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THIRTY-SECOND ANNUAL REPORT

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RAILROAD AND WAREHOUSE COMMISSION

OF THE

STATE OF ILLINOIS

RAILROADS FOR THE YEAR ENDING JUNE 30, 1902.

GRAIN INSPECTION DEPARTMENT FOR THE YEAR ENDING
OCTOBER 31, 1902.

OFFICE EXPENSES FOR THE YEAR ENDING DEC. 1, 1902.

COMMISSIONERS:

JAMES S. NEVILLE, Bloomington, *Chairman.*

ARTHUR L. FRENCH, Chapin.

ISAAC L. ELLWOOD, DeKalb.

WM. KILPATRICK, Chicago, *Secretary.*

CHAS. J. SMITH, DuQuoin, *Ass't Secretary*

FRANK G. EWALD, Chicago, *Consulting Engineer.*



SPRINGFIELD, ILL.:
PHILLIPS BROS., STATE PRINTERS.
1903.

REPORT OF THE COMMISSION.

OFFICE OF THE RAILROAD AND WAREHOUSE COMMISSION,
SPRINGFIELD, ILL., Dec. 1, 1902.

To His Excellency, RICHARD YATES, Governor of Illinois:

SIR—In accordance with the law creating the Railroad and Warehouse Commission of this State and defining its duties, we have the honor of transmitting to you herewith the 32d annual report of said commission and the second annual report of this commission.

The railroads of the State of Illinois, as will be seen from the statistical tables embodied in this report, still continue to share the prosperity which has characterized all of the business interests of the country during the past year. They have added millions of dollars to their investments and to their dividends, and have furnished employment to a much greater number of railroad employés, and have paid millions of dollars more for such services than ever before in their history.

NEW LEGISLATION.

During the past two years the changes in the conditions surrounding the operation of railroads in this State have been such that the commission have felt the want of some new legislation, and will prepare bills to present to the present Legislature in session to cover the subject matter.

The first comparisons here given are as to the steam railroads of the State alone. The mileage of electric interurban railways has become such a factor in the transportation matters of this State during the last two years that we have compiled separate tables for the electric roads, as distinguished from those of steam railroads, and this report will show a comparison for the last two years of the business of the electric lines, as distinguished from those of the steam railroads.

MILEAGE.

Table I.—The total mileage in the State of Illinois, including all tracks, is 18,014.52 miles, which is an increase over the year 1901 of 763.32 miles.

RAILROAD CAPITAL.

"A."

Table II.—The total capital of all the corporations owning and operating steam railroads in the State of Illinois, reported to this commission at the close of the year ending June 30, 1902, was \$3,529,775,376, which was an increase for the year of \$388,953,356. This shows a much larger increase of capital during the year 1902 than for the preceding year, and which is very largely accounted for from the fact that the physical condition of nearly every railroad operating in this State has been very largely bettered by the replacing of light-weight rails by heavy steel and eliminating many curvatures and the reducing of grades. All of this being rendered necessary from the fact that the weight and capacity of all equipment has been very largely increased, both as to cars and engines, and also necessitated by the running of very fast limited trains.

"B."

The total railway capital per mile of steam railroads for the year ending June 30, 1902, is \$56,489. This shows an increase for the year of \$2,042 per mile of road, but in computing this capitalization per mile of road, the capitalization of such companies as own no road is excluded from the computation.

INCOME ACCOUNT—WHOLE LINE.

Table III.—The gross earnings from operation from all steam railroads in the State of Illinois for the year ending June 30, 1902, is \$599,429,354, which is an increase in the gross earnings over the fiscal year of 1901 of \$80,037,945. The operating expenses for steam railroads for the year ending June 30, 1902, was \$392,593,562, which is also an increase over the operating expenses of the previous year of \$52,395,309. The total income from operation of steam railroads for the year ending June 30, 1902, was \$247,184,729, which is an increase over the previous year of \$37,025,729.

DIVIDENDS PAID.

The dividends paid by the corporations operating steam railroads within the State of Illinois for the year ending June 30, 1902, was \$63,936,398, which is an increase over the dividends paid by the same railroads for the previous year of \$12,895,773. This is an increase in dividends for the previous year of over twice the amount, and includes amounts paid out of net income other than dividends on stocks.

INCOME IN ILLINOIS—PASSENGER AND FREIGHT SERVICE.

Table IV.—The total income from operation of steam railroads in the State of Illinois for the year ending June 30, 1902, was \$122,270,494, which is an increase over the previous year of \$7,592,688. The total amount of income from passenger service, including mails

and express, for the year ending June 30, 1902, was \$29,677,991, the total amount from freight service was \$76,097,278, and from other unclassified earnings was \$8,316,274.

EXPENDITURES IN ILLINOIS.

Table V.—The total expenditures of steam railroads in the State of Illinois for maintenance of way and structures and maintenance of equipment, conducting of transportation and general and unclassified expenses for the year amounted to \$105,970,339, which is an increase over the total expenses of the year previous of \$5,028,557.

ASSETS AND LIABILITIES.

Table VI.—The total assets of all steam railroads in the State of Illinois for the year ending June 30, 1902, was \$4,213,186,492, which is a total increase within that year of \$267,400,439.

The total amount of liabilities for the year ending June 30, 1902, was 4,055,764,183, which is an increase over the liabilities for the year 1901 of \$234,521,004. The figures given above, however, do not present a true comparison, for the reason that all roads have not submitted a general balance sheet.

PASSENGER TRAFFIC—IN ILLINOIS.

Table VII.—The total number of passengers carried, earning revenue in the State of Illinois during the year ending June 30, 1902, was 45,565,622, the average distance carried was 26.7 miles, the average amount received from each passenger was \$0.47, and the amount per mile earned by passenger service was \$2,612, which is an increase in earnings per mile of \$209.91.

FREIGHT TRAFFIC.

The number of tons of freight carried, earning revenue, during the year ending June 30, 1902, was 125,387,678, the average distance hauled was 112 miles, the average amount received for each ton of freight was \$.075. The freight earnings per mile of road were \$6,547. The gross earnings from operation per mile was \$9,765. The operating expenses per mile were \$6,375; the net earnings per mile of road were \$3,390. This showing makes the total tonnage hauled in Illinois more than it was in the preceding year by 9,269,857 tons, the average distance hauled a little less, while the average amount received for each ton of freight was more, the average earnings per mile of line were more, and the gross earnings from operation per mile were more, and while the operating expenses per mile were more than in the preceding year, still the net earnings per mile of road was \$223.16 per mile greater during the year 1901.

RAILROAD EMPLOYEES—IN ILLINOIS.

Table IX.—The number of persons, including officers and employes employed on steam railroads in the State of Illinois of all kinds, reporting to this commission for the year ending June 30, 1902, was 91,895. This is an increase of 3,665 employes over the year 1901. There was paid out in compensation for said officers and employes during the year ending June 30, 1902, a total of \$55,277,682.77, which is an increase of \$3,277,814.51 over the amount paid the previous year. This shows a very much larger increase in the number of persons employed and in the compensation paid than for the year 1901.

SERVICES.

Table X.—This table shows that the highest average salary is paid to the general officers, which is \$15.75 per day, while the lowest average salary is paid to trackmen, which is \$1.30 per day. The average salaries paid per day in all classes of service, with the exception of general officers and their clerks, shows a decided increase from that paid in the year 1901.

ASSETS.

Table XI.—This table includes a detailed description of the equipment in use on the entire line of all railroads reporting to this commission and doing business in the State of Illinois.

The total number of locomotives in passenger service for the year ending June 30, 1902, was 3,086, the total number in freight service was 8,287, and in switching service 2,579, making a total of 13,952 locomotives. The number fitted with train brake was 13,726, the number fitted with automatic couplers was 13,699. This shows a total increase in the number of locomotives over the previous year of 551. The total number of cars in passenger service for the year ending June 30, 1902, was 10,373, the number in freight service was 556,098, and the number in companies' service was 16,285, making a total of 582,760 cars in use. The number fitted with train brake was 446,426; the number fitted with automatic couplers was 580,070. This shows a total increase in the number of cars over the previous year of 37,053. As compared with the total equipment in service (owned and leased), there appears an increase over the number reported for the fiscal year, June 30, 1901, of 37,947 cars and locomotives, an increase of 54,001 cars and locomotives fitted with train brakes, and 39,664 cars and locomotives fitted with automatic couplers.

RAILS, BALLAST AND BRIDGES.

Table XII.—Rails.—The number of miles of main line and branches of steam railroads in the State of Illinois for the year ending June 30, 1902, laid with iron rails was 66.95 miles. The number of miles of main line and branches laid with steel rails was 11,053.59. During the year there was 8,451,264 tons of new steel rails laid and

4,699,439 new ties laid. The total number of miles of road unfenced was 1,759.33 miles. The number of stations on the roads was 2,888, which is an increase of 82 stations opened within the last year.

Ballast.—There are 1,142.32 miles of stone ballast, 5,963.96 miles of gravel ballast, 1,383.35 miles of cinder ballast, 275.83 miles of slag ballast, 120.07 miles of gumbo, 412.84 miles of chatts, 168.07 miles of sand and 1,672.96 miles of earth ballast.

Bridges.—There are 444 masonry bridges, 918 iron bridges, 1,238 steel bridges, 195 wooden bridges and 36 combination bridges. The aggregate length of all bridges is 288,646.4 feet. There are 7,899 pile and frame trestles and 13 iron and steel trestles, with an aggregate length in feet of 672,506.5.

RAILROAD CROSSINGS.

The question of railroad crossings is still a very serious one. The number of interurban electric railroads that are being built, and the extension of steam railroads, as can be seen from the increase of mileage, seems to be growing larger every year. The policy of this commission has been to avoid all grade crossings wherever it is possible, and the consensus of the opinion of the railway managers of this State has been that all crossings ought to be on separate grades. This commission hopes to be able to present, and have adopted by the present session of the Legislature, an act to enable them to decide as to the conditions of the crossings of steam roads with the interurban electric lines, for the better protection of the persons and property of the people of the State.

There are now 189 overhead railroad crossings, 335 overhead highway crossings and 469 under highway crossings. There are 483 steam railway crossings, with 1,129 crossing frogs. There are 384 street railway crossings; that is, crossings of street railways with steam roads, with 1,119 crossing frogs, and there are 14,418 crossings of streets and highways by steam railroads.

CONSUMPTION OF FUEL.

Table XIII.—There has been consumed in the passenger service by the steam railroads in the State of Illinois for the year ending June 30, 1902, 1,508,538 tons of fuel in running 33,770,529 miles, an average of 89.34 pounds per mile. There has been consumed in freight service 2,955,671 tons in running 41,978,135 miles, an average of 140.80 pounds per mile. There has been consumed for all purposes, including passenger, freight and switching, construction and unclassified service, 5,968,918 tons in running 110,035,388 miles, with an average consumption of 108.49 pounds per mile. The average cost per ton for coal was \$1.22. The average cost for wood per cord was \$1.68. The average number of pounds of fuel consumed per mile was 6.07 pounds per mile more in 1902 than in 1901. The average cost of coal per ton was 6 cents less, and the average cost of wood per cord was exactly the same in 1902 as it was in 1901.

ACCIDENTS IN ILLINOIS.

Table XIV.—The total number of passengers killed by steam railroads in Illinois during the year ending June 30, 1902, was 39, an increase of nine over the previous year. The number of passengers injured was 304, which is an increase of 99 over the previous year. The total number of employes killed was 219, which is an increase of 29 over the previous year. The total number of injured was 2,190, which is an increase of 170 over the previous year. The total number of other people killed was 514, which is five less than in the previous year. The total number injured was 542, which was an increase of 23 over the previous year.

TAXES.

Table XV.—The total amount of taxes paid by corporations owning and operating steam railroads in the State of Illinois for the year ending June 30, 1902, was \$4,662,110.46, which was a decrease over the previous year of \$63,221.91.

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

MILEAGE.

Table I.—The total mileage of surface and elevated electric railways reporting to this commission is 352.35 miles. This shows an increase of 133.36 miles over that reported in the year 1901. This large increase is accounted for by the fact that in addition to the mileage built there has been an increase in the number of roads reporting to the commission.

RAILROAD CAPITAL.

Table II.—The capital stock and funded debt of this class of roads reporting to this commission for the year ending June 30, 1902, was \$106,428,350, which is an increase of \$17,832,900 over that reported for 1901. The total railway capital per mile of surface and elevated electric roads for the year ending June 30, 1902, is \$481,337, which is a decrease of \$304,850, and is largely accounted for from the fact that the new mileage reported to this commission is almost wholly surface electric roads and not any elevated structures. This capitalization is made up of capital stock, \$262,534, and funded debt \$218,803 per mile of road.

INCOME ACCOUNT—WHOLE LINE.

Table III.—The total income from operation of the surface and elevated electric railways for the year ending June 30, 1902, was \$6,204,804, or an increase over the previous year of \$1,144,331.

The total dividends paid by the surface and elevated electric railroads for the year ending June 30, 1902, was \$674,195, which is a decrease of \$40,479 over the previous year.

INCOME IN ILLINOIS—PASSENGER AND FREIGHT SERVICE.

Table IV.—The total amount of income from passenger service on the surface and elevated electric roads for the year ending June 30, 1902, was \$5,603,309, which was an increase of \$637,817 over the previous year.

The total amount received from freight service was \$463,229, which was an increase of \$377,869 over the previous year.

The total earnings and income from this class of roads for the year ending June 30, 1902, was \$6,311,409, which makes an increase for the year from all sources, of \$680,891.

EXPENDITURES IN ILLINOIS.

Table V.—The total expenditures in Illinois of the surface and elevated electric railways for the year ending June 30, 1902, for maintenance of way and structures, maintenance of equipment and conducting transportation and general and unclassified expenses amounted to \$5,572,647, which is an increase over the previous year of \$977,915.

ASSETS AND LIABILITIES.

Table VI.—The total assets and liabilities of the surface and elevated electric railways in the State of Illinois for the year ending June 30, 1902 was, assets, \$109,461,594, an increase of \$20,661,847; liabilities, \$109,029,028, an increase over the preceding year of \$21,112,651.

PASSENGER TRAFFIC IN ILLINOIS.

Table VII.—The number of passengers carried by the surface and elevated electric roads for the year ending June 30, 1902, was 112,553,962, which was an increase over the previous year of 13,282,410.

Number of tons of freight hauled for the year ending June 30, 1902, was 42,205, which was an increase over the previous year of 18,151 tons.

The number of stations on road operated was 182, a decrease of 15 for the year.

The number of highways crossed at grade was 525, an increase for the year of 94. The number of under highway crossings was 362, an increase for the year of 39. The number of overhead railroad crossings was 14, an increase for the year of two. Number of electric lines crossed at grade was 31, a decrease for the year of one. Number of single track crossings was 81, a decrease for the year of 31. The number of steam railroads crossed at grade was 74, an increase for the year of 26. The number of single track crossings, 198, an increase for the year of 13.

RAILROAD EMPLOYEES IN ILLINOIS.

Table IX.—The number of officers and employés on surface and elevated electric railways for the year ending June 30, 1902, was 2,560, an increase of 208 employés over the previous year. In compensation there was paid out during the fiscal year ending June 30, 1902, a total of \$1,588,080.95, an increase over the previous year of \$201,370.33.

SERVICES.

Table X.—This table is intended to show a comparison of the average daily compensation paid to all employés of surface and elevated electric railways, but from the fact that this is the first year that the complete classification has been made, no comparison can be made with former years. We find, however, that the highest average salary is paid to the general officers, which is \$8.38 per day, while the lowest salary is paid to station agents, which is \$1.44 per day.

ASSETS.

Table XI.—This table includes a detailed description of the equipment in use on the entire line of the surface and elevated electric railways reporting to this commission and doing business in the State of Illinois, and we find from this table that for the year ending June 30, 1902, there was a total of all classes of cars of 1,381, which was an increase of 373 over the previous year. Of these cars, 156 were fitted with fenders and 1,286 were fitted with train brakes. This shows an increase of cars fitted with train brakes over the previous year of \$1,394.

RAILS, BALLAST AND BRIDGES,

Table XII.—Rails.—During the year there were 150.90 tons of steel rail relaid and 65,873 new ties laid.

Ballast.—There are 46.44 miles of stone ballast, 5.51 miles of gravel ballast, 7.52 miles of cinder, 89.10 miles of earth, 21.88 miles of pavement and 40.96 miles of superstructure.

Bridges.—There are two masonry bridges, one iron bridge, 32 steel bridges, one wooden bridge and two combination bridges, with an aggregate length of 2,607 feet.

There are 19 pile and frame trestles with an aggregate length of 2,294 feet.

ACCIDENTS IN ILLINOIS.

Table XIV.—The total number of passengers killed by surface and elevated electric roads for the year ending June 30, 1902, was 7; employés, 7; others, 6, making a total of 20. This is an increase over the previous year of 12. The total number of passengers injured was 180, employés 29, others 26, making a total of 235, which is an increase over the previous year of 101 persons. From the classification of accidents, we find that there was an increase of 88 injured by collision during the year.

TAXES.

Table XV.—The amount of taxes paid by corporations owning and operating surface and elevated electric railways for the year ending June 30, 1902, was \$438,485.75, an increase over the previous year of \$286,316.70.

The large increase is also largely accounted for from the fact that there is an increased number of roads reporting to this commission which were in existence the previous year, but from which we had no report at that time.

In conclusion, we desire to thank the consulting engineer, secretary and assistants for their very able services rendered in making up this report.

Yours very respectfully,

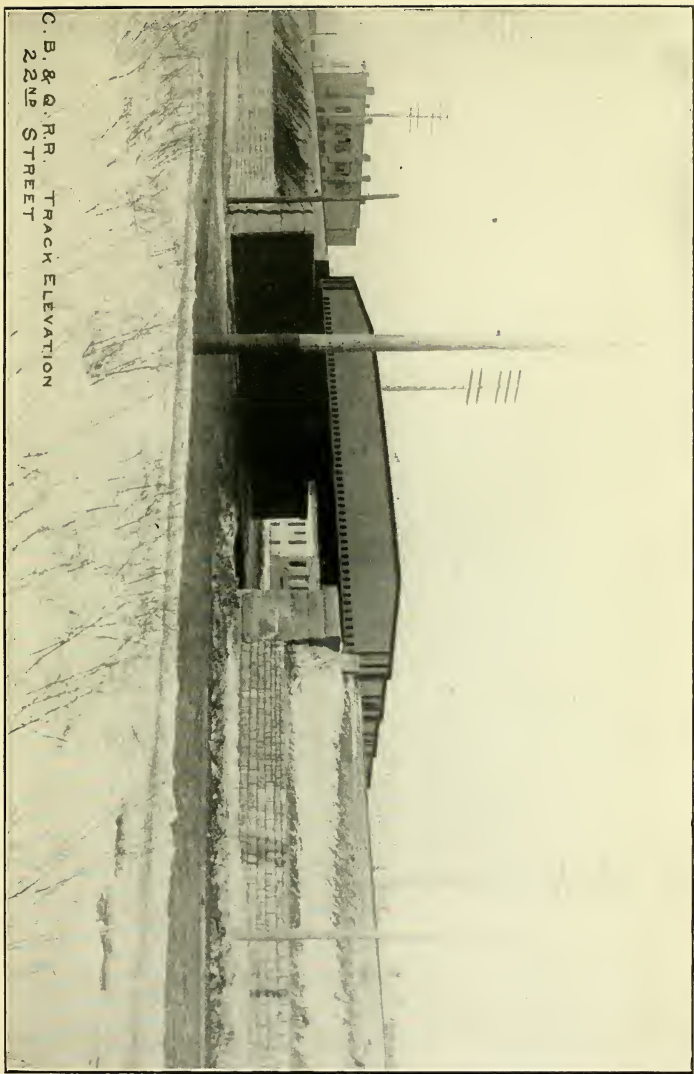
JAMES S. NEVILLE,
ARTHUR L. FRENCH,
ISAAC L. ELLWOOD,
Commissioners.

