Assets.....	107-108
General Balance Sheet, Comparative—Liabilities.....	109-111
General Expenses.....	104-106
General Statistics.....	120-128
Gross Income.....	65
Income Account.....	59-70
Insurance Funds.....	88
Investment in Road and Equipment.....	57-58
Mail Revenue.....	75
Maintenance of Equipment Expense.....	93-96
Maintenance of Way and Structures Expense.....	89-92
Mileage, Nevada, All Tracks.....	55
Mileage, Operated in Nevada.....	54
Mileage, Total Operated.....	54
Miles of Yard Track and Sidings in Nevada.....	54
Miscellaneous Operating Expenses.....	103
Miscellaneous Revenues.....	84
Net Income.....	69
Net Income, Disposition of.....	69-70
Nevada Statistics.....	155-160
Nonoperating Income, Total.....	65
Officers of Railroads Operating in Nevada.....	148-152
Operating Expenses.....	89-106
Operating Expenses, Ratio of, to Earnings.....	106
Operating Expense, Total.....	106
Operating Revenues.....	72-86
Other Funds.....	88
Other Income.....	61-64
Other Securities Owned.....	87
Passenger Revenue.....	73
Passengers, Revenue, Number Carried Intrastate in Nevada.....	155
Passengers, Revenue, Number Carried One Mile Intrastate in Nevada.....	156
Profit and Loss Account.....	71
Recapitulation of Nevada Statistics.....	159-160
Road and Equipment, Investment in.....	57-58
Shareholders, Number of.....	53
Sinking Funds.....	88
Station, Train and Boat Privileges, Revenue.....	79
Statistics, General.....	120-128
Statistics, Nevada.....	155-160
Statistics, Tonnage.....	129-143
Stocks and Bonds Owned.....	87
Storage, Baggage, Revenue.....	81
Storage, Freight, Revenue.....	80
Taxes.....	145-146
Telegraph and Telephone Revenue.....	83
Tonnage Statistics.....	129-143
Total Incidental Operating Revenues.....	85
Total Operating Expenses.....	106
Total Rail-Line and Water-Line Transportation Revenue.....	78
Total Railway Operating Revenues.....	86
Traffic Expenses.....	96

ANNUAL REPORTS OF RAILROADS—Continued.	PAGE
Transportation—Rail-Line Expense	96-103
Transportation—Water-Line Expense	103
<b>ANNUAL REPORTS OF TELEGRAPH, TELEPHONE, EXPRESS, CAR COMPANIES AND ELECTRIC RAILWAYS FOR YEARS 1916 AND 1917</b>	<b>163-173</b>
Assets and Liabilities	165
Capital Stock	163
Cost of Plant and Equipment	165
Deductions from Gross Corporate Income	168
Directors and Officers, List of	169-173
Dividends Declared, Total	164
Dividends Paid Out of Income	168
Equipment and Plant, Cost of	165
Funded Debt	164
Gross Corporate Income	167
Gross Earnings from Operation	166
Income Account	166-168
Interest Paid	164
Liabilities and Assets	165
Net Corporate Income	168
Net Operating Income or Deficit	166
Officers and Directors, List of	169-173
Operating Expenses	166
Other Income, Net	167
Plant and Equipment, Cost of	165
Taxes Paid	167
Atchison, Topeka and Santa Fe Railway, Annual Reports of	53-160
Authorities to Name Rates on Less Than Thirty Days' Notice	177-186

## B

Baggage Lost in Transit	26-27
Baggage (See Commodities.)	
Baker Realty and Mercantile Company, Annual Reports of	163-173
Bell Telephone Company of Nevada, Annual Reports of	163-173
Beowawe Mercantile Company, Annual Reports of	163-173
Bridgeport Telephone and Telegraph Company, Annual Reports of	163-173
Bridgeport Telephone and Telegraph Company, Telephone Service	11
Bullfrog District Telephone Company, Annual Reports of	163-173
Bullfrog District Telephone Company, Discontinuance of Service by the	44
Bullfrog-Goldfield Railroad, Annual Reports of	53-160
Bullfrog-Goldfield Railroad, Petition of	2