FINANCIAL STATEMENT.

OFFICE FUND		
Unexpended balance December 1, 1901.....		\$2,076 81
Appropriation for the year ending June 30, 1903.....		\$2,076 81 4,000 00
Total.....		\$6,076 81
Expended—		
Secretary's salary.....	\$1,500 00	
Janitor's salary.....	720 00	
Clerk hire.....	573 62	
Postage.....	290 00	
Telegraph.....	148 77	
Express, freight and drayage.....	5 54	
Telephone.....	96 60	
Periodicals, stationery and office supplies.....	109 60	
Ice.....	30 00	3,474 13
Unexpended balance December 1, 1902.....		\$2,602 68
SUITS AND INVESTIGATIONS.		
Unexpended appropriation December 1, 1901.....		2,060 99
Appropriation for the year ending June 30, 1903.....		\$2,060 99 4,000 00
Total.....		\$6,060 99
Expended—		
Suits and investigations, expenses of the commission, including clerk hire.....		3,631 79
Unexpended balance December 1, 1902.....		\$2,429 20
RAILROAD MAPS.		
Unexpended appropriation December 1, 1901.....		44
Appropriation for the year ending June 30, 1903.....		2,000 00
Total.....		\$2,000 44
Expended—		
Rand, McNally & Co., for maps.....		818 56
Unexpended balance December 1, 1902.....		\$1,181 88
CONSULTING ENGINEER'S FUND.		
Unexpended balance December 1, 1901.....		1,531 85
Appropriation for the year ending June 30, 1903.....		3,000 00
Total.....		\$4,531 85
Expended—		
Salary and expenses of consulting engineer.....		2,878 87
Unexpended balance December 1, 1902.....		\$1,652 98

Financial Statement—Concluded.

ASSISTANT CONSULTING ENGINEER.		
Unexpended balance December 1, 1901.....		\$1,800 00
Appropriation for the year ending June 30, 1903.....		1,800 00
		\$3,600 00
Expended—		
Salary and expenses assistant consulting engineer.....		675 00
Unexpended balance December 1, 1902.....		\$2,925 00
SCHEDULES AND CLASSIFICATIONS.		
Unexpended balance December 1, 1901.....		878 07
Expended—		
For printing, expressing and mailing classifications.....		829 57
Unexpended balance December 1, 1902.....		\$48 50



C. B. & Q. R.R. TRACK ELEVATION
22ND STREET

C. B. B. & Q. R. R. Co.—74 ft. THOROUGH GIRDER FOR 4 TRACKS AT 22ND STREET, CHICAGO.

ORDERS AND OPINIONS

CONCERNING

Complaints Filed Before the Commission

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF ILLINOIS.

The Aurora, Elgin and Chicago Railway Company.

vs.

The Suburban Railroad Company, Chicago Terminal Transfer R. R. Co.,
The Lake Street Elevated R. R. Co. and The Chicago & Harlem Ry. Co.

To the Railroad and Warehouse Commission of the State of Illinois:

Your petitioner, The Aurora, Elgin & Chicago Railway Company, respectfully represents unto your honorable board, that it is a railroad corporation organized and existing under the provisions of an act of the Legislature of the State of Illinois, relating to the incorporation of railroad companies, approved and in force March 1, 1872, and acts amendatory thereof, and that it has the right as such railroad corporation to acquire property for and to construct and operate its railroad, from the city of Aurora, Kane county, Illinois, through the counties of Kane, DuPage and Cook, and the cities, towns and villages situated in such counties, to the city of Chicago, Cook county, Illinois, also certain branch lines of railroad to the city of Batavia and the city of Elgin, Illinois.

Your petitioner further represents unto your honorable board that it has obtained the necessary grants and ordinances from the various municipalities through which its said railroad will be operated and maintained, including the village of Harlem, the town of Cicero, and the city of Chicago, all in Cook county, Illinois; that it has purchased and acquired the private property for its right-of-way from the city of Aurora to said city of Chicago, including its entire right-of-way through the village of Harlem, the town of Cicero and into the city of Chicago, with the exception that it has not yet acquired the right to cross the private right-of-way and tracks of the respondent, the Chicago Terminal Transfer Railroad Company, in the village of Harlem, Cook county, Illinois, at the location designated upon the maps hereto attached and hereinafter referred to as "Crossing No. 1;" said tracks of respondent, the Chicago Terminal Transfer Railroad Company, at said location being operated by the respondent, the Suburban Railroad Company, under lease.

Your petitioner further represents unto your honorable board that said respondents severally claim to be railroad corporations, organized and existing under the same acts of the legislature of the State of Illinois, as petitioner; that in the construction and maintenance of petitioner's railroad it will be necessary for it to cross at grade, at three points, the lines of railway operated by respondent, the Suburban Railroad Company, with two or more tracks, and to hang overhead and place underground the necessary wires, connections and apparatus, for the operation of the same, and that for the purpose of more particularly describing the location and surroundings of such crossings, your petitioner attaches hereto and makes a part hereof, a blue print map, marked "Exhibit A" upon which the route of petitioner is colored yellow and the particular points of crossing in question, are within red rings designated respectively as "Crossing No. 1," "Crossing No. 2," and "Crossing No. 3."

Your petitioner further represents unto your honorable board that "Crossing No. 1" occurs at the point east of Concordia Cemetery and just north of Harrison street if extended, in the village of Harlem, Cook county, Illinois, where petitioner intersects the branch line of the Chicago Terminal Transfer Railroad Company, which branch line of said respondent extends from Randolph street southerly to Harrison street if extended, and thence easterly along the line of Harrison street if extended to Desplaines avenue, and consists of a single track with one side track or siding at the point where petitioner proposes to cross the same as aforesaid; that said branch line is not operated by respondent, the Chicago Terminal Transfer Railroad Company as a steam railroad, but is being operated by the respondent, the Suburban Railroad Company, for the carriage of passengers only by means of trolley cars; said respondent, the Suburban Railroad Company, claiming the right to so operate upon said tracks by virtue of a lease from the Chicago Terminal Transfer Railroad Company.

Your petitioner further represents unto your honorable board that "Crossing No. 2" as designated upon "Exhibit A," occurs in Harrison street, in the town of Cicero, Cook county, Illinois, at the point where petitioner's railway crosses said Harrison street, between Oak Park avenue and Euclid avenue, in the town of Cicero, Cook county, Illinois.

Your petitioner further represents unto your honorable board that "Crossing No. 3" occurs at the point in West Fifty-second avenue in the city of Chicago, Illinois, where petitioner's railway crosses said West Fifty-second avenue, between Harrison street and Flourney street.

Your petitioner further represents unto your honorable board that said respondent, The Suburban Railroad Company, is operating a line of double track street railway in and along Harrison street, at the location referred to as "Crossing No. 2," and is likewise operating a line of double track street railway in and along Fifty-second avenue at the location herein referred to as "Crossing No. 3." That that portion of said respondent's street railway line operated at Crossing No. 2 is now in the town of Cicero, Cook county, Illinois, and that that portion of its street railway operated at the location designated as "Crossing No. 3" is now in the city of Chicago, Illinois, but that both of said street railway lines were originally in the town of Cicero, Cook county, Illinois, and respondent claims the right to maintain and operate said lines of street railway, under grant from the said town of Cicero, by an ordinance passed July 19, 1885, and that all of said street railway lines are operated by electric trolley cars.

Your petitioner further represents unto your honorable board that it has caused to be prepared and attached hereto, and made a part hereof, a blue print map, marked "Exhibit B," which shows in detail the tracks of the respondent, The Chicago Terminal Transfer Railroad Company operated by respondent, The Suburban Railroad Company, as aforesaid, at the location herein referred to as "Crossing No. 1," and the manner in which petitioner proposes to cross the same; that at said location the tracks of petitioner would cross the single track of the Chicago Terminal Transfer Railroad Company, and would cross the switch and siding of said respondent at the southern point of such switch or siding, and it would be necessary for petitioner to lengthen out said siding so as to carry the point of said switch and siding over the proposed tracks of petitioner, and petitioner has indicated on said blue print map, marked "Exhibit B," by dotted lines, the proposed change in such switch and siding; that "Exhibit C" and "Exhibit D," which are also attached hereto and made a part of this petition, show respectively in detail the location of the street railway tracks of respondent, The Suburban Railroad Company, and the manner in which petitioner proposes crossing same, at the location known as "Crossing No. 2" and "Crossing No. 3."

Your petitioner further represents unto your honorable board that the only interest which the respondent, The Chicago Terminal Transfer Railroad Company has in this proceeding is that of the lessor of its branch line of railroad to respondent, The Suburban Railroad Company, at the location known as "Crossing No. 1."

Your petitioner further represents unto your honorable board that the respondents, The Lake Street Elevated Railroad company and The Chicago and Harlem Railway company, claim to have some interest in the lines of railway operated by the Suburban Railroad company, the precise nature of which, however, is unknown to your petitioner.

Your petitioner further represents unto your honorable board that it proposed to said respondents to make said three crossings at its own expense, and to furnish all frogs, special work and materials necessary for each of said crossings, and to perform all the labor and put the same in position, and to keep up and maintain such crossings, frogs, special work and materials, and also to stop its cars and trains before attempting to go over said crossings. And while the proposed place and mode of crossing by your petitioner in each of said three instances, would not unnecessarily impede and endanger travel or transportation, yet said respondents object to the places and modes of crossing proposed by your petitioner as aforesaid.

Wherefore, your petitioner prays that this honorable board will give notice to the said Suburban Railroad company, the Chicago Terminal Transfer Railroad company, The Lake Street Elevated Railroad company and the Chicago & Harlem Railway company, all of which are made respondents hereto, and proceed to view the sites of said several crossings, and upon investigation and hearing pursuant to the statutes and to the rules and practices of this honorable board, in such cases made and provided, make such order with reference to the place, mode and manner of crossing at the three particular points referred to in this petition and its exhibits, as to this honorable board shall seem meet and proper, and for such other relief as may be appropriate.

THE AURORA, ELGIN & CHICAGO RAILWAY COMPANY,

By F. B. BICKNELL, *Manager.*

ALBERT J. HOPKINS,
S. P. SHOPE,
Solicitors.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF
THE STATE OF ILLINOIS.

The Aurora, Elgin and Chicago Railway Company

vs.

The Suburban Railroad Co., Chicago Terminal Transfer Co., Lake Street
Elevated R. R. Co., and the Chicago & Harlem Ry. Co.

Petition for Three Crossings, February, 1902.

APPEARANCES:

SHOPE, MATHISS, ZANE & WEBBER; HOPKINS, DOLPH & SCOTT,
for Petitioner.

CLARENCE A. KNIGHT, for the Lake Street Elevated R. R. Co.
JESSE BARTON, for the Chicago Terminal Transfer Co.

The petition in this case alleges, and it is conceded by the respondents, that all of said companies are railroad companies within the meaning of the statute and that this board has jurisdiction of the companies and of the subject matter. The only question then for consideration is the question of crossing.

Crossing No. 1 is the crossing of the petitioners' tracks over the tracks of the Chicago Terminal Transfer Co., at a point on the east side of the Concordia cemetery just north of Harrison street, if extended. This crossing is

within a few hundred feet of the end of the track of the Chicago Terminal Transfer Co., which is a single track and the evidence in this case shows that at the present time there are very few cars operated on said track and very few people ride on the cars over the proposed place of crossing. This board has viewed the place of crossing and has taken evidence which is given very fully in the record as to the location of the ground and from the evidence taken as well as from the observation of the commission at the time of viewing the proposed place of crossing, it seems certain that there is no special reason for an overhead crossing at this place at present. It is on a very level piece of ground with nothing to obstruct the view for several hundred feet each way and very few cars operated over the road of either company at present and while this commission very much desires that all railroad crossings should be made overhead or under highway crossings, from the evidence and the surroundings in this case it is very clear that it would be a great hardship on a new company to put an overhead crossing at this place and in our opinion it is not necessary at the present time and should it at any future time become necessary, this commission will retain the right by the order in this case to order an overhead crossing.

Crossing No. 2 is the proposed crossing near Harrison street in the town of Cicero, Cook county, Illinois, of the Suburban Railroad company where the said company is operating a double track railway in and along said Harrison street. This proposed crossing crosses the tracks of the Suburban company where they are used very frequently by cars on each track running in opposite directions and hauling a great many passengers. During the racing season they run a great many cars to the race tracks and haul thousands of passengers each way every day. While this is on a very level piece of ground and nothing to obstruct the view from either side, on account of the great amount of travel on the Suburban railroad tracks, in our opinion it is necessary to have an overhead crossing and that a grade crossing will unnecessarily impede and endanger the property of the respondent company and the lives of its patrons and for that reason the order in this case will be made so that an overhead crossing will be built at crossing No. 2.

Crossing No. 3 which is on 52d street, where the Aurora, Elgin and Chicago Ry. Co., petitioners, propose to cross the Suburban company's tracks is within a very short distance of where the ordinance of the town of Harlem provides that the Aurora, Elgin and Chicago Railway company shall come to grade to connect with the Metropolitan road and if this commission should order an overhead crossing it would mean an abandonment of their proposed connection and would work a forfeiture of the franchise to the Aurora, Elgin & Chicago Ry. Co., through the town of Harlem. We regret very much that the location and grade of the Metropolitan road is not such that the Aurora, Elgin & Chicago Ry Co. could connect with it by an overhead elevated connection and thus put in an overhead crossing on Fifty-second street, but in view of the fact that it is on a very level piece of ground and nothing to obstruct the view, and the further fact that the ordinance granting the franchise to the company through the town of Harlem provides that within twenty years from the granting of the franchise the said railway company shall elevate its tracks, we are of the opinion that there is no present necessity for an overhead crossing beyond what there is at any other crossing on the open prairie and the order in this case will provide for an interlocker to be put in on Fifty-second street crossing No. 3 and to be operated by the Aurora, Elgin & Chicago Railway company and that at any time hereafter when in the opinion of this commission it is necessary to have an overhead crossing, that this commission reserves the right to order the same and the company accepting the right to cross at grade accepts it on the above conditions that whenever ordered to put in an overhead crossing by the then Railroad Commission of the State of Illinois, that they shall do so at their own expense within a reasonable time to be fixed by the commission.

The Aurora, Elgin & Chicago Ry. Co.,

vs.

The Suburban Railroad Co., The Lake Street Elevated R. R. Co., and the
Chicago Terminal Transfer R. R. Co.

Petition for Crossings.

ORDER.

And now, on this 21st day of February, A. D. 1902, come the petitioner in this cause, by Shope, Mathis, Zane & Webber and Hopkins, Dolph & Scott, its attorneys, and the Suburban Railroad company and the Lake Street Elevated Railroad company, by Clarence A. Knight, their attorney, and the respondent, The Chicago Terminal Transfer company, by Jesse Barton, its attorney, and the commission now determines that it has full jurisdiction over the parties and subject matter hereof, and the commission having listened to the testimony produced by the parties hereto, and fully examined the exhibits and listened to argument of counsel representing the respective parties hereto, and now being fully advised in the premises finds as follows:

The said petitioner and the respondents will, for convenience, be herein-after designated as follows:

The petitioner—"Aurora Company."

The Suburban Railroad company—"Suburban Company."

The Lake Street Elevated Railroad company—"Elevated Company."

The Chicago Terminal Transfer Railroad company—"Terminal Company."

A. That the petitioner filed herein its petition to cross the lines of railroad of the respondents, the Suburban company, Elevated company and the Terminal company at the points of crossing shown on "Exhibit A" submitted with said petition and indicated at said points and numbered thereon as Nos. 1, 2 and 3; that at the hearing of this cause the Aurora company changed the point of crossing No. 1, as shown and indicated by the blue print hereto attached and marked "Exhibit E."

B. That the Terminal company is the owner of and the Suburban company the lessee of the railroad at point of crossing marked No. 1, as shown on "Exhibit E," and that the Elevated company is the lessee of the Suburban Company of said railroad at crossing No. 1.

C. That the Suburban company is the owner of the railroad at crossings Nos. 2 and 3, said railroad at crossing No. 2 being subject to a lease to the Elevated company.

D. That the proposed manner of crossing at No. 2 by the Aurora company, as shown in their petition, would make said crossing dangerous and would impede travel and transportation upon the said line of railroad of the Suburban company, and that objection has been made to the mode of crossing proposed by the petitioner, and that the petitioner has applied to this commission to prescribe the place where and the manner in which said crossings Nos. 1, 2 and 3 shall be made and the commission having viewed the ground at crossings Nos. 1, 2 and 3 and given all parties interested an opportunity to be heard, and having due regard for the safety of life and property, does hereby make and order as follows:

First—That said Aurora company shall be permitted and is hereby authorized to cross the track or tracks and right of way of the Terminal company and the Suburban company and the Elevated company as lessees at crossing No. 1 at the place and in the manner and mode shown in "Exhibit E," subject to the provisions, conditions and limitations hereinafter set forth with reference to said crossing.

(a) The necessary frogs, switches and appurtenances shall be put in at said point of crossing No. 1 solely at the expense of the Aurora company, under the supervision and direction of the engineer of the Suburban company.

Said crossing shall be so placed at No. 1 as not to interfere with the operation of the cars of the Suburban company or the Elevated company over the tracks during the progress of said work. Provided the said crossing at No. 1 shall be what is commonly known as a standard double track crossing with an open throat for both the Aurora company and the Suburban company.

(b) The Aurora company having stated before the commission that it intended to operate its said railroad by electricity, adopting a third rail system for said purpose, such third or live rail to so operate said railroad may be placed with protection boards upon the right of way of the Suburban company and the Terminal company at any point not nearer than ten feet of the outer rails of the track of the Suburban company at said point of crossing, as the same now exists or may hereafter be laid.

(c) The Aurora company shall have the right to place and bury its electric wires underneath the right of way of the Suburban company at said Crossing No. 1, within a point not to exceed three feet outside of the two tracks of the Aurora company, and shall so place said electric wires in conduits, or in such manner as may be directed by the Suburban company, so as not to interfere in any manner whatsoever with the operation of the railroad of the Suburban company and Terminal company at said point.

(d) The Aurora company shall pay to or keep said Suburban company, said Elevated company and said Terminal company harmless from any loss or damage to persons or property that may occur or happen at said crossing by reason of the grant of this permit.

(e) The Aurora company shall at all times and on all occasions before proceeding to cross the track or tracks of the Suburban company at Crossing No. 1, from either direction, stop its cars or trains within fifty feet of the point of crossing and send some fit and competent person to see that the crossing is free and clear and safe for the passage of the cars or trains of the Aurora company or its lessees, and in no case shall said Aurora company have the prior right of way over said crossing, and in all cases the Aurora company's cars or trains shall refrain from crossing at said point when a Suburban car or a car of its lessee is proceeding towards said crossing and within two hundred (200) feet thereof.

(f) The Aurora company shall at all times keep and maintain said crossing in perfect condition and repair and pay the whole and entire expense and cost thereof, and in case it shall fail so to do, the Suburban company or the Terminal company, or their respective lessees, shall be authorized so to do and the Aurora company shall promptly pay on demand the entire cost and expense thereof.

(g) Said point of crossing at No. 1 shall be considered and treated as a junction of the said two railroads.