## C

Caretakers of Live Stock in Double-Deck Cars	1
Car Shortage	2-3, 5-6
Cars, Cattle, Cleaning and Fumigating	7
Cars, Refrigerator, Shortage of in Mason Valley	5, 23-24, 28-29
Cars, Stock, Shortage of at Hudson Nevada	44
Cases, Status of	1-49
Central Pacific Railway, Annual Reports of	53-160
Charges (See Rates and Fares.)	
Charges, Storage, on Lost Baggage	32
Churchill County Telephone and Telegraph Company, Annual Reports of	163-173
Clar, L. H., Telephone Line, Annual Reports of	163-173
Cleaning and Fumigating Cattle Cars	7

## COMMODITIES:

Baggage, Lost, and Storage Charges on Same	32
Bees, Loss of Shipment, Oakley, California, to Yerington, Nevada	15-16
Bullion, Express Rates to Carson City from Various Nevada Points	19-20
Carbonated Beverages and Mineral Water, Carson City to Nevada Points	1-2
Cereals, Flour and, Rates on, from Reno to Eastern Nevada Points on Western Pacific Railroad	27
Coal, Delay in Receiving Shipments	18
Coal, Rates on, from Coaldale, Nevada, to Nevada Points	22-23
Coal Shipments, Application of Weights on	24-25
Coal Shipments from Denver and Rio Grande Railroad Points	13-14
Coal Shipments, Reparation Claims on	3-4
Coal, Shortage of Cars for Transportation of	2-3
Coke, Shortage of, at Thompson Smelter	15
Corn, Shelled, Carloads, Rates on, St. Thomas to Las Vegas, Nevada	42
Corrugated Iron and Lumber, Second-Hand, Charges on, Derby to Lakeview, Nevada	26
Express, In the Matter of Increased Rates	41-42
Farm Products, Rates on, Between Points on the Virginia and Truckee Railway	45
Flour and Cereals, Rates on, from Reno to Eastern Nevada Points on Western Pacific Railroad	27
Flour and Grain Rates	6-7
Flour, Rice, Carloads, Rates on, San Francisco, California, to Reno, Nevada	36-37
Flour, Rates on, from Reno to Fernley-Lassen Branch Points of Southern Pacific Company	20
Flour, Wheat, Carloads, Rates on, Reno, Nevada, to Memphis, Tennessee	37
Freight, Nonperishable, Refusal of Southern Pacific Company to Receive at Reno	25
Freight Rates, Cancellation of, on Eureka Nevada Railway	46
Freight Rates, Increases in, on Eureka Nevada Railway	46-47
Freight Rates, Increase in, on Pioche Pacific Railroad	47-49
Freight, Rates on, from California Points to Fallon, Nevada	39-40