(h) The details and drawings for said Crossing No. 1 shall be submitted to the engineer of the Suburban company for his approval before the same shall be placed at that crossing: *Provided*, In case the engineer of said Suburban company shall not approve said plans or drawings within one day after submission to him, the same shall then be subject to the approval of the chairman of this commission.

(i) The foregoing provisions with reference to crossing No. 1 are each and all subject to the right of the commission hereafter to order at said point, such other overhead crossing or protection as it may deem advisable at the expense of the Aurora company.

(j) In case the Suburban company shall see fit to change the alignment of its present track or tracks the entire expense of so changing the same shall be borne by the Suburban company.

Second—That said Aurora company shall be permitted to and is hereby authorized to place at crossing No. 2 a temporary double track crossing, subject to the provisions as hereinafter contained, with reference to said crossing No. 2.

(a) Said crossing No. 2 shall be constructed and placed at said point of crossing, subject to the same terms, provisions, conditions, limitations and restrictions as herein contained with reference to crossing No. 1.

(b) The said temporary crossing No. 2 shall be so placed and constructed as not to interfere with the construction of an overhead crossing as herein provided.

(c) The foregoing provisions with reference to temporary crossing No. 2 are each and all subject to the provisions hereinafter contained with reference to the overhead crossing at said point.

Third—The said Aurora company shall be and is hereby permitted to cross the Suburban company at crossing No. 3 subject to the following provisions, conditions, limitations and restrictions, viz:

(a) The said Aurora company shall place at said crossing No. 3 a half interlocking device by which the right-of-way shall be given to the Suburban cars or trains over said point of crossing and the Aurora company's cars or trains or its lessees shall at all times stop to be interlocked before proceeding across said crossing and such interlocking device be so constructed as to derail the cars of the Aurora company.

The plans and specifications for such interlocking device at said point of crossing to be submitted to the engineer of the Suburban company and to the consulting engineer of this commission for their approval, and in case they shall not approve the same within five days after such presentation then the same shall be referred to the chairman of this commission, for his approval.

(b) The Aurora company shall not operate its cars or trains over said crossing until said interlocking device shall have been first installed. Provided, said Aurora company shall have the right to cross at said crossing temporarily until the installation of said interlocking device as hereinafter provided, subject to all the provisions with reference to crossing No. 1.

(c) Said Aurora company shall be liable to the Suburban company for all loss or damage to persons or property that may occur by reason of the permission for such grade crossing as aforesaid, at said point No. 3.

(d) The Suburban cars or trains shall at all times have the preference of the right of way over said point of crossing No. 3.

(e) In case a Suburban car or train, or a car or train of its lessee shall be proceeding northwardly and on the viaduct, about nine hundred (900) feet, south of said point of crossing, the cars or trains of the Aurora company shall be interlocked until such car or train shall safely pass said crossing: Provided, said Aurora company, in order to avoid waiting for a car or train of the Suburban company, or its lessee, as provided in said clause (e), may install a full interlocking device, in which case the foregoing provision as to clause (e) shall not apply.

Fourth—It is further ordered that said Aurora company shall, on or before January 1, 1903, as a condition of granting this permission to construct a temporary crossing at No. 2, cause to be constructed at said point an overhead crossing in such manner that the bottom or lower chord of the girders supporting the tracks over the tracks of the Suburban company shall be 14 feet above the top of the rails of the track or tracks of the Suburban company as now laid and under the general plans and specifications herewith submitted and approved by the commission and made a part of this order, and herewith filed with the commission as "Exhibit Z."

Provided, that while and during the time said Aurora company shall be engaged in the work of elevating said tracks at said point it shall not interfere with the operation of the cars or trains of the Suburban company or its lessee over said track at crossing No. 2 and that when the work shall have been completed, or prior thereto, the tracks of the Suburban company may be changed sufficiently so as to leave a clear head room of 14 feet; such change of location to be made as hereinafter provided: *Provided*, upon notice by the Aurora company that it is ready to proceed with the erection of said overhead crossing, the cars or trains of the Suburban company, or its lessee, shall cease operating at said point of crossing No. 2 during the progress of said work, not to exceed a period of 30 days; *Provided, however*, the Aurora com-

pany shall not give such notice prior to November 1, 1902, and in no event shall the operation of the cars of the Suburban company be interfered with for a longer period of time than 30 days.

(a) The Aurora company shall at all times at its own expense keep and maintain in good repair and condition the said overhead structure.

(b) The Suburban company and the Terminal company shall have the right to attach underneath said overhead structure all such electric wires, cables, electric feeders and other electric appurtenances as it may deem advisable and use the said overhead structure so far as it may deem necessary for the purpose of operating said railroad.

(c) The Suburban company shall, and all parties hereto consent, change its present tracks and right of way at crossing No. 2 in the manner shown on general plans herewith submitted for such overhead crossing and shall make such change on or before November 1st, 1902. The top of the rails of the tracks when so relaid to be at the same height as the present rails are now laid so as to leave the clear head room between the tops of the rails when so laid and the overhead structure to be erected by the Aurora company fourteen feet, as herein prescribed. Said work of so changing the Suburban company's tracks must be done prior to the time when the Aurora company is ready to proceed with the work of said overhead crossing at No. 2. The Suburban company to have the right to construct, maintain and operate its road over said changed location, as shown in said plans indicating such changed location as ordered by the commission, and shall at all times have sufficient clearance for the passage of its cars over its tracks along, upon and over the right of way where said tracks are laid at said new location.

(d) The said overhead work to be completed on or before January 1st, 1903, unless the chairman of this commission shall for good cause, extend the time of completion or the contractors shall be delayed by strikes, accidents or other causes interfering with the progress of the work.

(e) In case said Aurora company shall fail to comply with any one of the terms, conditions, limitations and restrictions contained in this order as to such temporary crossing at No. 2, or shall fail to complete the overhead crossing as herein provided and within the time as herein fixed for crossing No. 2, or shall fail to place said interlocking device at crossing No. 3 before October 1, 1902, then the Suburban company shall have and is hereby authorized to take up and remove the said crossings of the Aurora company and all the rails, ties and appurtenances upon the right of way of the Suburban company at either crossing Nos. 2 or 3.

Fifth—The respondents hereby before this commission agree that if the Aurora company shall faithfully and fully carry out and perform each and every of its obligations, duties and conditions in this order prescribed, that they will waive all proceedings to acquire said right of crossing under the Eminent Domain law of this State. Otherwise, in case the Aurora company shall fail to comply in every respect with this order, then it shall acquire the right to maintain said crossings by virtue of condemnation proceedings.

Sixth—The commission hereby reserves to itself jurisdiction of all the parties and the subject matter hereof until the full completion of the matters and things set forth for the purpose of carrying into full force and effect the terms and provisions of this order, and the right to enter upon by its agents or employes the right of way of the respondents herein and of the Aurora company after the completion of any part of said work herein prescribed and take up and remove the same in case the parties hereto shall in any respect fail to comply with the order and direction of the commission with reference thereto, either as herein prescribed or as prescribed in the future. All expense of so doing to be borne by the party at fault in respect to the matter to be so determined.

Seventh—All the terms, provisions and conditions of this order shall apply to and be binding upon the respective successors, lessees and assigns of all the parties hereto.

Eighth—The Aurora company shall have the right to erect over the right of way at the respective crossings Nos. 1, 2 and 3, all wires, poles and appliances it may deem necessary for the purpose of conveying electric current to operate its said railroad, but all wires shall be at least seven (7) feet above any wires the respondents may have at said points and shall not be constructed in any manner so as to interfere with the operation of the cars of the respondents over said crossings.

Ninth—It is understood that "Exhibit E" attached to said order shows the track of the Terminal and Suburban companies shifted eastwardly from their present location. It is understood and agreed that when the Aurora company lays the crossings and special work called for by "Exhibit E" it shall have the right to cut the track of said Suburban company as now located and the Suburban company shall then shift its track to comply with the location shown by "Exhibit E."

Tenth—It is further ordered that the petitioner pay forthwith the cost of this proceeding, which said cost shall be paid prior to the said Aurora company entering upon or laying its temporary tracks as herein provided and which said cost shall be such sums as the commission may allow to the parties to this proceeding, and including the cost of the commission itself.

Approved:

J. S. NEVILLE,

Chairman.

The Aurora, Elgin & Chicago Ry. Co., by L. J. Wolf, President.
 Chicago Terminal Transfer R. R. Co., by Jesse Barton, its General Attorney.
 The Suburban Railroad Co., by Clarence A. Knight, General Counsel.
 The Lake Street Elevated R. R. Co., by Clarence A. Knight, President.
 The Suburban R. R. Co., by L. S. Owsley, President.

The Aurora, Elgin & Chicago Railway Company

vs

The Suburban Railroad Company, the Lake Street Elevated R. R. Co., and
 the Chicago Terminal Transfer R. R. Co.

Petition for Crossing.

Whereas, on the 21st day of February A. D. 1902, the Board of Railroad and Warehouse Commissioners of the State of Illinois entered an order in the above entitled cause relating, among other matters, to the crossing of the Aurora, Elgin & Chicago Railway company and the Suburban Railway company at the intersection of the Aurora, Elgin & Chicago railway with 52nd avenue in the City of Chicago, Cook county, Illinois, in and by which said order it was provided that the petitioning company should install an interlocking device at said crossing which should be subject to the approval of the Suburban company and of the consulting engineer of this commission; and in case said parties were unable to agree upon the plan of such interlocker it was ordered that the chairman of this commission should approve of such interlocker, and

Whereas, the parties have been unable to agree upon all details of such interlocking device,

Now therefore, I, James S. Neville, Chairman of the Railroad and Warehouse Commission, upon full investigation of said matter, order and adjudge that the attached blue print and plan of the interlocking device at said point of crossing, marked "Exhibit A" and made a part hereof, shall be and the same is hereby approved.

It is further ordered, That said interlocking device specified in the attached plan and in this order shall be installed and in operation by December 1st, A. D. 1902, provided however, for cause shown, said time may be extended by this commission.

J. S. NEVILLE,
Chairman.

The Aurora, Elgin and Chicago Railway Company,
vs.

The Suburban Railroad Co., the Lake Street Elevated Railroad Co. and The Chicago Terminal Transfer R. R. Co.

To the Railroad and Warehouse Commission of the State of Illinois:

Your petitioner, The Aurora, Elgin & Chicago Railway Company, respectfully represents to your honorable board—

First—That it has heretofore filed before this board its petition asking for certain crossings with the Suburban Railroad company and in which crossings the Lake Street Elevated Railroad company and the Chicago Terminal Transfer Railroad company were also interested; that one of said crossings was known in the proceedings heretofore had before this board, as crossing No. 1, and occurred between this company and the Suburban Railroad company, at the point of crossing in Harlem, Cook county, Illinois, near Concordia cemetery; that one of said crossings was known in said proceedings heretofore had, as crossing No. 2, and occurred between petitioner's road and the Suburban railroad, near Harrison street, and between Euclid avenue and Oak Park avenue, in the town of Cicero, now in the village of Oak Park, Illinois, and that the other crossing involved in said proceedings has been known therein as crossing No. 3, and occurred at the point of crossing between the road of your petitioner and the Suburban railroad on 52d avenue, between Harrison street and Flourney street in the city of Chicago, Cook county, Illinois.

Second—That such proceedings were had in the matter of said petition for crossings, and that on the 21st day of February, A. D. 1902, your honorable board entered an order providing the terms and conditions upon which the crossings aforesaid should be made, which said order remains of record with this commission, is made a part of this petition and to which reference is hereby made for greater certainty.

Third—That in and by said order it was provided that your petitioner should place at crossing No. 3, aforesaid, a one-half interlocking device, by which the right of way should be given to the cars and trains of the Suburban Railroad company, and might, at its election, in order to avoid waiting for such cars and trains, install a full interlocking device at said crossing, the plans and specifications for which to be subject to the approval of this board.

Fourth—That your petitioner elected to install a full interlocking plant, at said crossing No. 3, that plans and specifications for such interlocker were submitted to and approved by the said Suburban Railroad company and the Metropolitan West Side Elevated railroad, and on to-wit: the.....day of October A. D. 1902, were approved by order of this commission, which remains of record with this board and to which reference is hereby made for greater certainty.

Fifth—Your petitioner further represents that said interlocking plant was placed in operation, as between the lines of your petitioner the Suburban Railroad company and the Metropolitan West Side Elevated railroad, on Thursday, the 6th day of November A. D. 1902, at 12 o'clock noon, and ever since said time has been and is now in operation, controlling the movement of trains of said several railways at said point of crossing.

Sixth—Your petitioner further represents that no agreement exists between said several railway companies, interested in said crossing, to-wit: Your petitioner, the Suburban Railroad company, and the Metropolitan West Side Elevated railroad, after the division of the cost of operating said interlocking plant and that your petitioner can come to no agreement with said other railway companies, in reference thereto; that your petitioner, in accordance with said order of this board, heretofore entered on the 21st day of February A. D. 1902, has placed said interlocker at said point, and will maintain the same, but that none of said orders, heretofore entered by this commission, fix or determine the amount or proportion which said several railroad companies shall pay towards the expenses of operating said plant, and that it is ready and willing to pay its just proportion of said operation.

Seventh—Your petitioner further represents unto this honorable board that in and by said order of Feb. 21, A. D. 1902, it provided that the Suburban Railroad company should change from its present location, at crossing No. 2, to a point further west, on or before Nov. 1, 1902, the particular place of such new location being shown upon Exhibit "Z" attached to said order; that such new location by the Suburban Railroad company would require it to cross Oak Park avenue, in the village of Oak Park, Ill., at a point between Harrison (sometimes called Estella street) and Harrison place; that your petitioner cut its rails and placed in position necessary frogs and special work so that said Suburban Railroad company might cross your petitioner's tracks at the new place of crossing on or before Nov. 1, 1902, as required by said order, but that on the 29th day of October, A. D. 1902, the board of trustees of the village of Oak Park, Ill., passed a resolution directing the village attorney to take such legal steps as might be necessary to prevent the Suburban Railroad company from making the crossing at Oak Park avenue, on the ground that said Suburban Railroad company had no municipal grant therefor; that said board of trustees thereupon proceeded in a body to said Oak Park avenue crossing and tore up the rails and ties which had been placed therein by said Suburban company, and a part of the special work which had been placed therein by your petitioner for the benefit of said Suburban company; that on the following day, Oct. 30, A. D. 1902, said village of Oak Park filed an intervening petition in the case of the Chicago Title and Trust Company vs. The Suburban Railroad company, pending in the circuit court within and for Cook county, Illinois, in which said last mentioned cause a bill had been filed to foreclose a trust deed, executed by said Suburban Railroad company, securing certain bonds, and in which proceedings a receiver was appointed; that upon presentation of such intervening petition, the said circuit court of Cook county, Illinois, Judge Haney presiding, entered an order granting leave to said village to file said intervening petition making said village a party defendant to the original bill, giving it leave to answer the same, etc., and restraining the receiver and persons acting under him from proceeding with the construction at the new location across Oak Park avenue; that subsequently said village of Oak Park filed its answer in said original cause, and a cross bill, in which it prays that an injunction may issue permanently, restraining the said Suburban Railroad company from crossing at Oak Park avenue, alleging that the said Suburban Railroad company is proceeding without any municipal authority whatever, etc.; that all of said proceedings are still pending and undetermined before said circuit court of Cook county, Illinois; that said Suburban Railroad company has not obtained any municipal grant for such crossing, and insists that it is not necessary for it to secure such municipal grant; that the contentions of said several parties in said litigation can not, in the ordinary course of events, be determined for some time to come.

Eighth—Your petitioner further represents that in and by the terms of said order, it was provided that said change of location was to be made by the said Suburban Railroad company before your petitioner commenced the construction of its elevation at said point, and that, because of the failure of said Suburban company to make the change in its location, on or before November 1, 1902, as provided in said order, your petitioner has been unable to commence with or to proceed with its construction of its elevated structure at said point.

Ninth—That in and by said order of February 21, A. D. 1902, it was also provided that the work of your petitioner in elevating said tracks should be completed on or before January 1, 1903, unless the chairman of this commission should for good cause, extend the time of completion or there should be delay by strike, accidents or other causes; that owing to the fact that said Suburban company has not yet placed its tracks in such new location, and may not be able to do so for some time to come, it will be wholly impossible for your petitioner to complete the construction of said elevated structure by January 1, 1903.

Your petitioner therefore prays that a hearing may be had before this commission, upon the question of the amount and proportion which each of said companies, to-wit: Your petitioner, the Suburban Railroad company, and the Metropolitan West Side Elevated railroad, shall pay towards the operation of said interlocking device, at crossing No. 3 by short day to be fixed by this commission, and that upon such hearing this commission shall order and direct the proportions which each company shall bear and pay towards such operation expenses; that such process and notice may issue unto the said several companies as shall bring them before this commission, and that this commission will extend the time within which your petitioner shall complete the elevation at crossing No. 2, to such time as it may deem just and proper and that it will enter such other orders, in the premises, as may seem for the best interests of all parties interested.

THE AURORA, ELGIN & CHICAGO R. R. CO.

By Fred A. Dolph, its Attorney.

Hopkins, Dolph & Scott,
Shope, Mathis, Zane & Webber,
Attorneys for Petitioner.

The Aurora, Elgin & Chicago Ry. Co.,

vs

The Suburban Railroad Co., the Lake Street Elevated R. R. Co., and the
Chicago Terminal Transfer R. R. Co.

Petition for Crossings.

ORDER.

And now, on this 28th day of November, A. D. 1902, said cause coming on again to be heard, and the said petitioner appearing in this cause by Shope, Mathis, Zane and Weber, and Hopkins, Dolph & Scott, its attorneys, the

respondent, the Suburban Railroad company and the Lake Street Elevated Railroad Co., by Clarence A. Knight, their attorney, and L. S. Owsley, receiver for the Suburban Railroad Co., appearing in person and by Clarence A. Knight, his attorney, and the respondent, the Chicago Terminal Transfer Railroad company by Jesse Barton, its attorney; and it also appearing to this commission that the Metropolitan West Side Elevated Railway Co. has appeared herein and submitted itself to the jurisdiction of this commission for the purpose of having this commission fix upon the portion which it should pay of the operation of the interlocking plant at 52nd avenue, between Harrison street and Flourney street, in the City of Chicago, Illinois, being the point of crossing heretofore known in these proceedings as crossing No. 3, which said interlocking plant and plan thereof has heretofore been approved by this commission; and it further appearing to the commission that by order hereof entered on the 21st day of February, A. D. 1902, that the question of the division of the cost of operation of the interlocking plant at said crossing No. 3 was not determined by said order; and it also appearing by said order that the respondent, the Suburban Railroad company, was required to change its tracks and right of way at crossing No. 2 in accordance with the general plans shown as "Exhibit Z," and attached to said order and that said work of so changing said tracks should be done prior to the time when the Aurora company was ready to proceed with the work of the overhead structure at said crossing No. 2 required in said order. and it further appearing to the commission that said order provided that the overhead work should be completed by said petitioner, the Aurora, Elgin & Chicago Railway company, on or before January 1st, 1903, unless the chairman of this commission should have good cause to extend the time of completion or the contractor should be delayed by strikes, accident or other causes interfering with the progress of work; and it further appearing to the commission that the work of changing said tracks by said respondent, the Suburban Railroad company, was prevented by action of the village authorities of the Village of Oak Park, Cook County, Illinois, and that there is certain litigation pending in the Circuit court, Cook County, State of Illinois, relating to the right of the said respondent, the Suburban Railroad company, to cross Oak Park avenue at the point designated by the previous order of the commission, and said petitioner having filed herein its petition asking, first, that the proportion which each company should pay towards the operation of the interlocking plant at crossing No. 3, be fixed and determined by this commission as between the Suburban Railroad company, the Metropolitan West Side Elevated Railway company and the petitioner, the Aurora, Elgin & Chicago Railroad company; and second, that this commission should extend the time within which the petitioner, the Aurora, Elgin & Chicago Railway company should complete the elevation of its tracks at crossing No. 2 in accordance with the order of this commission heretofore entered.