COMMODITIES—Continued.	PAGE
Fuel Oil Shipments, Delay in Handling on Nevada-California-Oregon Railway	21
Grading Machinery, Rates on, Sodaville to Carson City	16-17
Grain and Flour Rates	6-7
Grain, Carloads, Rates on, Wabuska to Reno, Nevada	42-43
Grain, Milling in Transit Privileges on, in Nevada	38
Grain, Rates on, from Nevada-California-Oregon Railway Points to Reno, Nevada	29
Graphite, Rates on, from Carson City to Pacific Coast Points	35
Gravel, Carloads, Rates on, Lahontan to Fallon	36
Hay and Straw, Wabuska to Eastern Nevada Points	8
Honey, Less Than Carloads, Between Nevada Points	16
Household Goods, Loss of Shipment of, Lakeview, Oregon, to Egan, South Dakota	14-22
Lime, Rates on, Sloan to Thorne, Nevada	21-22
Live Stock in Double-Deck Cars, Caretakers of	1
Live Stock, Loss and Damage Claim	10
Lumber and Corrugated Iron, Second-Hand, Charges on, Derby to Lakeview, Nevada	26
Lumber and Its Products, from Verdi to Nevada Points	2
Meat Shipments, Loss of, Reno to Eureka	18
Mineral Water and Carbonated Beverages, Carson City to Nevada Points	1-2
Oranges, Loss of Shipment of, Redlands, California, to Reno, Nevada	35
Ore, Alleged Overcharge on Shipment of, Beowawe, Nevada, to Kennett, Cal.	30
Ore, Claim for Refund on Shipment of, Lovelock, Nevada, to Seattle, Wash.	11-12
Ore Rates Increased on Nevada Short-Line Railroads	28
Ore Sacks, Returning, East Chicago, Ind., to Kodak, Nevada, Refund Claim on Shipment of	12-13
Ore Shipments, Claims on, Against Eureka Nevada Railway	31-32
Papers, Waste, Carloads, Rates on, Carson City, Nevada, to Los Angeles, Cal.	45-46
Personal Effects, Loss of, in Transit	37
Plaster, Mound House to Elko, Nevada, via Reno, Rates on	28
Potatoes, Shipment of, Mason to Reno, Nevada	32-33
Potatoes, Weights Applied on Two Shipments of, Hudson, Nevada, to Sacramento, Cal.	33-34
Quartz Mill, Overcharge on Shipment of	2
Rails, Second-Hand, Millers to Hazen	14-15
Scrap Iron, Beatty to Tonopah	10-11
Soap, Rates on, from Reno	8-9
Soda Ash, Keeler, Cal., to Belleville, Nevada	11
Straw and Hay, Wabuska to Eastern Nevada Points	8
Well-Boring Outfit, Application of Rates on, from San Jose to Fallon	1
Wood, Fuel, Carloads, Rates on, Verdi to Reno, Nevada	37-38
Compartment and Drawing-Rooms in Pullman Cars, Charges Assessed Passengers Using	1
Condition of Roadbed and Equipment of Nevada Interurban Railway	10
Consolidated Power and Telephone Company, Annual Reports of	163-173

  

<b>D</b>	
Delay in Receiving Coal Shipments	18
Demurrage Regulations at Mound House	35-36
Denver and Rio Grande Railroad Points, Coal Shipments from	13-14
Discontinuance of Service by the Bullfrog District Telephone Company	44
Drawing-Rooms and Compartments in Pullman Cars, Charges Assessed Passengers Using	1

  

<b>E</b>	
Elko County Telephone and Telegraph Company, Annual Reports of	163-173
Elko, Nevada, Mound House to, via Reno, Rates on Plaster	28
Employees, Safety of, Endangered by Buildings Too Near Spur Track at Elko	11
Equipment and Roadbed of Nevada Interurban Railway, Condition of	10
Eureka Nevada Railway, Abandonment of Train Service on	9
Eureka Nevada Railway, Annual Reports of	53-160
Eureka Nevada Railway, Cancellation of Freight Rates on	46
Eureka Nevada Railway, Claims on Ore Shipments Against	31-32
Eureka Nevada Railway, Increases in Freight Rates on	46-47
Expenses, General, of Railroad Commission of Nevada for 1917 and 1918	186
Express Rates (See Rates.)	

  

<b>F</b>	
Failure to Report Correct Time of Arrival of Passenger Trains	8

  

FARES:	
Assessed Passengers Using Drawing-Rooms and Compartments in Pullman Cars	1
Passenger, First Class, One-Way Between Points on Lines of Southern Pacific Company in Nevada	1
Fencing on Southern and Western Pacific Rights of Way	39
Fifteen Per Cent Advance Rate Cases	9-10, 46
Freight Rates (See Rates.)	
Full-Crew Law, Violation of by Western Pacific Railroad	30-31
Fumigating and Cleaning Cattle Cars	7

  

<b>G</b>	
General Rulings	189-195
Golconda Telephone and Power Company, Annual Reports of	163-173
Government Wireless Plant at Tonopah, Petition for Installation of	25-26

  

<b>I</b>	
Increased Rates (See Rates.)	
Interchange Tracks Between Lines of Southern Pacific Company and Western Pacific Railroad	4
Interstate Telegraph Company, Annual Reports of	163-173

	L	PAGE
Las Vegas and Tonopah Railroad, Annual Reports of		53-160
Las Vegas and Tonopah Railroad, Proposed Abandonment of		40-41
Lighting of Virginia and Truckee Railway Passenger Coaches		5
<b>LOCALITIES:</b>		
Beatty and Rhyolite, Nevada, Telephone Service at		31
Beatty to Tonopah, Rates on Scrap Iron		10-11
Belleville, Nevada, Rates on Soda Ash from Keeler, Cal.		11
Beowawe, Nevada, to Kennett, Cal., Alleged Overcharge on Shipment of Ore		30
California Points to Fallon, Nevada, Rates on Freight		39-40
Carson City, Nevada, Express Bullion Rates to, from Various Nevada Points		19-20
Carson City, Nevada, to Los Angeles, Cal., Rate on Waste Paper, Carloads		45-46
Carson City to Nevada Points, Rates on Mineral Water and Carbonated Beverages		1-2
Carson City to Pacific Coast Points, Rates on Graphite		35
Carson City to Reno, Nevada, and Return, Refund on Passenger Ticket		24
Carson City, Rates on Grading Machinery from Sodaville, Nevada		16-17
Carson City, Telephone Service Requested Near		4-5
Coaldale to Nevada Points, Rates on Coal		22-23
Deeth, Nevada, Station Service at		23
Derby to Lakeview, Nevada, Charges on Shipment of Second-hand Lumber and Corrugated Iron		26
East Chicago, Ind., to Kodak, Nevada, Refund Claim on Shipment of Ore Sacks Returning		12-13
Eastern Nevada Points, Western Pacific Railroad from Reno, Rates on Flour and Cereals		27
Eastern Points to Nevada Points, Tourist Passenger Fares		18
Eastern Nevada Points, Wabuska to, Rates on Hay and Straw		8
Egan, S. D., Loss of Shipment of Household Goods, Lakeview, Oreg., to		14
Elko, Safety of Employees Endangered by Buildings Too Near Spur Track		11
Ely, Night Telephone Service at		13
Eureka, Nevada, Loss of Meat Shipments, Reno to		18
Fallon, Nevada, from California Points to, Freight Rates		39-40
Fallon, Lahontan, Nevada, to, Rates on Gravel, Carloads		36
Fallon, Nevada, San Jose, Cal., to, Application of Rates on Well-Boring Outfit		1
Fernley-Lassen Branch Points on Southern Pacific Company, Flour Rates from Reno, Nevada		20
Fernley-Lassen Branch Points, Train Service to and from		42
Golconda, Nevada, Passenger Train Service at		39
Goldfield, Switching Charges at		2
Hazen, Nevada, Rates on Second-Hand Rails, Millers to		14-15
Hudson, Nevada, Shortage of Stock Cars at		44
Hudson, Nevada, to Sacramento, Cal., Weights Applied on Two Shipments of Potatoes		33-34
Hudson, Nevada, Water for Live Stock in Railroad Corrals at		13
Keeler, Cal., to Belleville, Nevada, Rates on Soda Ash		11
Kennett, Cal., Alleged Overcharge on Shipment of Ore, Beowawe, Nevada, to		30
Inlay to Oreana, Abandonment of Telephone Toll Stations at		29-30
Intermountain Territory, In the Matter of Uniform Class Rates in		45
Kodak, Nevada, Refund Claim on Shipment of Ore Sacks, Returning, from East Chicago, Ind.		12-13
Lahontan to Fallon, Nevada, Rates on Gravel, Carloads		36
Lakeview, from Derby, Nevada, Charges on Shipment of Second-Hand Lumber and Corrugated Iron		26
Lakeview, Oreg., to Egan, S. D., Loss of Shipment of Household Goods		14
Las Vegas, Nevada, St. Thomas to, Rates on Shelled Corn, Carloads		42
Las Vegas, Nevada, Weighing Charges at		44-45
Los Angeles, Cal., from Carson City, Nevada, Rates on Waste Paper, Carloads		45-46
Lovelock, Nevada, to Seattle, Wash., Claim for Refund on Shipment of Ore		11-12
Mason to Reno, Nevada, Shipment of Potatoes		32-33
Mason Valley, Shortage of Refrigerator Cars		5, 23-24, 28-29
McGill, Safety Regulations at		7-8
Memphis, Tenn., Reno, Nevada, to, Rates on Wheat Flour, Carloads		37
Millers to Hazen, Rates on Second-Hand Rails		14-15
Moapa, Nevada, Telephone Rates at		4
Mound House, Nevada, Demurrage Regulations at		35-36
Mound House to Elko, Nevada, via Reno, Rates on Plaster		28
Nevada-California-Oregon Railway Points to Reno, Nevada, Rates on Grain		29
Nevada-California State Line and Rhyolite, Telephone Rates Between		1
Nevada, First-class One-way Passenger Fares on Southern Pacific Company's line in		1
Nevada, Milling in Transit Privileges on Grain in		38
Nevada Points, Carson City to, Rates on Mineral Water and Carbonated Beverages		1-2
Nevada Points, Rates on Coal from Coaldale to		22-23
Nevada Points, Rates on Honey, Less than Carloads, Between		16
Nevada Points, Rates on Lumber and Its Products from Verdi		2
Nevada Points, Tourist Passenger Fares from Eastern Points to		18
Nevada Points, Various, Express Bullion Rates to Carson City Nevada, from		19-20
Oakley, Cal., to Yerington, Nevada, Loss of Shipment of Bees		15-16
Oreana and Inlay, Abandonment of Telephone Toll Stations at		29-30
Pacific Coast Points, Carson City to, Rates on Graphite		35
Pronto, Nevada, Overcharge on Shipment of Quartz Mill, San Francisco, Cal., to		2
Redlands, Cal., to Reno, Nevada, Loss of Shipment of Oranges		35
Reno, Nevada, and Westwood, Cal., Automobile Service Between		27
Reno, Nevada, and Return, Carson City to, Refund on Passenger Ticket		24
Reno, Nevada, Consolidation of Passenger Facilities at		41