Now, therefore, it is ordered and directed, that the Metropolitan West Side Elevated Railway company pay 23-38ths of the cost of the operation of the interlocking plant at crossing No. 3, heretofore approved by this commission; that the respondent, The Suburban Railroad company pay 8-38ths of the cost of such operation of said interlocking plant, and that the petitioner, The Aurora, Elgin & Chicago Railway company pay 7-38ths of the cost of the operation of said interlocking plant.

It is further ordered, that the time within which the petitioner, The Aurora, Elgin & Chicago Railway company shall complete the elevation of its tracks at crossing No. 2, in accordance with the terms and conditions of the order heretofore entered herein shall be, and it is hereby, extended for the period of sixty (60) days after the first day of January, 1903.

Provided, however, that the chairman of this commission may, on account of weather conditions or other causes rendering it impossible for said petitioner to complete said railway within said time, still further extend the time for the completion of the said work.

JAMES S. NEVILLE, *Chairman.*
A. L. FRENCH.

This agreement made and entered into by and between L. S. Owsley, as receiver for the Suburban Railroad company, and the Suburban Railroad company, parties of the first part, said first parties being hereinafter designated as the Suburban company, and the Aurora, Elgin & Chicago Railway company, party of the second part, hereinafter called the Aurora company, witnesseth:

Whereas, On the 21st day of February, A. D. 1902, the Railroad and Warehouse Commission of the State of Illinois entered an order upon the petition of the Aurora company in relation to the three crossings of its railway with the lines of railway of the said Suburban company, in which crossings certain other railroads, viz., the Lake Street Elevated Railroad company and the Chicago Terminal Transfer Railroad company had certain interests, as found and referred to in said order; said crossings being severally designated and described in said order and in said proceedings before said Railroad and Warehouse Commission as crossings numbers 1, 2 and 3, to which order and proceedings reference is hereby made; and,

Whereas, Said order of said Railroad and Warehouse Commission provided for a grade crossing at crossing No. 1 upon certain terms and conditions in said order specified, and provided for a temporary grade crossing at crossing No. 2, under certain terms and conditions in said order specified; and at said crossing No. 2 that said Suburban company should make certain changes in its tracks and said Aurora company should erect an overhead crossing, all as specifically provided in detail in such order; said overhead crossing to be completed by said Aurora company on or before Jan. 1, 1903, unless the chairman of said Railroad and Warehouse Commission should, for good cause shown, extend the time for the completion, or the work should be delayed by strikes, accidents or other causes interfering with the progress of the work; and

Whereas, Said order further provided with reference to said crossing No. 3 that the said Aurora company should cross the railway of said Suburban company at grade, but should install a one-half interlocking device at said point of crossing, upon certain conditions specifically set forth in said order, with the privilege of electing to install a full interlocking device at said crossing, such interlocking device to be subject to the approval of said Railroad and Warehouse Commission; and,

Whereas, On the 29th day of October, A. D. 1902, an order was entered by said Railroad and Warehouse Commission of the State of Illinois, approving a plan of a full interlocking device at said crossing No. 3; and, whereas, said interlocking plant has been installed in accordance with said order approving said plan, with the exception of the derail provided for by the said plan to be placed in the tracks of the railway of the said Suburban company, and is now in operation; and,

Whereas, On petition of the said Aurora company, an order was entered by said Railroad and Warehouse Commission on the 28th day of November, A. D. 1902, in and by which it was provided that the Metropolitan West Side Elevated Railway company should pay 23-38ths of the cost of the operation of the interlocking plant at crossing No. 3; that the said Suburban company should pay 8-38ths of the cost of operation of such interlocking plant; and, that the said Aurora company should pay 7-38ths of the cost of the operation of said interlocking plant; said order further providing that the time within which said overhead construction should be completed at crossing No. 2 should be extended for the period of 60 days from the first day of January, 1903, provided that the chairman of said Railroad and Warehouse Commission might on account of weather conditions or other causes rendering it impossible for the completion of said overhead construction, to further extend the time for the completion of said work; and,

Whereas, Certain litigation is now pending in the circuit court of Cook county, State of Illinois, involving the right to make the changes contemplated in said order of said Railroad and Warehouse Commission of February 21, 1902, instituted by way of intervening petition and cross bill of the village

of Oak Park, Cook county, Illinois, filed in the case of The Chicago Title & Trust company vs. The Suburban Railroad company and the various answers and cross petitions and other pleadings of the parties hereto; and,

Whereas, in the said case of The Chicago Title & Trust company vs. The Suburban Railroad company, the circuit court of Cook county, Illinois, appointed one L. S. Owsley, as receiver for said Suburban company;

Now, therefore, in consideration of the matters and things set forth in the order of said commission of February 21, 1902, and the order of November 28, 1902, and of the matters and things hereinafter set forth, it is mutually agreed by and between the parties hereto, as follows:

First—That the said Aurora company shall pay to the receiver of said Suburban company the sum of seven thousand five hundred (7,500) dollars, when this contract shall have been approved by the Railroad and Warehouse Commission of the State of Illinois and by the village of Oak Park so far as said village is required to approve and of the matters and things herein contained, but no part of this contract shall be considered as in force until the payment of said sum of money.

Second—The said Aurora company shall and it does hereby covenant and agree to save and keep harmless the said Suburban company from any cost or expense in relation to the installation, maintenance or operation of the interlocking device heretofore approved by the said Railroad and Warehouse Commission at crossing No. 3; the intent and meaning of this agreement being that the said Aurora company shall relieve the said Suburban company of the obligation imposed upon it by the said order of the Railroad and Warehouse Commission of the State of Illinois entered on the 28th day of November, A. D. 1902, in, and by which order it was provided that said Suburban company should pay eight thirty-eighths of the cost of the operation of the said interlocking plant, and said Suburban company is by the approval of this contract by the Railroad and Warehouse Commission relieved and discharged from all cost and expense of all kinds in relation to said crossing No. 3, and interlocker. *Provided*, said Aurora company shall obtain from the Metropolitan West Side Elevated Railway company a release of any claim against said Suburban company for or on account of any matter or thing connected either with the installation, maintenance or operation of said interlocking plant at said crossing No. 3.

Third—It is further covenanted and agreed that the crossing of the Aurora company over the tracks and right of way of the Suburban company at crossing No. 2, shall be and remain at grade at the place of crossing east of the west line of Euclid avenue produced south where now operated and used, until the Suburban company shall change said crossing to a place east of the present crossing, which said new crossing is shown upon the blue print attached hereto marked "Exhibit A" and made a part hereof and identified by the words "New Crossing No. 2." Said new crossing No. 2 shall be known as and herein referred to as crossing No. 2, and as a substitute and change of location and right of way from that of old crossing No. 2. The said Aurora company shall place its tracks in the location and upon the tangent shown in said blue print marked "Exhibit A," on or before May 25, 1903, and shall install and place in position the frogs, switches and appurtenances, and build said crossing No. 2 for the Suburban company at the said crossing No. 2 without expense or any liability of the Suburban company for said work. Said crossing to be so constructed and in place ready for the Suburban company to connect with such special work and crossing on or before May 25, 1903. The said crossing and right of way as indicated upon said "Exhibit A" to be and remain the property of the Suburban company with like force and effect as though said crossing had not been placed at said point subject to the right of the Aurora company to use said crossing for operating its road thereon, as herein provided, and as provided in the order of Feb. 21, 1902, as herein changed or modified.

Fourth—It is further covenanted and agreed that said crossing at grade, at said crossing No. 2, shall be and is made upon the further following terms and conditions:

(a) The Aurora company shall install and operate on or before June 10, 1903, at its own cost and expense, a hand derailing device at said crossing No. 2, which said device shall be so installed and operated as to constantly leave the tracks of the Aurora company broken, excepting when said device is used to place tracks in position for the crossing by the cars of the Aurora company over the tracks of the Suburban company: the said device shall be so installed and operated that the lever or controlling device of the west bound track or tracks of the Aurora company shall be located west of the tracks of the Suburban company and the lever or controlling device of the east bound track or tracks of the Aurora company shall be located east of the tracks of the Suburban company.

(b) The said Aurora company shall furnish, install and maintain the crossing at No. 2, and all crossing frogs, switches and appurtenances necessary to make said crossing at grade at crossing No. 2 aforesaid, and said crossing to be the standard double track crossing with open throat for both the Aurora company and the Suburban company, and to be installed under the supervision and direction of the Suburban company.

(c) Said Aurora company shall not place or maintain nor operate a live third rail for conducting electricity at the point of crossing for a space of thirty-two feet, being the sixteen feet on each side of the center line of the tracks of the Suburban company.

(d) The provisions of the order of February 21, 1902, with reference to the operation of the Aurora company's road by electricity shall be applicable to crossing No. 2 except as herein otherwise provided.

(e) The Suburban company shall have the right to attach wires to the poles of the Aurora company at the point of crossing No. 2, but not in any manner to interfere with the operation of the road of the Aurora company.

(f) The said Suburban company shall at all times be given the right of way over said crossing No. 2, provided, however, that the said Suburban company shall not stop its cars upon said crossing.

Fifth—The said Suburban company does hereby waive any and all provisions for any overhead crossings at any of the three points of crossing provided for in the said order of the said Railroad and Warehouse Commission of the State of Illinois, provided the Aurora company carries out and fulfils this agreement and the agreement of February 21, 1902, as contained in said order of said commission, except as herein otherwise provided.

Sixth—The said Suburban company hereby gives and grants to said Aurora company and re-affirms in it, subject to the provisions of the order of February 21, 1902, as modified by this agreement, the right to cross at grade the tracks of the said Suburban company with the tracks authorized by its ordinances at the crossings referred to in said order of said Railroad and Warehouse Commission; the said crossing No. 2, however, shall be made permanently at the new location herein provided, including the right to install, maintain and operate all wires and electrical conductors, both underneath the tracks and right of way of the Suburban company and overhead which are necessary or which may facilitate the operation of the railroad of the said Aurora company, provided that no such wires or electrical connections shall interfere with the operation of the railroad of the said Suburban company.

Seventh—This contract, with all its terms and provisions, shall apply to such additional tracks as either company may hereafter lay at the points of crossing aforesaid.

Eighth—All terms, conditions and limitations contained in the orders of the Railroad and Warehouse Commission of the State of Illinois regarding said crossing, in relation to the installation, operation and maintenance thereof, shall remain in full force and effect, except as herein otherwise provided, and especially the provisions contained in said order with reference to the right of the Suburban company to take up and remove the tracks and appurtenances of the Aurora company in case it shall fail to comply with the terms, provisions, conditions and limitations contained in this agreement and in the order of Feb. 21, 1902, as herein modified, shall continue and remain in force the same as though embodied herein.

Ninth—This contract shall extend to the successors, lessees and assigns of the parties hereto, and all persons or corporations claiming through or under them, or either of them, and shall be a contract, the provisions of which shall extend to and inure to the benefit of the properties affected hereby and shall run with such properties.

In witness whereof, this agreement has been executed on behalf of the Suburban Railroad company by L. S. Owsley, its receiver, pursuant to order and direction of the circuit court of Cook county, Illinois, and these presents have been executed by the Aurora, Elgin and Chicago Railway company by L. J. Wolf, its president, and attested by Warren Bicknell, its secretary, this 24th day of December, A. D. 1902.

L. S. OWSLEY,

As Receiver of the Suburban Railroad Company.

THE SUBURBAN RAILROAD CO.

Attest: By F. H. Roeschlaub, President.

E. C. Veasey, Secretary.

THE AURORA, ELGIN AND CHICAGO RAILWAY COMPANY.

Attest: By L. J. Wolf.

Warren Bicknell, Secretary.

Approved:

THE CHICAGO TERMINAL TRANSFER RAILROAD CO.

Attest: By J. N. Faithorn, President.

H. H. Hall, Asst. Secretary.

O. K.:

F. E. Paradis.

O. K.:

THE LAKE STREET ELEVATED R. R. CO.

By Clarence A. Knight, President.

Approved:

RAILROAD AND WAREHOUSE COMMISSION OF THE STATE
OF ILLINOIS.

By James S. Neville, Chairman.

The Chicago Terminal Transfer Railroad company hereby approves the foregoing contract, so far as the same relates to the crossing with the tracks of the Suburban company over the tracks and right of way of the Chicago Terminal Transfer Railroad company, and consents that the Suburban company shall have the right of way and crossing in lieu of and place of the former crossing of the Suburban company over the tracks and right of way of the Terminal company, subject to the same terms and covenants.

CHICAGO TERMINAL TRANSFER RAILROAD COMPANY,

Attest: By J. N. Faithorn, President.

H. H. Hall, Asst. Secretary.



L. E. & W. R. R. Co.—CONCRETE ARCH CULVERT SPANNING KICKAPOO CREEK



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100
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REPORT

OF

CONSULTING ENGINEER

REPORT OF CONSULTING ENGINEER.

To the Honorable Railroad and Warehouse Commission:

I present herewith the report covering the physical condition of the properties of such railroad companies as were inspected during the season just closed. A perusal of this report will serve to show for the larger part of these roads, a physical condition that is first class; the others are in good, safe condition, and will be in excellent condition when improvements are completed that are now in progress or contemplated.

There appears to have been no cessation in the display of energy and expenditure of funds for permanent improvements during the past year as compared with the three previous years. In this State, the amount charged to income account during the fiscal year ending June 30, 1902, and which is only a portion of the expenditures for such improvements, foots up a total of \$5,841,043, as compared with \$4,107,273 for the year previous. In addition to these expenditures are those which are charged to construction and equipment account, which go to make up by far the largest portion of such expenditures, but as the amounts are spread over the entire mileage, it is impossible to ascertain from the records in this office, how much of this amount has been expended for improvements in this State. On the other hand, the amount of business handled by the railroad companies in this State has never before been exceeded and the income from operation has paid for a good share of these improvements.

There are also presented herewith comparative tables gathered from the statistics submitted by steam and electric railway companies for the fiscal year ending June 30, 1902. Referring to items in only a few of these tables, it will appear that the mileage of steam railroads in this State as gathered from table I, amounts to 18,014.52 miles as compared with 17,851.20 miles reported the year previous. This includes tracks of all kinds. The increase covers a total of 763.32 miles and is composed of 216.0 miles of first main track, 149.28 miles of additional main track, 39.80 miles of industrial tracks and 258.24 miles of yard track and sidings. From tables IV and V, pertaining to steam railroads, the following deduction and comparison is made in regard to net income derived from operation and income from property in Illinois, viz.:

Net income for the year ending June 30, 1901.....	\$13,736,024
Net income for the year ending June 30, 1902.....	16,300,155

Increase.....	\$2,564,131

The data pertaining to net income does not include any of seven roads that either failed or refused to file reports.

Referring to the subject of accidents on steam railroads in this State, there is gathered from Table XIV the fact that 772 persons were killed in 1902 as compared with 739 persons killed in 1901, and 3,036 persons injured in 1902, as compared with 2,694 injured in 1901, an increase of total killed and injured of 375 persons. Comparing the year 1902 with the year 1892, ten years previous, there appears an increase of the number of persons killed and the number of persons injured in 1902, of 42 and 596 respectively, or a total of killed and injured amounting to 638 persons. I have not the figures at hand regarding the train mileage made during the fiscal year ending June 30, 1892, but it is undoubtedly true that the number of killed and injured during the fiscal year 1902 is less per 100,000 train miles than in 1892.

Analyzing the character of the accidents for the two years mentioned, we find a reduction in the number of killed and injured during the fiscal year 1902, in only one of the various classifications, "coupling and uncoupling." Comparatively, the figures representing the number killed and number injured during the fiscal year 1902, is 19 and 172 respectively, as against 45 and 669 respectively during the year 1892.

The decrease in the total number killed and injured under this classification is therefore 523 when compared with the year 1892. When we take in consideration the fact that there were 25,215 more employees and considerable more train mileage during the year 1902, as compared with the year 1892, the decrease in the number of killed and injured under this classification is much more astonishing than is apparent on the face of it. Attributing the cause for the decrease in the fatalities under this classification, we find it due undoubtedly to the automatic devices employed in coupling and uncoupling cars as a result of the action of Congress when the safety appliance act was passed and approved, March 2, 1893.

Giving due credit to the automatic devices in the performance of coupling and uncoupling cars as a means of protection to the employee, are there not automatic devices that will diminish the number of killed and injured by "collision" and a good many of the "derailments," is the question that naturally suggests itself. In my opinion, the number of killed and injured by "collision" could be diminished almost wholly, including many of the fatalities attributable to "derailments," by the use of automatic block signals with attachments for automatically applying the train brakes. Such a system has been in practical use on an elevated road in Chicago for some years, and another system of the same character has been installed within the last year or two on one of the elevated roads in Boston, Mass. While I am not familiar with all of the devices for automatically applying the train brakes, the manufacture or design of these devices is not limited to one company, but there are as many as three companies or persons in the United States competing for this character of safety appliance. A German inventor of a

device of this sort gave excellent results in a trial test recently held, and as a result of this demonstration, it is to be put to a practical test on sections of German and Russian state railways. Taking these facts in connection with the efforts being made in our country, it would be strange indeed if an automatic system of this character could not be found that would be infinitely better than the system of operating trains by telegraph as now generally in vogue. Accidents by collision are commonly the result of an engineer or conductor, or both, placing a wrong interpretation on telegraphic orders given them; or failure on the part of trainmen to carry out orders as given them; or failure on the part of a station operator to hold a certain train when directed by the dispatcher to do so; or the issuing of conflicting orders on the part of the dispatcher; or failure on the part of the engine men to observe a block signal set at danger, or wilfully run by one; or failure on the part of an automatic signal to assume danger position without any compensating features in connection with such signal in the form of a device for automatically applying the train brakes; and in many other ways. Some very serious accidents have occurred recently as a result of many of the causes above mentioned, and it is not necessary to go out of our own State to find them.

During the fiscal year ending June 30, 1902, there was paid out by the railroad companies for injuries to persons, loss and damage, and clearing wrecks, a total of \$1,842,176.71. This enormous sum forms one of the items chargeable to operating expenses. It is probable that at least one-half of this sum is chargeable to "collisions," and such "derailments" which could not possibly occur with the use of practical automatic appliances. In one year, this sum would pay for the installation of block signals of the character mentioned for a distance of 2,930 miles of single track road, if these signals were placed three and one-half miles apart. Furthermore, there would be no necessity for the use of derails in main tracks at interlocking systems where the train mileage of roads was such as to warrant the adoption of the system. Even without the automatic appliances for applying train brakes, the Chicago, Burlington & Quincy R. R. Co., has operated its trains over their double track system between Chicago and the Mississippi river for some time by the aid of manually operated block signals only, with good results, and without the use of the telegraph except in case when instructions are necessary to block certain trains. Mistakes on the part of employes, even among those who have been in the railroad service many years, and considered thoroughly reliable in their various vocations, are excusable to the extent that the human mind is not infallible to error. In my opinion, the adoption of automatic devices referred to is entirely practical for the purpose of operating trains in lieu of the telegraph system, and would result in the saving of many thousands of dollars expended annually on the part of railroad companies for damages to persons and property, and avoid the fatalities to hundreds of the traveling public and employes. If this method of operating trains is practical, why should there not be an effort made to give such a sys-

tem a thorough test? If the demonstration proves what is claimed for it, why should there not be a general adoption of a system of this character on such roads where the necessity for it is apparent?

Referring to the comparative tables concerning surface and elevated electric railways, there appears an increase of 105.71 miles of line over that reported for the previous year as a result of annual reports from some of the companies who have reported to this commission for the first time. Very nearly all of the 15 electric lines which have reported, are incorporated under the General Railroad Laws of the State, and the total mileage of these lines in this State amounts to 211.40 miles of first main track, or a total of 352.35 miles of tracks of all kinds. As a matter of fact, this mileage represents only a small portion of the mileage of such lines, and the recommendations previously made that the owners and operators of interurban lines be amenable to the jurisdiction of the Railroad and Warehouse Commission to the same extent as steam railroad companies, whether incorporated under the General Railroad Laws or any other legislative act, is again urged. For the lack of any direct information, it is impossible to say authoratively what the total mileage is, and the capitalization which such lines represent, as in existence at the present time.

From a statistical point of view, if for no other reason, the owners and operators of urban lines should also be under the jurisdiction of the Railroad and Warehouse Commission to a limited extent, thus making it possible to secure in the form of annual reports, information concerning mileage, capitalization, earnings, expenses, etc. As matters stand at the present time, there is no public office in this State where access may be had to the records of all classes of railways, and where one may secure statistical information concerning all electric urban and inter-urban lines, and it would therefore seem not only feasible but desirable that some legislation be enacted concerning the status of all electric lines in relation to the Railroad and Warehouse Commission.

There is also appended to this report a complete statement of the interlocking devices at crossings, junctions, and drawbridges, which are operated under the authority of your honorable body. The statement shows a total of 260 authorized interlocking devices. Of this number 14 have been thrown out of service for one reason or another, leaving 246 interlocking devices in active service on December 1, 1902, having 6,681 active levers and capacity for 7,953 levers.

I would also call your attention to the following statement concerning derailments at interlocking systems for 12 months ending December 1, 1902, and the comparison of the total number of derailments with the total number recorded for the two years previous, viz.:

Months.	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Total
December, 1901.....	16	2	.....	.....	1	.....	3	22
January, 1902.....	19	1	.....	.....	2	1	.....	23
February, 1902.....	20	2	2	.....	.....	.....	2	26
March, 1902.....	12	.....	.....	.....	2	.....	.....	14
April, 1902.....	11	.....	.....	.....	.....	.....	1	12
May, 1902.....	8	.....	.....	.....	1	1	3	13
June, 1902.....	7	.....	.....	2	.....	.....	5	14
July, 1902.....	10	.....	.....	.....	.....	.....	6	16
August, 1902.....	8	1	.....	.....	.....	.....	3	12
September, 1902.....	4	4	1	.....	.....	.....	1	10
October, 1902.....	12	.....	.....	4	.....	.....	.....	16
November, 1902.....	11	1	3	.....	1	.....	3	19
Total for 1902.....	138	11	6	6	7	2	27	197
Total for 1901.....	178	11	10	1	8	8	27	243
Total for 1900.....	144	5	1	5	13	2	25	195

NOTE—

Column 1—Indicates derailments caused by trains running against signals.

Column 2—Indicates derailments caused by towerman taking signals away from approaching trains or throwing derail or switch under moving train.

Column 3—Indicates derailments caused by hand signals when route was properly set up.

Column 4—Indicates derailments caused by setting up of wrong route.

Column 5—Indicates derailments caused by defective interlocking functions, including defects caused by snow, ice or other obstacles.

Column 6—Indicates derailments caused by cars rolling out on main track, due to action of wind or otherwise, and the parting of trains, due to collisions or other causes.

Column 7—Indicates all other derailments occurring within or without the interlocking limits, due to defective track or rolling stock.

In the small beginning made on February 27th, 1889, when the first permit was issued, the records pertaining to interlocking devices had accumulated and choked the files to such an extent that it was impracticable to continue the system originally adopted. During the early part of last summer, I devised an elastic system in which the record numbers never lose their identity, but the file numbers are progressive. This required a complete set of new records and file cases. It has involved a great deal of time and work and has reached a point where all the papers have been sorted and placed in new file cases, but the work of recording each set of papers is still to be done.

Following the statement concerning interlocking devices will be found a list of thirty companies organized under the general railroad laws of the State during the fiscal year ending June 30th, 1902.

Your attention is also called to several illustrations submitted by the Chicago, Burlington & Quincy R. R. Co., Lake Erie & Western R. R. Co., and the Wabash R. R. Co.

Respectfully submitted,

[Signed]

FRANK G. EWALD,

Consulting Engineer.

Dated Springfield, Illinois, Dec. 1st, 1902.

O. C. C. & ST. L. RY CO.—STEEL VIADUCT ON CAIRO DIVISION.





REPORT

CONCERNING

Physical Condition of Properties

INSPECTED DURING YEAR 1902.

REPORT COVERING THE PHYSICAL CONDITION OF RAILROAD PROPERTIES INSPECTED DURING THE YEAR ENDING DECEMBER 1st, 1902.

ATCHISON, TOPERA & SANTE FE RAILWAY CO.

The property of this company in this State was inspected during the month of June. It consists of main line extending from Chicago to the Mississippi river, a distance of 230.90 miles, and a branch line extending from Ancona to Pekin, a distance of 52.53 miles. All of this mileage amounting to 283.43 miles is composed of single track, excepting for 10.22 miles of double track on the main line. With the exception of about 20 miles, the main line is laid with 75 pound steel, most of which is practically new. It was expected the 20 miles of 66 pound rail would be replaced with 75 pound rail by Dec. 1. The line is well ballasted with gravel and some broken stone.

The Pekin branch is laid with second hand steel rails, principally 60 pound pattern. With the exception of a few miles, all of this line is ballasted with gravel, cinders and slag.

An inspection of this property was made two years ago, at which time a full report was given in detail. Their track, including station buildings and other structures located on the line of this road, is maintained in the same state of efficiency as was then reported. During the fiscal year ending June 30th, 1902, about 12 per cent of the ties in track were renewed, principally with oak.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.

The property of this company was inspected during the month of May. At that time, this company operated a total of 236.51 miles of line in this State, 189.52 miles of which was owned by it. The mileage owned covers the main line, a double track road extending from Chicago to the Mississippi river at Rock Island. The leased line is the property of the Peoria and Bureau Valley Ry. Co., and is known as the Peoria branch extending from Bureau Junction to Peoria, a distance of 46.99 miles. Since the inspection of this property, this company has acquired by lease, effective June 1st, 1902, for a long term of years, the property of the Rock Island & Peoria Ry. Co. An inspection of the property of the latter company is also submitted.

Main Line 189.52 miles—The track is laid with 80 pound steel rail. A portion of it is laid with even joints and the balance of it with broken joints on ties which are principally cedar, although some treated hemlock ties, and oak ties are in use. The track is laid with suspended joints and fastened principally with "continuous joints." Both tracks are well ballasted with gravel.

The switches of all crossovers are located in the trailing position. These, including all other main line switches are equipped with split points and spring rail frogs, although some rigid frogs are still in use. I noticed only a portion of the frogs and switches are provided with blocking, but otherwise they were being maintained in first class condition.

All station buildings along the main line are in exceptionally good condition, many of them being of permanent character in construction. Special mention might be made of the new station at Morris and one in course of construction last May at Ottawa.

It is a source of much gratification to know that there are no wooden bridges on the main line of this road; all of them are of permanent character in construction. The double track steel truss bridge spanning Rock River was being replaced with plate girders in order to provide for the passage of heavier equipment. The length of this bridge is about 1300 feet. The grade here was also being raised 4 feet.

The right of way is maintained in a clean condition and is enclosed with wire fence of substantial character. Surface cattle guards of wooden construction with metal tops are generally in use and standard with this company. All wing fences are of wooden construction and neatly whitewashed.

In addition to 8.3 miles of Hall automatic disc signals, which are located in the Chicago terminal district, and at some intermediate points outside of Chicago where necessity demands them, all telegraph stations are provided with semaphore signals which stand normally at clear. They are operated manually and used as absolute blocks for passenger trains and as permissive blocks of ten minutes apart between freight trains. White lights are used to indicate the clear position of all signals and main line switches.

Peoria Branch, 46.99 miles.—The track on this line is laid with second-hand steel, varying from 52 to 67 pounds per linear yard. A portion of the rail is laid with even suspended joints and the remainder with broken suspended joints, all fastened with angle bars of suitable weight. It is very nearly all ballasted with gravel and considering the amount of traffic passing over it, it is maintained in excellent condition.

A portion of the branch line switches are equipped with spring rail frogs and the remainder with rigid frogs, but all of them are provided with split points. Very nearly all of the switches on this line are provided with blocking.

While a major portion of the bridges on this line are of wooden construction, they were found to be in good condition. So also with reference to depots and structures of other kinds.

The right-of-way was found to be in a neat and clean state, properly enclosed with substantial fencing and protection given at highway crossings in the form of surface cattle guards as is in use on the main line.

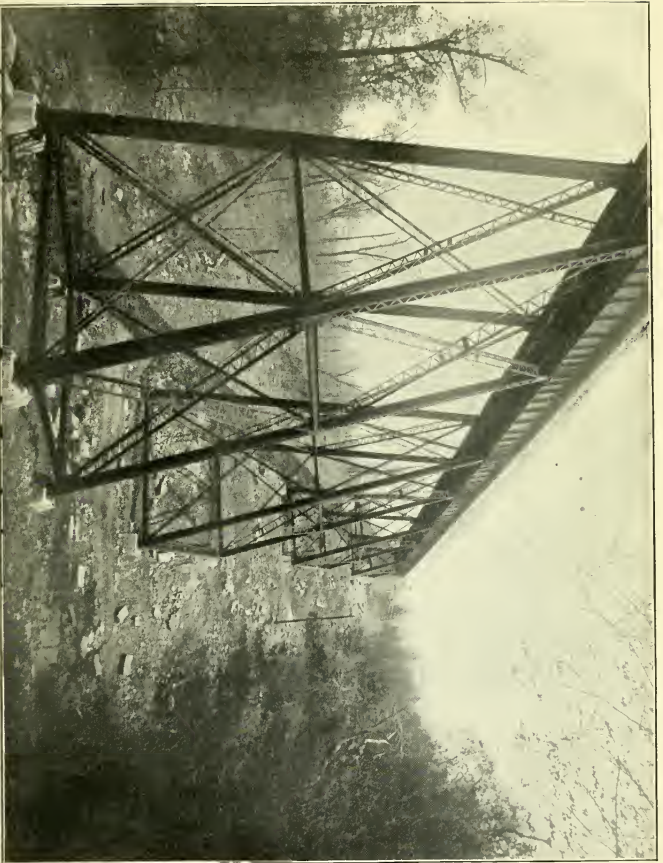
No block signals are in use on this line, but some of the telegraph stations are equipped with semaphore train order signals, while the remainder of the stations are provided with the ordinary train order signal. White lights are used to denote the clear position of all signals and branch line switches at night.

In conclusion would state that the entire property operated by the C. R. I. & P. Ry. Co. in this State, including the equipment in use, is maintained in excellent condition. Allowing a certain per centage of renewals for side track ties, about 12½ per cent of ties in main and branch lines were renewed during the fiscal year ending June 30, 1902.

CLEVELAND, CINCINNATI, CHICAGO AND ST. LOUIS RY. CO.

This property was also inspected during the month of May. In this State, the C. C. C. & St. L. Ry. Co. proper, covers a total ownership of 478.39 miles as follows:

Chicago Division, Indiana State Line to Kankakee, Ill., 32.93 miles; St. Louis Division, Indiana State Line to East St. Louis, Ill., 181.69 miles; Cairo Division, extending from Cairo, Ill., to Tilton, Ill., 257.63 miles and two branch lines having a total of 6.14 miles. In addition to this mileage, it operates the properties of the Peoria & Eastern Ry. Co., owning 122.84 miles in this State, and the Kankakee & Seneca Ry. Co., whose property lies



C. C. C. & ST. L. RY CO.—STEEL VIADUCT ON CAIRO DIVISION, SPANNING BREEDING HOLLOW.
LENGTH 430 ft.

wholly in this State for a distance of 42.08 miles. In all, the C. C. C. & St. L. Ry. Co. operates in this State exclusive of trackage rights, 643.31 miles of line. Of this mileage, 2.84 miles is double track.

ROADBED.

Chicago Division, 32.93 Miles.—The track on this line is laid with 80-pound steel rail, broken suspended joints and fastened with angle bars of suitable weight, and having six bolts to each pair, with all nuts on inside of track. Oak ties are universally used. While some of the main track switches are equipped with split points and rigid frogs, the majority of them are provided with Wharton points and spring rail frogs. All guard rails are well spiked and braced, and some of them are bolted to the stock rail. All switches are provided with high stands. Cinders forms the material for some of the ballast, but the largest portion of it is composed of gravel. This track is well taken care of and maintained in an excellent condition.

St. Louis Division, 181.69 Miles.—This track is laid with 67 and 80-pound steel rail, principally of the latter weight. The 67-pound rail, amounting to about 34 miles, will be renewed with 80-pound rail this season. When this is done, all of this line will be provided with 80-pound steel rails, which is the standard pattern adopted by this company. The rail on this line is laid with broken suspended joints on oak ties and fastened with angle bars of suitable weight, each pair of angle bars having holes for six track bolts. On the 67-pound rail the nuts of all track bolts are placed on outside of rail and on the 80-pound rail they are placed on inside of rail. On all new rail laid in future the nuts of all track bolts will be placed alternately on the outside and inside. Where it is necessary to brace the rails of track on curves it is done with the aid of brace blocks, but hereafter it will be done with tie plates. All main track switches are equipped with spring rail frogs, Wharton switch points and high stands. With the exception of a few miles of rock and chatts ballast, gravel forms the principal material. In conclusion, I may add that the physical condition of the track on this line is first-class.

Cairo Division, 257.63 Miles.—When this line was inspected three years ago, it was not found to be in very good condition. Since then, about 450,000 ties have been renewed with oak, considerable of the old rail has been relaid with second hand rail of better quality, a number of miles of track have been ballasted with gravel, several bridges have been either filled up or renewed, and a number of depots rebuilt.

As the track is now constituted, it is all laid with second hand 60-pound steel rail excepting for 20 miles which has 67-pound rail. The rail is laid with even and broken suspended joints on oak ties and fastened with angle bars. The nuts of all track bolts are placed on outside of rail, but in all future track work the nuts of track bolts will be placed outside and inside alternately. Some stub switches with rigid frogs are still in use but as fast as renewal is necessary, split switches with spring rail frogs are substituted. All guard rails are fastened by means of spiking and brace blocks. A portion of the frogs and switches are provided with blocking. Anderson-Devan derails are placed in all commercial tracks that have direct connection with the main line. When the work of ballasting is completed, which was in progress when the inspection was made, the track will be fully ballasted with stone and gravel, principally of the latter material. The improvements that were in progress and those contemplated, ought to place this track in good condition.

Branch Lines, 6.14 Miles.—The branch lines consist of the line from St. Francisville to the Wabash river, 1.94 miles, and the line from East Alton to Alton, 4.20 miles. The first one was not inspected. The track of the latter is composed of 65-pound steel rail in good condition and is laid with broken suspended joints on oak ties, and fastened with angle bars of suitable weight. The nuts of all track bolts are placed on inside of track. While all switches are equipped with split points, a portion of the frogs in use are spring rail frogs and the remainder rigid frogs. The track is ballasted with cinders, and was found to be in good condition.

Peoria & Eastern Railway Company, 122.84 Miles.—Excepting about eight miles of track laid with 80 pound steel rail, it is all laid with 60 and 67-pound steel rail, broken joints on oak and cedar ties and fastened with angle bars of suitable weight. About six miles of this track, however, is fastened with "continuous joints." Nuts of all track bolts are placed on outside of the rail excepting the 80-pound rail, where the nuts are placed on inner side of rail. All switches are equipped with split points and spring rail frogs or the majority of them. All guard rails are fastened by means of spiking and bracing. It was noticeable, however, that not very many frogs and switches were provided with blocking, but the track is well ballasted with gravel and is otherwise in first-class condition.

Kankakee & Seneca Railway Company, 42.08 Miles.—The track of this line is laid with 56-pound steel rail, with even and broken suspended joints and fastened with angle bars of suitable weight. The nuts of all track bolts are placed on the outer side of rail. The ties in use are principally oak. There are still some cedar ties in track, but these are being renewed with oak as fast as necessity demands. Both rigid and spring rail frogs are used in main track switches and split points. Of the total mileage of this line, 18.58 miles are ballasted with gravel and six miles with cinders.

On the Cairo division, about 150 bridge openings were filled up during the past three years and at the time of this inspection about 15 bridges had been filled up this season. The bridge over Cache river, which collapsed while a train was passing over it about two years ago, has been renewed with a 95-foot plate girder. The wooden bridge over a branch of Cache river, not far from the one above mentioned was being renewed with a new pile bridge. Bridge numbered 486, over Breeding hollow, has been renewed with a steel viaduct 78 feet high and 438 feet long. Two of the combination bridges, of which there was a total of five, have been renewed, and the other three are also to be renewed. When the work of bridge renewals is completed on this division, including extensive improvements on some of the other lines, all bridge structures on lines operated by this company will be in first-class condition.

Generally speaking, the stations on all lines operated are maintained in excellent condition. During the first three years a number of new stations of neat design have been erected on the St. Louis and Cairo divisions.

On all lines operated by this company, the right-of-way is maintained in a clean condition, all highway crossings are provided with crossing signs, and excepting the Cairo Division, the right-of-way is properly enclosed with good, substantial fence. Quite a number of crossing signs, however, are not printed with letters as high as provided by law. On the Cairo Division, a considerable portion of the right-of-way is not enclosed with fence and some repairs are necessary to such right-of-way fence as exists. All highway crossings are also protected with cattle guards, mostly of the pattern known as the surface cattle guard. The wooden surface cattle guard is the standard adopted, but there are also quite a number of metal surface guards in use and a few pit guards on the Cairo Division.

All telegraph stations are provided with semaphore signals and stand normally at danger. My understanding is that these signals are used as blocks for each respective division in the following manner, viz.:

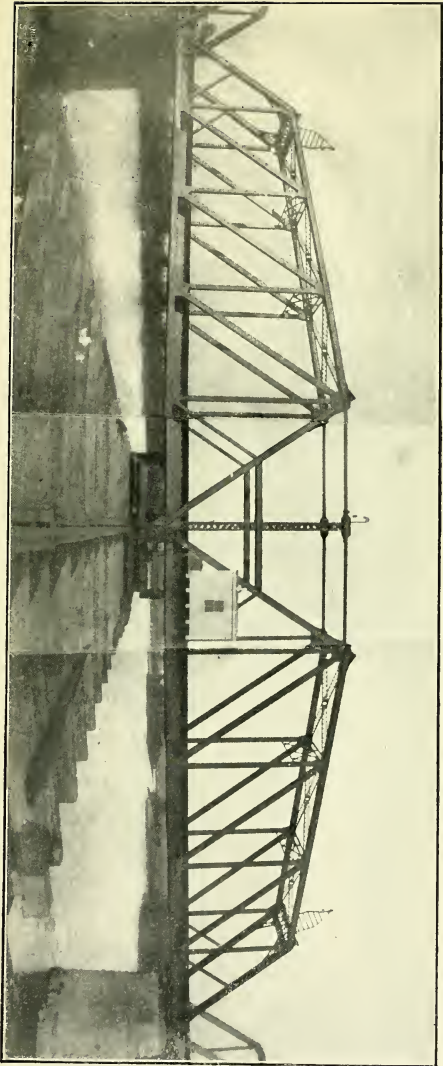
Chicago Division—Station signals used as permissive blocks; passenger trains blocked ten minutes apart.