LOCALITIES—Continued.	PAGE
Reno, Nevada, Flour Rates from, to Fernley-Lassen Branch Points on Southern Pacific Company	20
Reno, Nevada, Mason to, Shipment of Potatoes	32-33
Reno, Nevada, Pullman Accommodations on Train 20, Eastbound, Out of	43-44
Reno, Nevada, Rates on Grain from Nevada-California Railway Points to	29
Reno, Rates on Soap from	8-9
Reno, Nevada, Redlands, Cal., to, Loss of Shipment of Oranges	35
Reno, Nevada, Refusal of Southern Pacific Company to Receive Nonperishable Freight at	25
Reno, Nevada, San Francisco, Cal., to, Rates on Rice Flour, Carloads	36-37
Reno, Nevada, to Memphis, Tenn., Rates on Wheat Flour, Carloads	37
Reno, Nevada, Vacation Telephone Rates in	38-39
Reno, Nevada, Verdi to, Rates on Fuel Wood, Carloads	37-38
Reno, Nevada, Wabuska to, Rates on Grain, Carloads	42-43
Reno to Eastern Nevada Points on Western Pacific Railroad, Rates on Flour and Cereals	27
Reno to Eureka, Nevada, Loss of Meat Shipments	19
Rhyolite and Beatty, Nevada, Telephone Service at	31
Rhyolite and Nevada-California State Line, Telephone Rates Between	1
Ripetown, Nevada, Passenger Train Service at	20-21
Sacramento, Cal., Hudson, Nevada, to, Weights Applied to Two Shipments of Potatoes	33-34
San Francisco, Cal., to Pronto, Nevada, Overcharge on Shipment of Quartz Mill	2
San Francisco, Cal., to Reno, Nevada, Rates on Rice Flour, Carloads	36-37
San Jose to Fallon, Application of Rates on Well-Boring Outfit	1
Searchlight, Nevada, Freight and Passenger Rates to and from	19
Seattle, Wash., Claim for Refund on Shipment of Ore, Lovelock, Nevada, to	11-12
Sloan to Thorne, Nevada, Rates on Lime	21-22
Sodaville, Nevada, to Carson City, Rates on Grading Machinery	16-17
St. Thomas to Las Vegas, Nevada, Rates on Shelled Corn, Carloads	42
Thompson Smelter, Shortage of Coke at	15
Thorne, Nevada, Rates on Lime, Sloan to	21-22
Tonopah, Beatty to, Rates on Scrap Iron	10-11
Tonopah, Nevada, Petition for Installation of Government Wireless Plant at	25-26
Tuscarora, Telephone Rates at	6
Verdi to Nevada Points, Rates on Lumber and Its Products	2
Verdi to Reno, Nevada, Rates on Fuel Wood, Carloads	37-38
Virginia and Truckee Railway Points, Rates on Farm Products Between	45
Wabuska to Eastern Nevada Points, Rates on Hay and Straw	8
Wabuska to Reno, Nevada, Rates on Grain, Carloads	42-43
Westwood, Cal., and Reno, Nevada, Automobile Service Between	27
Yerington, Nevada, Loss of Shipment of Bees, Oakley, Cal., to	15-16
Los Angeles and Salt Lake Railroad, Annual Reports of	53-160
Loss and Damage Claim, Live Stock	10
Loss of Meat Shipments, Reno to Eureka	18
Loss of Personal Effects in Transit	37
Loss of Shipment of Household Goods, Lakeview, Oreg., to Egan, S. D.	14
Loss of Shipment of Oranges, Redlands, Cal., to Reno, Nevada	35
Lost Baggage and Storage Charges on Same	32