St. Louis Division—Station signals used as positive block for passenger trains and permissive for trailing freight trains.

Cairo Division—Station signals used at night as permissive block at ten minutes apart. In the day time, they are used as a positive block.

Peoria & Eastern Division—Station signals used as a permissive block with trains five minutes apart.

Kankakee & Seneca Ry. Co.—Station signals are only used as train order signals.



LOUISVILLE & NASHVILLE R. R. CO.—NEW DRAW SPAN OVER WABASH RIVER AT MAUNIE—COMPLETED DURING YEAR 1902.

A green light at night indicates the clear position of all signals and main line switches.

I would also call attention to several illustrations of bridges of permanent character that have recently been constructed on the Cairo Division as alluded to above.

LOUISVILLE AND NASHVILLE R. R. Co.

The property of this company was inspected during the month of April, and consists of a total of 180.41 miles of line owned and operated in this State as follows, viz.:

Main Line—St. Louis Division, East St. Louis, to Wabash river, 133.67 miles; Shawneetown branch, McLeansboro Junction to Shawneetown, 40.70 miles, and the O'Fallon branch from O'Fallon Junction to O'Fallon.

ROADBED.

St. Louis Division, 133.67 Miles—The track of this line is laid with 70-pound steel rail, excepting 20 miles on the east end, which is laid with 58-pound steel rail. The rail of the latter weight has been in service for some years, but it was the expectation of the management to replace this rail with the standard weight during the season just past. The rail is all laid with broken suspended joints on oak ties and fastened with angle bars of suitable weight. Nuts of all track bolts are placed on outer side of rail.

All switches are equipped with split points and spring rail frogs. All guard rails in the track laid with 58-pound rail are fastened by means of spiking and brace blocks. In addition to this the guard rails in the track laid with 70-pound steel, are set on tie plates and bolted to stock rail. Very few of the frogs and switches, however, were provided with blocking.

All curves on this line of three degrees and over, are braced inside and outside with brace blocks. The track is well ballasted with gravel and aside from the worn condition of the light rail in use at the east end, it is in excellent condition.

Shawneetown Branch, 40.70 Miles—No inspection was made of this line, but the track is laid with second-hand 58-pound steel rail. Taking into consideration the amount of traffic passing over this line, it was in very good condition the last time I passed over it. Excepting for about eight miles of cinders, the line is not ballasted.

O'Fallon Branch, 6.04 Miles—No inspection was made of this line either, but the track is practically of the same character as that of the Shawneetown branch. There is one train per day each way over this line.

During the past six years this company has been spending from \$15,000 to \$18,000 per annum replacing small wooden bridges and culverts with stone culverts, and it is expected that all such structures will be renewed in this way by the end of the present season. Several of their longer bridges of wooden character have been renewed during the last two years and provided with ballast covered decks, which are giving good satisfaction. It was also the intention of the management to renew two spans of truss bridge spanning Okaw river and two combination spans of the Little Wabash river with new steel trusses.

On the St. Louis division new stations have been erected at Mawnee and Opdike. The others are in very good condition. All stations are provided with macadam platforms, excepting three of them.

The right of way is maintained in a neat and clean condition. While there is a portion of the right of way that is not enclosed with fence, the existing fence, generally spekking, is in very good condition. Surface cattle guards both of wooden and metal construction, are in use at highway crossings. The highway crossing signs are all in good condition, but not all of them are printed with letters as provided by law.

All telegraph stations on the St. Louis division are equipped with semaphore signals that stand normally at danger. They are used as permissive block signals in blocking trains ten minutes apart. White lights at night are used to denote the clear position of all signals and main line switches.

A number of improvements are proposed to bring the property of this company in a still better condition. A new telegraph line has been in course of construction during the past season and surveys being made with a view of reducing the grade at Belleville. During the season just closed 100,000 ties have been used for renewals on the St. Louis division alone, which covers 162.0 miles. This is on a basis of a little over 20 per cent.

MICHIGAN CENTRAL R. R. CO.

The property of this company was inspected during the month of June. In this State the Michigan Central R. R. Co. proper owns but 6.07 miles of double track line, extending from the Indiana State line to Kensington, Ill., where connection is made with the tracks of the Illinois Central R. R. Co., as a means of reaching their Chicago terminal. This company also has proprietary ownership of the property of the Terminal R. R. Co. lying wholly within the limits of the city of Chicago and covering a distance of 10.16 miles; also the property of the Joliet & Northern Indiana R. R. Co., which extends eastward from Joliet, Ill., for a distance of 29.0 miles across the State. The line of the Terminal R. R. Co. is a double track road and is operated by the Michigan Central R. R. Co. as terminal or transfer road. This latter property was not inspected. In all the Michigan Central R. R. Co. operates in this State a total of 45.23 miles of line.

ROADBED.

Main Line, 6.07 miles.—The track on this line is laid with 90 pound steel rail with broken suspended joints on oak ties, and fastened with angle bars of suitable weight. All switches are equipped with split points and spring rail frogs. The track is well ballasted with gravel and is maintained in first class condition.

Joliet & Northern Indiana R. R. Co., 29.0 miles.—The track of the branch line operated and known as the Joliet & Northern Indiana R. R. Co., is laid with second hand 65 pound steel rail excepting about one and one-half miles of which is laid with 60 pound steel rail. A portion of the 65 pound rail had the battered ends sawed off before it was laid. Some of the rail on this line is laid with even joints, and some with broken joints; a portion of the joints are supported and the other portion unsupported. The ties principally in use are cedar with tie plates. The track is ballasted with gravel and cinders, but a considerable portion of the track on this line appeared to be somewhat rough.

All bridges are maintained in first class condition; the depots are also in fairly good condition. The ordinary train order signals are in use on the branch line, and white lights at night indicate the clear position of all signals and switches.

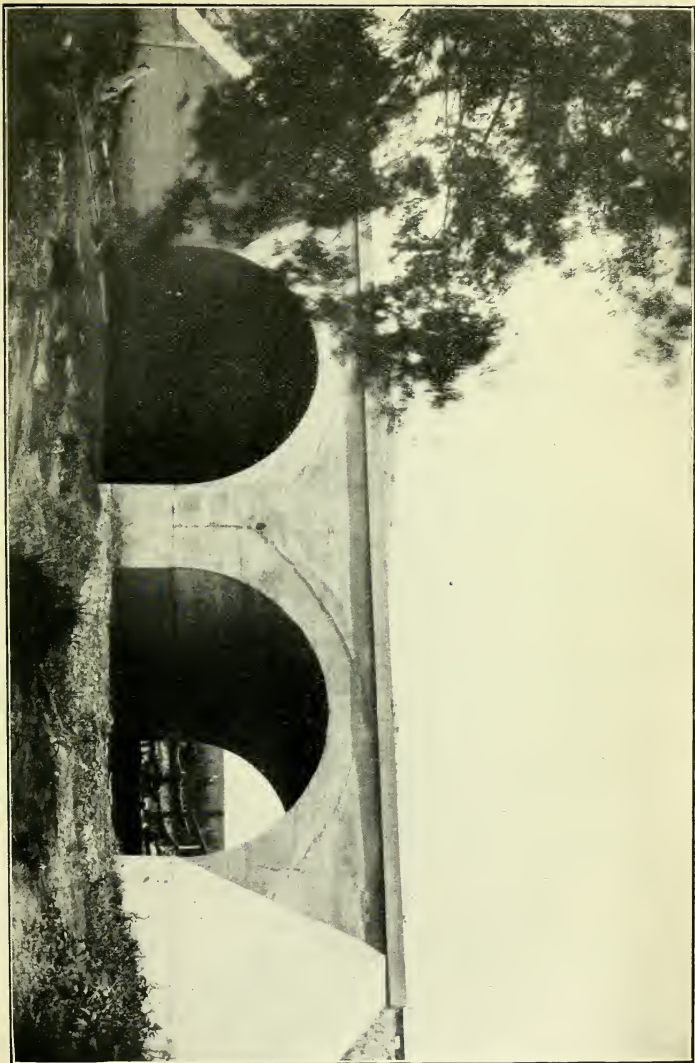
MOBILE & OHIO R. R. CO.

The main line operated by this company was inspected during the month of May. The Mobile and Ohio R. R. Co. owns no line in this State, but operates under lease, the property of the St. Louis and Cairo R. R. Co. which lies wholly in this State. It consist of main line from East St. Louis to Cairo, 151.6 miles, and a branch line extending from Milstadt to High Prairie, a distance of 7.0 miles. The branch line was not inspected.

ROADBED.

Main Line, 151.6 Miles—During the past two years, 63 miles of track has been relayed with new 90 and 75 pound steel rail, and it was reported by the management that enough new rail was in sight to take out all of the old steel

L. E. & W. R. R. Co.—CONCRETE ARCH CULVERT SPANNING KICKAPOO CREEK.



this season excepting 30 miles. The new steel is laid with broken suspended joints on oak ties and fastened with angle bars and Webber joints, principally of the latter, which is the standard fastening adopted by this company. The old rail which was laid during the year 1886 before the track was ballasted, is of the 60 pound pattern and is badly surface bent. It is also laid with broken suspended joints on oak ties and fastened principally with angle bars. Some of this rail has been refastened with Webber joints and where this was done, the track rides much better. Some rigid frogs are still in use, but the standard equipment for all main line switches is split points and spring rail frogs. All guard rails are fastened by means of spiking and bracing. Not many frogs and switches were provided with blocking at the time of our inspection. About 30 miles of this line is ballasted with crushed stone, and the remainder with chatts. On the whole, the track on this line is in excellent condition and much improved since the previous inspection.

During the past two years a number of wooden bridges aggregating a total of about three-quarters of a mile in length were filled in, after placing iron pipe for drainage purposes where necessity demanded it. On June 30, there remained a total of about 2.6 miles of wooden bridges, but these were found to be in excellent condition, all of them having been renewed during the past four or five years.

The stations along the line of this road are not of the best; a few of them are in a fair condition, but the most of them are very old. A few of the stations are provided with platforms made of crushed gravel macadam, which is the standard adopted by this company.

The right-of-way is maintained in a fairly clean condition. It is not all enclosed with fence but the management is prompt in providing the necessary right-of-way fence when requested to do so. Such fence as exists is in good condition. Some pit cattle guards are still in use, but the majority of them are surface guards of either wood or metal construction. All highway crossing signs are in good condition but not all of them are printed with letters as provided by law.

All telegraph stations are equipped with semaphore signals that stand normally at clear. On some portions of the line, these signals are used as absolute blocks; on all other portions they are used as permissive blocks for intervals of 15 minutes apart. White lights are used at night to indicate the clear position of all signals and main line switches.

In conclusion, I desire to add that much improvement is noticeable in physical condition of this property since the time of the previous inspection. During the season just closed the company has had a large force of engineers in the field, with a view of reducing the grades and curvatures in the near future.

ROCK ISLAND & PEORIA RY. CO.

The property of this company was inspected during the month of May. It consists of 91.0 miles of main line, extending from Peoria to Rock Island, a branch line 22.0 miles long, extending from Milan to Cable, and another branch line, 5.0 miles in length, extending from Pre-emption to Sherrard, a total of 118 miles. The entire mileage owned and operated by this company lies wholly in this State.

ROADBED.

Main Line, 91.0 Miles.—About 25.0 miles of this line is laid with 60-pound steel rail that has been in service a number of years, but it is still in very fair condition. The balance of the track is laid with 80-pound steel rail, which has been in service from two to three years. The rail is all laid with even suspended joints. The light rail is fastened with angle bars, but all of the 80-pound rail is fastened with "continuous joints." In some instances the nuts of track bolts are placed on outer side of rail and in other instances on the inner side of rail. In all track laid in the future, however, all nuts will be placed on the outer and inner sides of rail alternately. Cedar ties are used principally, but a number of curves are laid with oak ties. Where

cedar ties are used on curves, tie plates are also used. All main line switches are equipped with split points and rigid frogs. The guard rails are fastened by means of spiking and bracing. Very nearly all frogs and switches were provided with blocking. The track is well ballasted with gravel and cinders and maintained in excellent condition.

Cable Branch, 22.0 miles.—The track on this line is laid with second hand 52, 60 and 80 pound steel rail, principally 60 pound pattern. The rails are laid with even suspended joints and fastened with angle bars of suitable weight with the nuts of all track bolts placed on outer side of rail. All of the track on this line is ballasted with cinders and is maintained in good condition. No passenger trains are operated over this line but the company operates six accomodation trains.

Sherrard Branch, 7.0 miles.—The track on this line is laid with 56 pound steel rail on cedar ties. The rail is laid with even suspended joints and fastened with angle bars of suitable weight. The track is ballasted with cinders and is maintained in good condition.

During the past three years, this company has expended considerable money doing away with bridges of wooden construction by either filling them up, or replacing them with iron or stone culverts and steel bridges. On the main line there are now but 41 wooden bridges as compared with 275 originally. It has also been the policy of the management to eliminate as many grade highway and farm crossings as possible, and in one or two instances, going to the extent of raising the grade of their main line in order to secure sufficient head room for under highway crossings. As a result of these improvements, there are but 12 farm crossings which cross the tracks of the main line at grade.

All stations were found to be in excellent condition and well suited to the convenience of the public. The station at Wyoming was erected three years ago and is a model of neatness in design and construction. It is provided with a brick platform such as is in use at some of the other stations and which is the standard adopted by this company.

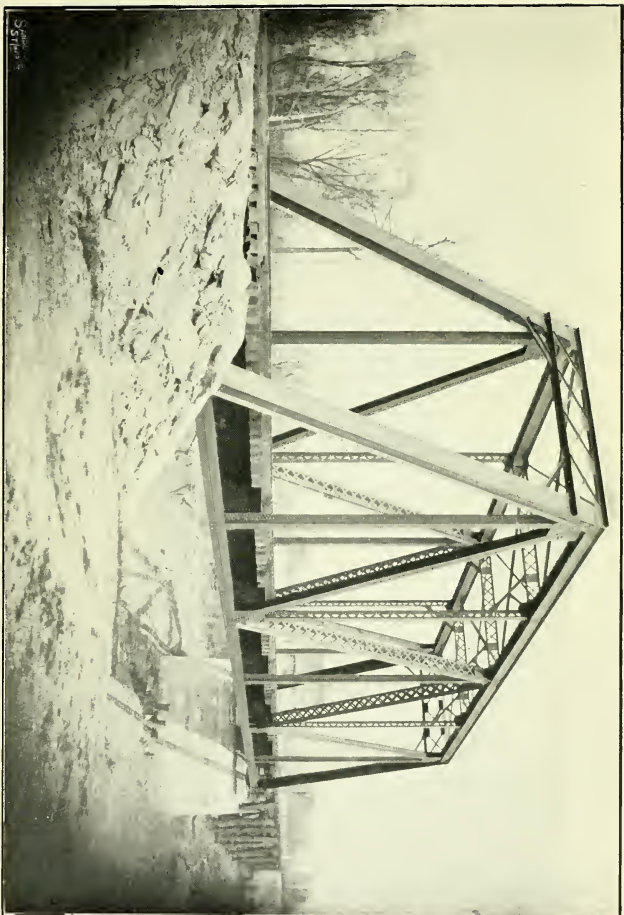
The right of way is maintained in a clean condition and enclosed with a suitable fence, which is maintained in excellent repair. All cattle guards at highway crossings are the surface type of wooden construction, having metal tops. The wing fences leading to the cattle guards are of wooden construction and neatly whitewashed.

As stated above, some extensive improvements have been made on this line during the past three years. Briefly stated, I might mention a change of alignment four miles out from Peoria, where the curvature was reduced about 60 degrees. This improvement was made during the season just passed and covered a distance of about three-quarters of a mile. Two years ago the cut at Alton was depressed seven feet and the track west of Alton was raised nine feet; length of improvement, one and three-quarters miles. A change of grade between Dunlap and Stark, covering a distance of two miles. Change of grade west of Wyoming and covering a distance of two and one-half miles. Here the cut was lowered seven feet, the bridge over Spoon river was raised 15 feet and the bridge renewed with a new steel truss and plate girder. Change of line at Bishop hill, covering a distance of two and one-half miles, which eliminated 215 degrees of curvature. These changes in grade are made with a view of establishing a maximum grade of 0.6 grade for east bound traffic and 0.7 grade for west bound traffic.

In conclusion, I can only add that the physical condition of the property of this company is first-class and will compare favorably with some of the more important lines. Under a lease for a long term of years, the Chicago, Rock Island & Pacific Ry. Co. acquired the control of this property, beginning with June 1, 1902.

SOUTHERN RAILWAY CO.

The property of this company was inspected during the month of April, and in this State consists of 146.77 miles of main line, extending from East St. Louis to Indiana state line; 1.14 miles of branch line, extending from Belleville Junction to Belleville, and the Venice & Carondelet Belt R. R. in East St. Louis, covering a distance of 6.86 miles. This property was formerly owned by the



Southern
Steel

SOUTHERN R'y Co.—NEW STEEL VIADUCT SPAN AT BROWNS, ILL.

Louisville, Evansville & St. Louis Consolidated Ry. Co. and operated by a receiver for a number of years. The property passed into the hands of the present company on December 22, 1900.

ROADBED.

Main Line, 146.77 miles.—The track of this line is laid with 60 pound steel rail and some 70 pound steel rail. The 60 pound rail has been in service for some years, and although it is considerably worn and surface bent, it is still in fair condition. This rail is laid on oak ties with even and broken suspended joints and fastened with angle bars of suitable weight. It was the expectation on the part of the management to relay 30 miles of this light steel with new 75 pound rail of 33 foot lengths. Where new steel is laid, it will be the aim to lay it with broken supported joints and fastened with "continuous" or Webber joints, 24 inches in length.

All main line switches are equipped with split points but the frogs in use are partly of the spring rail pattern and partly of the rigid pattern. All guard rails are fastened by means of spiking and in some cases brace blocks are used as additional means of holding them in place. Not all of the frogs and switches were provided with blocking but it appears to be the desire of the company to fully equip all frogs and switches in this respect. All but about 20 miles of the track was ballasted with chatts at the time of our inspection in April, but the work of ballasting the remainder of the track with the same character of material was in progress at that time. On the whole, the track is in much better condition than it was on the previous inspection.

Belleville Branch, 1.14 miles.—The track of this line is laid with second hand 56 and 60 pound steel rail on oak ties. The track is partly ballasted with cinders. Traffic over this short piece of line does not amount to much, but generally speaking, this track cannot be said to be in first class condition.

Generally speaking, the bridges were found to be in much better condition than on the previous inspection. Where iron pipe would answer the purpose, this form of culvert was provided in a great many instances in lieu of a wooden bridge, and the bridge filled up; and many other bridges of this character where no drainage was required, was also filled up so that the aggregate length of wooden bridges has been considerably reduced during the past three years. A good deal of this work was in progress while the property was in the hands of a receiver.

Very much can not be said for the station buildings along the line of this road; a good number of them require extensive repairs and renovation to place them in good condition.

The right of way is maintained in a clean state, and while a portion of the right of way is enclosed, such fence as exists is not in the best condition, generally speaking. The cattle guards in use are various in character, and while the crossing signs are in good condition, all of them are not printed with letters, as required by law.

All telegraph stations are equipped with semaphore signals that stand normally at danger and are used as permissive blocks of ten-minute intervals, except in the case of freight trains following passenger trains, where the interval is 15 minutes. White light at night indicates the clear position of all signals and main line switches.