## M

Mason Valley Telephone and Telegraph Company, Annual Reports of	163-173
Milling in Transit Privileges on Grain in Nevada	38
Moapa Valley Telephone Company, Annual Reports of	163-173
Moapa Valley Telephone Company, Toll Rates of	23

## N

Nevada, California and Oregon Telephone Company, Annual Reports of	163-173
Nevada-California-Oregon Railway, Annual Reports of	53-160
Nevada-California-Oregon Railway, Delay in Handling Fuel Oil Shipments on	21
Nevada Central Railroad, Annual Reports of	53-160
Nevada Central Railroad Company, Telegraph Line, Annual Reports of	163-173
Nevada Consolidated Telephone and Telegraph Company, Annual Reports of	163-173
Nevada Copper Belt Railroad, Annual Reports of	53-160
Nevada Interurban Railway Company, Annual Reports of	163-173
Nevada Interurban Railway, Condition of Roadbed and Equipment	10
Nevada Interurban Telephone Company, Annual Reports of	163-173
Nevada Northern Railway, Annual Reports of	53-160
Nevada Short Line Railroad, Ore Rates Increased on	28
Nevada Telephone-Telegraph Company, Annual Reports of	163-173
Nevada Transportation Company, Annual Reports of	53-160
Northern Nevada Telephone and Telegraph Company, Annual Reports of	163-173

## O

## OVERCHARGES:

Alleged on Ore Shipment, Beowawe, Nevada, to Kennett, Cal.	30
Claim for Refund on Shipment of Ore, Lovelock, Nevada, to Seattle, Wash.	11-12
Claims on Ore Shipments Against Eureka Nevada Railway	31-32
Refund Claim on Shipment of Ore Sacks, Returning, East Chicago, Ind., to Kodak, Nevada	12-13
Round-trip Passenger Ticket, Carson City to Reno and Return	24
Shipment of Quartz Mill	2

<b>P</b>		PAGE
Passenger Coaches, Lighting of, Virginia and Truckee Railway		5
Passenger Facilities, Consolidation of at Reno, Nevada		41
Passenger Trains, Failure to Report Correct Time of Arrival		8
Petition of the Bullfrog Goldfield Railroad		2
Pioche Pacific Railroad, Annual Reports of		53-160
Pioche Pacific Railroad, Increase in Freight Rates on		47-49
Postal Telegraph-Cable Company, Annual Reports of		163-173
Prince Consolidated Mining and Smelting Company, Refusal of, to Render Freight Service on its Line of Railroad		17
Pullman Accommodations on Train 20, Eastbound out of Reno, Nevada		43-44
Pullman Cars, Charges Assessed Passengers Using Drawing-rooms and Compartments in		1
Pullman Company, The, Annual Reports of		163-173
<b>R</b>		
Railroads, Annual Reports of		53-160
Railroad Commission of Nevada, General Expenses of for 1917 and 1918		186
<b>RATES:</b>		
Application of on Well-boring Outfit Moving from San Jose, Cal., to Fallon, Nevada		1
Authorities to Name Rates on Less than Thirty Days' Notice		177-186
Class, in the Matter of Uniform Rates in Intermountain Territory		45
Coal, from Coaldale, Nevada, to Nevada Points		22-23
Corn, Shelled, Carloads, St. Thomas to Las Vegas, Nevada		42
Express, Advance in		26
Express, Bullion, to Carson City from Various Nevada Points		19-20
Express, in the Matter of Increases		41-42
Farm Products, Between Points on the Virginia and Truckee Railway		45
Fifteen Per Cent Advance Rate Cases		9-10, 46
Flour and Cereals, from Reno to Eastern Nevada Points on Western Pacific Railroad		27
Flour and Grain		6-7
Flour, from Reno to Fernley-Lassen Branch Points on Southern Pacific Company		20
Flour, Rice, Carloads, San Francisco to Reno		36-37
Flour, Wheat, Carloads, Reno, Nevada, to Memphis, Tenn.		37
Freight and Passenger, to and from Searchlight, Nevada		19
Freight, Cancellation of, on Eureka Nevada Railway		46
Freight, from California Points to Fallon, Nevada		39-40
Freight, Increases in, on Eureka Nevada Railway		46-47
Freight, Increase in, on Pioche Pacific Railroad		47-49
Grading Machinery, Sodaville to Carson City, Nevada		16-17
Grain, Carloads, Wabuska to Reno, Nevada		42-43
Grain, from Nevada-California-Oregon Railway Points to Reno, Nevada		29
Graphite, from Carson City to Pacific Coast Points		35
Gravel, Carloads, Lahontan to Fallon		36
Hay and Straw, Wabuska to Eastern Nevada Points		8
Honey, less than carloads, Between Nevada Points		16
Increased on Ore, on Nevada Short Line Railroad		28
Lime, Sloan to Thorne, Nevada		21-22
Mineral Water and Carbonated Beverages, Carson City to Nevada Points		1-2
Lumber and its Products, from Verdi to Nevada Points		2
Paper, Waste, Carloads, Carson City, Nevada, to Los Angeles, Cal.		45-46
Plaster, Mound House to Elko, Nevada, via Reno		28
Passenger (See Fares).		
Passenger and Freight, to and from Searchlight, Nevada		19
Passenger Tourists, from Eastern to Nevada Points		18
Rails, Second-hand, Millers to Hazen		14-15
Scrap Iron, Beatty to Tonopah		10-11
Second-hand Lumber and Corrugated Iron, Derby to Lakeview, Nevada		26
Soap, from Reno		8-9
Soda Ash, Keeler, Cal., to Belleville, Nevada		11
Switching, at Goldfield		2
Telephone, at Moapa		4
Telephone, at Tuscarora		6
Telephone, Between Rhyolite and Nevada-California State Line		1
Telephone, Vacation, in Reno, Nevada		38-39
Toll, of Moapa Telephone Company		23
Weighing, at Las Vegas, Nevada		44-45
Wood, Fuel, Carloads, Verdi to Reno, Nevada		37-38
Reese River Telephone Company, Annual Reports of		163-173
Refrigerator Cars, Shortage of, in Mason Valley		5
Regulations, Demurrage, at Mound House		35-36
Regulations, Safety, at McGill		7-8
Reno Traction Company, Annual Reports of		163-173
Reparation Claims on Coal Shipments		3-4
Roadbed and Equipment of Nevada Interurban Railway, Condition of		10
Rulings, Accounting, General and Tariff		189-195
<b>S</b>		
Safety of Employees Endangered by Buildings Too Near Spur Track at Elko		11
Safety Regulations, at McGill		7-8
Searchlight and Western Telephone System, Annual Reports of		163-173