A maximum grade of 42 feet to the mile is the grade adopted by the Southern Ry. Co. in this State for traffic in both directions, and with this in view, the change of grade a short distance out from East St. Louis, which was being constructed by the receiver on a 56-foot basis when the present company acquired the property, has been abandoned, and in lieu of this a change has been made in the alignment, which also shortens the distance about one-half mile and the construction of a roadbed with a maximum grade of 42 feet to the mile. The length of this improvement is three miles, and the intention was to have this work completed in August last. Another piece of improvement in the way of grade reduction was in progress at Belleville Junction,

covering a distance of about one mile. At Marlow, we found another piece of work where a change was made in grade reduction that covered a distance of five miles. Considerable work has also been done in the way of widening banks and cuts preparatory to ballasting, which was then in progress. On the whole, a decided improvement is noticeable in the physical condition of this property, as compared with three years ago. It appears to be the purpose of the present owners to place it in a first-class state.

There is also presented herewith illustration of a new bridge at Browns and an overhead bridge; also two illustrations showing progress of the work in connection with changes in alignment and reduction of grades.

TERRE HAUTE & INDIANAPOLIS R. R. CO.

The property operated by this company under receivership was inspected during the month of May. It is not the owner of any line in this State, but operates under lease the property of the St. Louis, Vandalia & Terre Haute R. R. Co., extending from East St. Louis to the Indiana State line, a distance of 158.3 miles, and is known as its main line. It also operates under lease the property of the Terre Haute & Peoria R. R. Co., extending from Peoria to Farrington, a distance of 141.36 miles, and is known as the Peoria branch. Both of the above mentioned properties lie wholly in this State. In addition to this, the company acted as agent and operated the property of the East St. Louis & Carondelet Ry. Co., a terminal property running out of East St. Louis, and having in all 12.74 miles of line. Since March 1, 1902, this property has been operated by the Terminal Railroad Association of St. Louis.

The track in the main line is now mostly laid with 85-pound steel, is well ballasted and in first-class condition. The Peoria branch is laid principally with 56-pound steel, and when the ballasting is completed, as was expected it would be at the end of the season just passed, the track on this line will be in very good condition for the amount of traffic passing over it. The bridges on the line have all been placed in good condition, but very many of the depots on this line are burdened with age and considerable is necessary in the way of repairs to place them in good condition.

A report covering the inspection of this property two years ago was rendered in detail at that time. Generally speaking much improvement is noticeable in the physical condition since the date of the previous inspection.

WABASH RAILROAD CO.

The property operated by this company was inspected during the month of June. In this State the Wabash R. R. Co. owns a total of 668.8 miles of line and operates a total of 670.2 miles; 6.8 miles of the mileage owned is under lease to the Illinois Terminal R. R. Co.; 19.4 miles of operated line is provided with double track. The track on the St. Louis division, main line east, and Chicago division, is all laid with 80-pound steel, excepting for 73.5 miles on the Chicago division, which was relaid with 80-pound steel rail since this inspection was made. The rail in use on all other lines varies from 52 to 63 pound. The condition of this road was quite fully reported two years ago, and I can only add in conclusion that the property shows improvement in many respects since the last report was submitted.

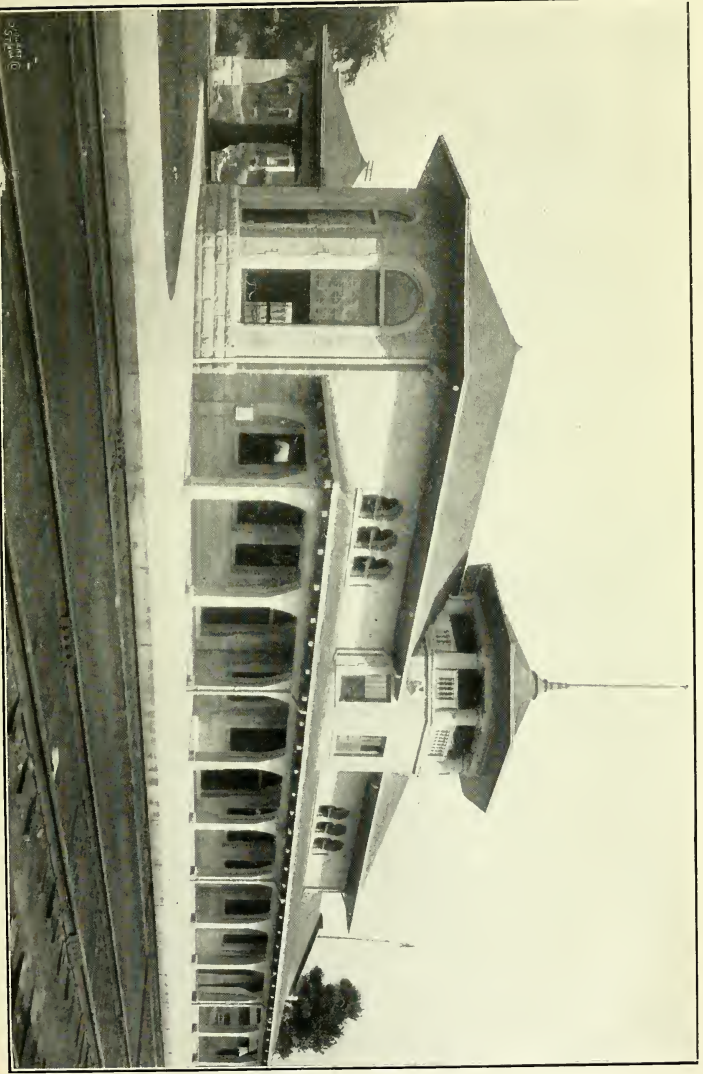
Respectfully submitted,

(Signed),

FRANK G. EWAND,

Consulting Engineer.

December 1, 1902.



WABASH R. R. Co.—FRONT VIEW OF NEW PASSENGER STATION ERECTED AT DANVILLE IN 1902.

STATEMENT

OF

INTERLOCKING DEVICES

*Statement of Interlocking Devices at Crossings, Junctions and
Issued up to De*

Number.....	Location.	Kind of Protection Afforded.	Railroad Companies Interested.
103	Alhambra	Crossing	I. C. R. R. Co
181	Altamont .....	..do	T. St. L. & W. R. R. Co
96	Alton	Crossings and junctions	B. & O. S. W. R. R. Co
			T. H. & I. R. R. Co
			C. & A. Ry. Co
			C. F. & St. L. Ry. Co
			C. C. C. & St. L. Ry. Co
			Ill. Term. R. R. Co
80	Alvan	Crossing	St. C. M. & St. L. B. R. R. Co
195	Arcola .....	..do	C. & E. I. R. R. Co
254	Ashland .....	..do	I. C. R. R. Co
155	Ashley .....	..do .....	..do
260	Atlanta .....	..do	T. H. & I. R. R. Co
13	Barrington .....	..do	B. & O. S. W. R. R. Co
144	Bellewood .....	..do	C. & A. Ry. Co
21	Blue Island .....	..do	C. & A. Ry. Co
166	Branch Junction	Crossing and junction	L. & N. R. R. Co
211	Brighton	Crossing	C. & A. Ry. Co
253	Bridge Junction	Crossing and junction	I. C. R. R. Co
190	Bronson	Crossing	C. & A. Ry. Co
249	Buda .....	..do	C. & E. I. R. R. Co
164	Bureau Creek (Main)	Gauntlet at bridge	P. & E. Ry. Co
165	Bureau Creek (West) .....	..do	C. & N. W. Ry. Co
132	Burlington Bridge	Drawbridge	C. B. & Q. R. R. Co
67	Burnham	Crossing	I. C. R. R. Co
213	Byron .....	..do	M. & O. R. R. Co
10	Calumet Park	Crossings and junction	C. & E. I. R. R. Co
			C. T. T. R. R. Co
			G. T. W. Ry. Co
45	Calumet River	Drawbridge	I. C. R. R. Co
115	Carbondale	Crossing and junctions	I. C. R. R. Co
200	Carlinville	Crossing	C. & A. Ry. Co
177	Casey .....	..do	Q. C. & St. L. Ry. Co
131	Centralla .....	..do	I. D. & W. Ry. Co
			T. H. & I. R. R. Co
			I. C. R. R. Co
			J. & St. L. Ry. Co

*Drawbridges in the State of Illinois for which Permits have been
 cember 1, 1902.*

Manufacturer of Machine.	Character of Machine in Use.	No. of working levers.....	Capacity of machine.....	Date of First Permit.	Date of Last Permit.	Remarks.	Number.....
National S. & S. Co..	Mechanical ..	13	16	May 16, 1895	May 25, 1898	.....	103
Union S. & S. Co.....	..do	16	24	Jan. 5, 1900	Jan. 5, 1900	.....	181
..do .....	..do	22	24	Apr. 26, 1894	Sept. 20, 1900	.....	96
Johnson R. R. S. Co. ..do .....	..do	12	16	July 29, 1893	July 29, 1893	.....	80
Union S. & S. Co.....	..do	23	24	June 5, 1900	Oct. 18, 1901	.....	195
Standard Signal Co..	..do	30	32	Sept. 13, 1902	Sept. 13, 1902	.....	254
Union S. & S. Co.....	..do	23	28	Sept. 6, 1898	Sept. 6, 1898	.....	155
Standard Signal Co..	..do	18	24	Nov. 18, 1902	Nov. 18, 1902	.....	260
Union S. & S. Co.....	..do	16	16	Jan. 3, 1890	June 7, 1898	.....	13
National S. & S. Co..	..do	58	68	Jan. 21, 1895	Aug. 5, 1902	.....	144
Union S. & S. Co.....	..do	46	56	Mar. 20, 1890	Apr. 6, 1898	.....	21
..do .....	..do	25	25	Apr. 5, 1899	Jan. 8, 1901	.....	166
Standard Signal Co..	..do	17	24	Nov. 20, 1900	Nov. 20, 1900	.....	211
Taylor Signal Co ...	Electrical....	23	32	July 26, 1902	July 26, 1902	.....	253
Union S. & S. Co.....	Mechanical ..	14	20	May 15, 1900	May 15, 1900	.....	190
Standard Signal Co..	..do	14	16	May 20, 1902	May 20, 1902	.....	249
Allentown R. M. Co..	..do	10	12	Feb. 1, 1899	Feb. 1, 1899	Out of service	164
..do .....	..do	12	12	Feb. 1, 1899	Feb. 1, 1899	..do	165
Union S. & S. Co. ....	..do	6	6	Mar. 3, 1897	Mar. 3, 1897	.....	132
..do .....	..do	32	40	Mar. 13, 1893	July 3, 1900	.....	67
Standard Signal Co..	..do	29	32	Dec. 4, 1900	Dec. 4, 1900	.....	213
Union S. & S. Co.....	..do	73	100	Oct. 6, 1894	Aug. 31, 1897	.....	10
..do .....	..do	7	7	May 3, 1892	May 3, 1892	.....	45
National S. & S. Co..	..do	32	32	Dec. 11, 1895	Mar. 19, 1902	.....	115
Standard Signal Co..	..do	22	24	Aug. 14, 1900	Jan. 4, 1901	.....	200
Union S. & S. Co.....	..do	21	24	Dec. 4, 1899	Dec. 4, 1899	.....	177
..do .....	..do	20	20	Feb. 24, 1897	July 2, 1901	.....	131

Number.....	Location.	Kind of Protection Afforded.	Railroad Companies Interested.
26	Chappell	Crossing	C. T. T. R. R. Co. C. & A. Ry. Co. M. C. R. R. Co.
245	Chenoa	do	C. & A. Ry. Co. T. P. & W. Ry. Co.
255	Cherry Valley	do	C. & N. W. Ry. Co. R. & B. Ry. Co.
12	Chicago— Ash st	do	A. T. & S. F. Ry. Co. C. Jet. Ry. Co. C. T. T. R. R. Co. I. C. R. R. Co. P. C. C. & St. L. Ry. Co.
24	Auburn Park (79th st)...	Crossings	C. & W. I. R. R. Co. C. R. I. & P. Ry. Co.
7	Beverly Hills	do	do
95	Beverly Jet. (tower B) ..	Crossing and junction ...	P. C. C. & St. L. Ry. Co. B. & O. R. R. Co. C. R. I. & P. Ry. Co. P. C. C. & St. L. Ry. Co.
28	Bridgeport	Crossing and drawbridge.	A. T. & S. F. Ry. Co. C. & A. Ry. Co. I. C. R. R. Co.
129	Burnside (95th st)	Crossing	C. & W. I. R. R. Co. C. R. I. & P. Ry. Co. I. C. R. R. Co.
50	Calumet River	Drawbridge	C. & E. I. R. R. Co.
142	do	do	C. & W. I. R. R. Co.
110	Canal st	Cross-overs and junctions	M. W. S. E. Ry. Co.
15	Clybourn Junction	Crossing	C. & N. W. Ry. Co. C. M. & St. P. Ry. Co.
53	Corwith	Crossing and junction ...	A. T. & S. F. Ry. Co. C. & A. Ry. Co.
69	Cragin	Crossing	C. & N. W. Ry. Co. C. M. & St. P. Ry. Co.
202	Cummings	Drawbridge	N. Y. C. & St. L. R. R. Co.
74	Deering	Drawbridge and junctions	C. & N. W. Ry. Co.
247	Elsdon	Crossing and junction ...	A. T. & S. F. Ry. Co. M. C. R. R. Co.
191	Englewood	Crossing	C. R. I. & P. Ry. Co. P. C. C. & St. L. Ry. Co.
113	Ford and Wallace sts	do	C. & W. I. R. R. Co. P. C. C. & St. L. Ry. Co.
171	Grand Avenue	Crossings, etc.	C. & N. W. Ry. Co.
77	Grand Crossing (tower A)	Crossing and junctions ...	L. S. & M. S. Ry. Co. Penn. Co.
78	Grand Crossing (tower B)	Junction	L. S. & M. S. Ry. Co.
89	Hammond Junction	Cross-overs and junction..	C. & W. I. R. R. Co.
43	Hawthorne	Crossing	Belt Ry. Co. of Chicago I. C. R. R. Co.
196	Kedzie ave	Cross-overs and junction..	C. B. & Q. R. R. Co.
11	Kensington	Crossing	C. & E. I. R. R. Co. I. C. R. R. Co.
62	LeMoyné	do	A. T. & S. F. Ry. Co. Belt Ry. Co. of Chicago
140	Market st.	Cross-overs and junction..	M. W. S. E. Ry. Co.
111	Marshfield ave.	do	do
20	Mayfair	Crossing	C. & N. W. Ry. Co. C. M. & St. P. Ry. Co.
36	Pacific Junction	Crossing and junction ...	do
112	Robey st.	Junction	M. W. S. E. Ry. Co.
109	Rockwell St. Junction...	Crossing and junction ...	C. & N. W. Ry. Co.
175	Rosehill	Junction	do
188	Sangamon st.	Cross-overs, etc.	do
61	So. Br'ch Chicago River	Drawbridge, etc.	C. T. T. R. R. Co.
141	do	Drawbridge	M. W. S. E. Ry. Co.

Continued.

Manufacturer of Machine.	Character of Machine in Use.	No. of working levers.....	Capacity of machine.....	Date of First Permit.	Date of Last Permit.	Remarks.	Number.....
Union S. & S. Co.....	Mechanical ..	36	36	Apr. 2, 1890	Feb. 25, 1900	.....	26
Standard Signal Co..	..do	33	36	Mar. 19, 1902	Mar. 19, 1902	.....	245
..do .....	..do	19	20	Sept. 16, 1902	Sept. 16, 1902	.....	255
Union S. & S. Co.....	..do	77	77	Dec. 5, 1889	Aug. 6, 1901	.....	12
..do .....	..do	58	60	Mar. 20, 1890	May 14, 1901	.....	24
..do .....	..do	12	12	Apr. 5, 1889	Mar. 14, 1894	.....	7
..do .....	..do	30	30	Mar. 14, 1894	Sept. 26, 1899	.....	95
..do .....	..do	36	36	Apr. 23, 1890	Apr. 23, 1890	.....	28
..do .....	..do	98	144	Dec. 15, 1896	June 20, 1899	.....	129
..do .....	..do	7	8	June 30, 1892	June 30, 1892	.....	50
..do .....	..do	12	16	Dec. 10, 1897	Dec. 10, 1897	.....	142
National S. & S. Co..	..do	58	64	Oct. 9, 1895	Oct. 9, 1895	.....	110
Standard Signal Co..	..do	47	60	Jan. 3, 1890	Apr. 11, 1900	.....	15
Union S. & S. Co.....	..do	37	40	Sept. 13, 1892	July 16, 1901	.....	53
..do .....	..do	25	25	Apr. 4, 1893	Nov. 13, 1901	.....	69
Standard Signal Co..	..do	6	8	Aug. 21, 1900	Aug. 21, 1900	.....	202
Union S. & S. Co.....	Electro-pneumatic.....	11	24	May 22, 1893	Sept. 21, 1899	.....	74
..do	Mechanical ..	18	20	Apr. 29, 1902	Apr. 29, 1902	.....	247
..do .....	..do	88	100	May 15, 1900	May 15, 1900	.....	191
..do .....	..do	32	40	Oct. 29, 1895	Oct. 29, 1895	.....	113
..do	Electro-pneumatic.....	9	11	Oct. 30, 1899	Oct. 30, 1899	.....	171
..do	Mechanical ..	33	36	July 22, 1893	July 22, 1893	Out of service	77
..do .....	..do	7	12	..do .....	..do .....	..do	78
..do .....	..do	52	52	Sept. 23, 1893	Sept. 23, 1893	.....	89
Johnson R. R. S. Co..	..do	25	40	Feb. 2, 1892	Feb. 2, 1892	.....	43
Union S. & S. Co.....	Electro-pneumatic.....	20	23	June 9, 1900	June 9, 1900	.....	196
..do	Mechanical ..	49	52	Dec. 5, 1889	July 23, 1895	.....	11
..do .....	..do	24	24	Nov. 30, 1892	Feb. 5, 1901	.....	62
National S. & S. Co..	..do	17	24	Nov. 2, 1897	Nov. 2, 1897	.....	140
..do .....	..do	54	60	Oct. 9, 1895	Oct. 9, 1895	.....	111
Union S. & S. Co.....	..do	33	36	Feb. 12, 1890	Apr. 25, 1899	.....	20
..do .....	..do	100	108	May 27, 1891	Oct. 30, 1899	.....	36
National S. & S. Co..	..do	28	32	Oct. 9, 1895	Oct. 9, 1895	.....	112
Union S. & S. Co.....	..do	26	28	Sept. 25, 1895	Dec. 23, 1897	.....	109
..do .....	..do	15	16	Nov. 28, 1899	Nov. 28, 1899	.....	175
..do	Electro-pneumatic.....	29	35	Apr. 9, 1900	Apr. 9, 1900	.....	188
..do .....	..do	18	20	Nov. 29, 1892	Nov. 29, 1892	Out of service	61
National S. & S. Co..	Mechanical ..	12	44	Nov. 2, 1897	Nov. 2, 1897	.....	141