	PAGE
<b>SERVICE:</b>	
Abandonment of Property of Silver Peak Railroad Company.....	34
Abandonment of Telephone Toll Stations at Imlay and Oreana.....	29-30
Abandonment, Proposed, of Las Vegas and Tonopah Railroad.....	40-41
Automobile, Between Reno, Nevada, and Westwood, Cal.....	27
Consolidation of Passenger Facilities at Reno, Nevada.....	41
Delay in Handling Fuel Oil Shipments on Nevada-California-Oregon Railway.....	21
Discontinuance of, by the Bullfrog District Telephone Company.....	44
Freight, Refusal of Prince Consolidated Mining and Smelting Company to Render on Its Line of Railroad.....	17
Passenger Train at Goleonda.....	39
Passenger Train at Riepetown, Nevada.....	20-21
Pullman Accommodations on Train 20, Eastbound, Out of Reno, Nevada.....	43-44
Refusal of Southern Pacific Company to Receive Nonperishable Freight at Reno.....	25
Stations, at Death, Nevada.....	23
Telephone, Alleged Unsatisfactory.....	2
Telephone, at Beatty and Rhyolite.....	31
Telephone, Bridgeport Telephone and Telegraph Company.....	11
Telephone, Night, at Ely.....	13
Telephone, Requested near Carson City, Nevada.....	4-5
Train, Abandonment of, on Eureka Nevada Railway.....	9
Train, on Virginia and Truckee Railway.....	7
Train, to and from Fernley-Lassen Branch Points.....	42
Shortage of Cars.....	5-6
Shortage of Coke at Thompson Smelter.....	15
Shortage of Refrigerator Cars in Mason Valley.....	5, 23-24, 28-29
Shortage of Stock Cars at Hudson, Nevada.....	44
Silver Peak Railroad Company, Abandonment of Property of.....	34
Silver Peak Railroad, Annual Reports of.....	53-160
Southern Pacific and Western Pacific Rights of Way, Fencing of.....	39
Southern Pacific Company and Western Pacific Railroad, Interchange Tracks Between Lines of.....	4
Southern Pacific Company, Annual Reports of.....	53-160
Southern Pacific Company, First-Class One-Way Passenger Fares in Nevada.....	1
Southern Pacific Company, Flour Rates from Reno to Fernley-Lassen Branch Points on.....	20
Southern Pacific Company, Refusal of, to Receive Nonperishable Freight at Reno.....	25
Station Service (See Service).....	1-49
Status of Cases.....	32
Storage Charges on Lost Baggage.....	2
Switching Charges at Goldfield.....	2
<b>T</b>	
Tariff Rulings.....	189-195
Telephone Rates (See Rates).....	
Telephone Service (See Service).....	
Tonopah and Goldfield Railroad, Annual Reports of.....	53-160
Tonopah and Tidewater Railroad, Annual Reports of.....	53-160
Tracks, Interchange, Between Lines of Southern Pacific Company and Western Pacific Railroad.....	4
Train Service (See Service).....	
Trains, Passenger, Failure to Report Correct Time of Arrival.....	8
<b>U</b>	
Utah, Nevada and Idaho Telephone Company, Annual Reports of.....	163-173
United Farmers' Telephone and Telegraph Company, Annual Reports of.....	163-173
<b>V</b>	
Violation of Full-Crew Law by Western Pacific Railroad.....	30-31
Virginia and Truckee Railway, Annual Reports of.....	53-160
Virginia and Truckee Railway Passenger Coaches, Lighting of.....	5
Virginia and Truckee Railway, Train Service on.....	7
<b>W</b>	
Water for Live Stock in Railroad Corrals at Hudson.....	13
Weighing Charges at Las Vegas, Nevada.....	44-45
Weights Applied on Two Shipments of Potatoes, Hudson, Nevada, to Sacramento, Cal.....	33-34
Weights on Coal Shipments, Application of.....	24-25
Wells Fargo and Company Express, Annual Reports of.....	163-173
Western Pacific and Southern Pacific Rights of Way, Fencing of.....	39
Western Pacific Railroad and Southern Pacific Company, Interchange Tracks Between Lines of.....	4
Western Pacific Railroad, Rates on Flour and Cereals, from Reno to Eastern Nevada Points on.....	27
Western Pacific Railroad, The, Annual Reports of.....	53-160
Western Pacific Railroad, Violation of Full-Crew Law by.....	30-31
Western Union Telegraph Company, Annual Reports of.....	163-173
White Pine Telephone Company, Annual Reports of.....	163-173
Wireless Plant at Tonopah, Petition for Installation of by Government.....	25-26
<b>Y</b>	
Yerington Electric Company, Annual Reports of.....	163-173