Number.....	Location.	Kind of Protection Afforded.	Railroad Companies Interested.
	<i>Chicago—Continued.</i>		
119	South Chicago (tower E)	Junction.....	L. S. & M. S. Ry. Co. Penn. Co.
120	So. Chicago (tower W).....	do	L. S. & M. S. Ry. Co. Penn. Co.
126	South Chicago.....	Drawbr'ge, Calumet River	L. S. & M. S. Ry. Co.
104	do	do	Penn. Co.
159	South Chicago (101st st.)	Crossings	B. & O. R. R. Co. C., L. S. & E. Ry. Co. L. S. & M. S. Ry. Co. Penn. Co.
172	South Chicago (tower E)	Junction.....	B. & O. R. R. Co. L. S. & M. S. Ry. Co.
173	South Chicago (tower W).....	do	B. & O. R. R. Co. L. S. & M. S. Ry. Co.
225	South Chicago	Drawbridge Calumet river	B. & O. R. R. Co.
35	South Englewood.....	Crossing and Junction....	C., R. I. & P. Ry. Co.
14	South Mayfair	Crossing	C. & N. W. Ry. Co. C., M. & St. P. Ry. Co.
257	Taylor st.....	Drawbridge and junction.	C. T. T. R. R. Co. C., R. I. & P. Ry. Co.
31	Washington Heights....	Crossing	C., R. I. & P. Ry. Co. P., C., C. & St. L. Ry. Co.
87	Weldon	Crossings, etc.....	I. C. R. R. Co.
47	West Pullman, 121st st.	Crossing	I. C. R. R. Co. P., C., C. & St. L. Ry. Co.
246	12th and Rockwell sts.....	do	C. T. T. R. R. Co. C. & N. W. Ry. Co. P., C., C. & St. L. Ry. Co.
204	15th and Dearborn sts.....	Junction, etc.....	C. & W. I. R. R. Co.
205	16th and Stewart av.....	do	C. & W. I. R. R. Co.
228	16th and Clark sts.....	Crossings and junction....	C., R. I. & P. Ry. Co. I. C. R. R. Co. L. S. & M. S. Ry. Co.
66	26th st. (West Side).....	Drawbridge and junction.	Chicago Junction Ry. Co. C. T. T. R. R. Co.
46	40th st. (South Side).....	Crossing	C., R. I. & P. Ry. Co. L. S. & M. S. Ry. Co. U. S. Y. & T. Co.
70	43d st. (South Side).....	Junction, etc.....	C. Jet. Ry. Co. I. C. R. R. Co.
118	46th av. (West Side).....	Crossings and junction ...	Belt Ry. Co. of Chicago
130	46th av. (West Side).....	Crossing	C. T. T. R. R. Co. Belt Ry. Co. of Chicago
23	49th street junction.....	Junction.....	M. C. R. R. Co. C. & W. I. R. R. Co.
83	49th st. (South Side).....	Crossings.....	C. T. T. R. R. Co. G. T. W. Ry. Co. M. C. R. R. Co.
38	61st st. (Englewood).....	Junction, etc.....	P., C., C. & St. L. Ry. Co. C., R. I. & P. Ry. Co.
88	67th st. (South Side).....	do	L. S. & M. S. Ry. Co. I. C. R. R. Co.
94	75th st. (South Side).....	Crossings.....	Belt Ry. Co. of Chicago
72	71st and Seip av.....	Crossing and junction....	C. T. T. R. R. Co. P., C., C. & St. L. Ry. Co. Wabash R. R. Co. B. & O. R. R. Co. I. C. R. R. Co.
42	75th st. (South Side).....	Junctions.....	W. C. Exposition Co. Belt Ry. Co. of Chicago
54	95th st. (South Side).....	Junction, etc.....	C. & W. I. R. R. Co. Wabash R. R. Co.
227	112th st. (South Side).....	do	C., R. I. & P. Ry. Co. C. & W. I. R. R. Co.
5	Chicago Heights.....	Crossing	C. & E. I. R. R. Co. M. C. R. R. Co.
6	Chicago Heights.....	do	C. & E. I. R. R. Co. C. & E. I. R. R. Co.
22	Chicago Ridge.....	do	E., J. & E. Ry. Co. C. T. T. R. R. Co. Wabash R. R. Co.

Continued.

Manufacturer of Machine.	Character of Machine in Use.	No. of working levers.....	Capacity of machine.....	Date of First Permit.	Date of Last Permit.	Remarks.	Number.....
Union S. & S. Co.....	Mechanical ..	6	8	Jan. 30, 1896	Jan. 30, 1896	Out of service	119
..do .....	..do	6	8	..do .....	..do .....	..do	120
..do .....	..do	8	8	July 18, 1896	July 18, 1896	.....	126
..do .....	..do	8	8	June 21, 1895	June 21, 1895	.....	104
..do .....	..do	77	104	Oct. 26, 1898	Aug. 28, 1901	.....	159
Standard Signal Co..	..do	8	8	Oct. 30, 1899	Oct. 30, 1899	Out of service	172
..do .....	..do	9	12	..do .....	..do .....	..do	173
..do .....	..do	18	20	May 21, 1901	May 21, 1901	.....	225
Taylor Signal Co.....	Electrical ..	111	136	Jan. 7, 1891	Sept. 10, 1901	.....	35
Standard Signal Co..	Mechanical ..	28	36	Jan. 3, 1890	June 5, 1900	.....	14
..do	Pneumatic ..	68	80	Oct. 7, 1902	Oct. 7, 1902	.....	257
Union S. & S. Co.....	Mechanical ..	27	28	Sept. 20, 1890	Apr. 5, 1893	.....	31
National S. & S. Co..	..do	85	92	Sept. 12, 1893	Feb. 25, 1902	.....	87
Union S. & S. Co.....	..do	15	16	Jan. 2, 1892	Feb. 6, 1894	.....	47
Standard Signal Co..	Pneumatic ..	53	64	Apr. 8, 1902	Apr. 8, 1902	.....	246
..do .....	..do	38	40	Sept. 18, 1900	Sept. 18, 1900	.....	204
..do .....	..do	43	48	..do .....	..do .....	.....	205
Taylor Signal Co.....	Electrical ..	122	152	July 3, 1901	Oct. 31, 1901	.....	228
Union S. & S. Co.....	Mechanical ..	18	24	Jan. 17, 1893	Jan. 17, 1893	Out of service	66
National S. & S. Co..	..do	44	50	May 25, 1892	May 25, 1892	..do	70
..do .....	..do	78	80	Apr. 5, 1893	Dec. 29, 1895	.....	70
Union S. & S. Co.....	..do	69	80	Jan. 30, 1896	Jan. 30, 1896	.....	118
..do .....	..do	20	28	Feb. 2, 1897	Feb. 2, 1897	.....	130
..do .....	..do	36	36	Mar. 20, 1890	Mar. 20, 1890	.....	23
..do .....	..do	66	76	Aug. 22, 1892	Apr. 28, 1897	.....	83
National S. & S. Co..	..do	23	24	Sept. 7, 1891	Nov. 30, 1898	.....	38
..do .....	..do	96	96	Sept. 12, 1893	Dec. 6, 1895	.....	88
Johnson R. R. S. Co.	..do	90	132	Mar. 14, 1894	Mar. 14, 1894	.....	94
National S. & S. Co..	..do	21	24	Apr. 28, 1893	Apr. 28, 1893	Out of service	72
Johnson R. R. S. Co.	..do	48	48	Dec. 1, 1891	Dec. 1, 1891	.....	42
Union S. & S. Co.....	..do	22	28	Sept. 13, 1892	Sept. 13, 1892	Out of service	54
Standard Signal Co..	..do	18	20	July 2, 1901	July 2, 1901	.....	227
Taylor Signal Co.....	Electrical ..	17	19	Apr. 5, 1889	Apr. 10, 1901	.....	5
..do .....	..do	21	23	Apr. 5, 1889	Apr. 17, 1901	.....	6
Union S. & S. Co ..	Mechanical ..	14	16	Mar. 20, 1890	Aug. 19, 1897	.....	22

Number.....	Location.	Kind of Protection Afforded.	Railroad Companies Interested.
244	C. & I. junction.....	Crossing	C. & N. W. Ry. Co.....
18	Coal City.....	do	C., B. & Q. R. R. Co.....
25	Colona.....	do	A., T. & S. F. Ry. Co.....
180	Colvin Park.....	do	E., J. & E. Ry. Co.....
93	Curran.....	do	C., B. & Q. R. R. Co.....
198	Davis.....	Junction.....	C., R. I. & P. Ry. Co.....
235	DeKalb.....	Crossing and junctions.....	C. & N. W. Ry. Co.....
76	DesPlaines.....	Crossing	C. & N. W. Ry. Co.....
135	Dolton.....	Crossings	W. C. Ry. Co.....
27	Dwight.....	Crossing	C. Jct. Ry. Co.....
139	Earlville.....	do	C. T. T. R. R. Co.....
148	East Clinton.....	do	C. & E. I. R. R. Co.....
168	East Dubuque.....	Crossing and drawbridge.....	P., C., C. & St. L. Ry. Co.....
60	East Kingston.....	Crossing	C. & A. Ry. Co.....
128	Edgewood.....	do	I., I. & I. Ry. Co.....
186	Effingham.....	do	C. & N. W. Ry. Co.....
231	Essex.....	do	C., B. & Q. R. R. Co.....
84	Fairmount.....	do	C. & N. W. Ry. Co.....
170	Farrington.....	Junction.....	C., B. & Q. R. R. Co.....
229	Fox Lake.....	Drawbridge.....	C. & N. W. Ry. Co.....
64	Fox River Crossing.....	Crossing	C. & N. W. Ry. Co.....
117	Franklin Park.....	do	C., M. & St. P. Ry. Co.....
63	Fulton Junction.....	do	C. T. T. R. R. Co.....
137	Fulton No. 1.....	do	C., M. & St. P. Ry. Co.....
143	Fulton No. 2.....	do	W. C. Ry. Co.....
187	Galena.....	Crossing and drawbridge.....	C. & N. W. Ry. Co.....
256	Galena Junction.....	Junction and drawbridge.....	C., M. & St. P. Ry. Co.....
30	Galva.....	Crossing	C. & N. W. Ry. Co.....
29	Gardner.....	do	C., B. & Q. R. R. Co.....
193	Gibson.....	do	I. C. R. R. Co.....
201	Girard.....	do	L. E. & W. R. R. Co.....
183	Glassboro.....	Crossings.....	Wabash R. R. Co.....
37	Glen Carbon.....	Crossing and junction.....	C. & A. Ry. Co.....
232	Godfrey.....	Junction, etc.....	J. & St. L. Ry. Co.....
			C. & A. Ry. Co.....
			C., C., C. & St. L. Ry. Co.....
			Ill. Terminal R. R. Co.....
			C., P. & St. L. Ry. Co.....
			I. C. R. R. Co.....
			T., St. L. & W. R. R. Co.....
			C. & A. Ry. Co.....

Continued.

Manufacturer of Machine.	Character of Machine in Use.	No. of working levers	Capacity of machine.....	Date of First Permit.	Date of Last Permit.	Remarks.	Number.....
Standard Signal Co..	Mechanical ..	14	16	Mar. 19, 1902	Mar. 19, 1902	.....	244
Union S. & S. Co.....	..do	20	20	Jan. 17, 1890	May 15, 1900	.....	18
..do .....	..do	16	16	Mar. 27, 1890	Mar. 22, 1899	.....	25
..do .....	..do	13	16	Jan. 2, 1900	Jan. 2, 1900	.....	180
National S. & S. Co..	..do	10	12	Feb. 6, 1894	Feb. 6, 1894	.....	93
Standard Signal Co..	..do	29	32	July 17, 1900	July 17, 1900	.....	198
Taylor Signal Co.....	Electrical ...	21	29	Aug. 31, 1901	Aug. 31, 1901	.....	235
National S. & S. Co..	Mechanical ..	14	16	June 22, 1893	June 22, 1893	.....	76
..do .....	..do	154	173	July 6, 1897	Mar. 5, 1901	.....	135
Standard Signal Co..	..do	32	36	Apr. 17, 1890	July 2, 1902	.....	27
National S. & S. Co..	..do	18	20	Oct. 13, 1897	Oct. 13, 1897	.....	139
..do .....	..do	10	16	Apr. 6, 1898	Apr. 6, 1898	.....	148
Union S. & S. Co.....	..do	15	20	June 13, 1899	June 13, 1899	.....	168
..do .....	..do	11	12	Oct. 18, 1892	Oct. 18, 1892	.....	60
Taylor Signal Co.....	Electrical ...	16	18	Dec. 15, 1896	Aug. 8, 1902	.....	128
Union S. & S. Co.....	Mechanical ..	58	60	Apr. 4, 1900	Aug. 6, 1901	.....	186
..do .....	..do	14	20	July 16, 1901	July 16, 1901	.....	331
..do .....	..do	10	16	Aug. 25, 1893	Aug. 25, 1893	.....	84
..do .....	..do	11	16	Sept. 5, 1899	July 16, 1901	.....	170
Standard Signal Co..	..do	8	8	July 9, 1901	July 9, 1901	.....	229
Union S. & S. Co.....	..do	20	20	Nov. 30, 1892	Nov. 4, 1896	.....	64
..do .....	..do	20	20	Jan. 29, 1896	July 23, 1898	.....	117
..do .....	..do	11	12	Nov. 30, 1892	Nov. 30, 1892	.....	63
National S. & S. Co..	..do	14	16	Sept. 22, 1897	Sept. 22, 1897	.....	137
..do .....	..do	3	3	Jan. 21, 1898	Jan. 21, 1898	.....	143
Union S. & S. Co.....	..do	15	16	Apr. 4, 1900	Apr. 4, 1900	.....	187
Taylor Signal Co.....	Electrical ...	23	32	Sept. 16, 1902	Sept. 16, 1902	.....	256
Union S. & S. Co.....	Mechanical ..	16	20	May 21, 1890	May 21, 1890	.....	30
..do .....	..do	6	6	May 21, 1890	May 21, 1890	.....	29
Standard Signal Co..	..do	40	48	May 25, 1900	May 25, 1900	.....	193
..do .....	..do	20	24	Aug. 14, 1900	Aug. 14, 1900	.....	201
Rowell-Potter S.S.Co	..do	13	16	Feb. 6, 1900	Aug. 25, 1900	.....	183
National S. & S. Co..	..do	14	16	June 10, 1891	May 25, 1898	.....	37
Union S. & S. Co.....	..do	25	28	July 16, 1901	July 16, 1901	.....	232

Number.....	Location.	Kind of Protection Afforded.	Railroad Companies Interested.
100	Granite City.....	Crossings.....	C. & A. Ry. Co..... C. P. & St. L. Ry. Co..... C. C. C. & St. L. Ry. Co..... St. L. M. B. T. Ry. Co..... Wabash R. R. Co.....
176	Grays Lake.....	Crossing.....	C. M. & St. P. Ry. Co..... W. C. Ry. Co.....
123	Greenup.....	do.....	I. C. R. R. Co..... T. H. & I. R. R. Co.....
163	Green Valley.....	do.....	C. & A. Ry. Co..... I. C. R. R. Co.....
150	Grove.....	Junction.....	C. & A. Ry. Co..... P. & P. U. Ry. Co.....
152	Harvard Junction (North)	do.....	C. & N. W. Ry. Co.....
157	Harvard Junction (South)	do.....	C. & N. W. Ry. Co.....
91	Harvey.....	Crossing.....	C. T. T. R. R. Co..... G. T. W. Ry. Co..... I. C. R. R. Co.....
169	Hawley.....	do.....	C. & A. Ry. Co..... I. C. R. R. Co.....
220	Hebron.....	do.....	C. & N. W. R. Co..... C. M. & St. P. Ry. Co.....
210	Holcomb.....	do.....	C. Gt. W. Ry. Co..... C. B. & Q. R. R. Co.....
197	Hollis.....	do.....	F. & P. T. Ry..... T. P. & W. Ry. Co.....
58	Hoopeston.....	do.....	C. & E. I. R. R. Co..... L. E. & W. R. R. Co.....
33	Jacksonville.....	do.....	C. & A. Ry. Co..... J. & St. L. Ry. Co.....
75	Jacksonville Junction.....	do.....	C. & A. Ry. Co..... C. P. & St. L. Ry. Co..... Wabash R. R. Co.....
2	Joliet.....	Crossings.....	C. R. I. & P. Ry. Co..... E. J. & E. Ry. Co..... M. C. R. R. Co.....
156	Joliet.....	Crossing.....	A. T. & S. F. Ry. Co..... C. L. S. & E. Ry. Co.....
230	Joliet.....	Junction.....	C. & A. Ry. Co.....
92	Kankakee.....	Drawbridge and Gauntlet.	I. C. R. R. Co.....
52	Kansas.....	Crossing.....	C. C. C. & St. L. Ry. Co..... L. D. & W. Ry. Co.....
106	Kinmundy.....	do.....	C. & E. I. R. R. Co..... I. C. R. R. Co.....
136	Kittredge.....	Junction.....	C. M. & St. P. Ry. Co.....
160	Laurette.....	Crossing.....	I. C. R. R. Co.....
237	Lawrenceville.....	do.....	B. & O. S. W. R. R. Co..... C. C. C. & St. L. Ry. Co.....
17	Leighton.....	do.....	E. J. & E. Ry. Co..... W. C. Ry. Co.....
207	Lincoln Junction.....	do.....	C. & A. Ry. Co..... I. C. R. R. Co.....
245	Lincoln.....	do.....	C. & A. Ry. Co..... I. C. R. R. Co.....
82	Litchfield.....	Crossings.....	C. C. C. & St. L. Ry. Co..... I. C. R. R. Co..... J. & St. L. Ry. Co..... Wabash R. R. Co.....
108	Litchfield.....	Crossing.....	I. C. R. R. Co..... Wabash R. R. Co.....
122	Litchfield.....	Crossings and Junctions..	C. P. & St. L. Ry. Co..... I. C. R. R. Co..... J. & St. L. Ry. Co..... Wabash R. R. Co.....
221	Lodge.....	Crossing.....	I. C. R. R. Co..... Wabash R. R. Co.....
59	Lostant.....	do.....	I. C. R. R. Co.....
189	Mackinaw.....	do.....	I. I. & I. R. R. Co..... P. & E. Ry. Co..... T. H. & I. R. R. Co.....

Continued.

Manufacturer of Machine.	Character of Machine in Use.	No. of working levers.....	Capacity of machine.....	Date of First Permit.	Date of Last Permit.	Remarks.	Number
Johnson R. R. S. Co.	Mechanical ..	63	68	Nov. 14, 1894	Feb. 6, 1900	.....	100
Union S. S. Co.....	..do.....	10	12	Nov. 28, 1899	Nov. 28, 1899	.....	176
Unlon S. & S. Co.....	..do.....	24	28	Mar. 31, 1896	Mar. 31, 1896	.....	123
Standard Signal Co..	..do.....	11	16	Jan. 4, 1899	June 20, 1899	.....	163
National S. & S. Co..	..do.....	25	28	May 5, 1898	May 5, 1898	.....	150
..do .....	..do.....	21	24	Aug. 23, 1898	Aug. 23, 1898	.....	152
..do .....	..do.....	17	20	Sept. 13, 1898	Sept. 13, 1898	.....	157
Johnson R. R. S. Co.	..do.....	49	68	Sept. 30, 1893	Sept. 30, 1893	.....	91
Rowell-Potter S. S. Co	Automatic ..	.....	.....	Aug. 7, 1899	Aug. 7, 1899	Out of service	169
Union S. & S. Co.....	Mechanical ..	14	16	Aug. 9, 1901	Aug. 9, 1901	.....	220
Standard Signal Co..	..do.....	16	16	Nov. 20, 1900	Nov. 20, 1900	.....	210
Union S. & S. Co.....	..do.....	11	16	July 3, 1900	July 3, 1900	.....	197
Johnson R. R. S. Co.	..do.....	24	24	Sept. 27, 1892	Dec. 10, 1897	.....	58
Standard Signal Co..	..do.....	20	20	Nov. 12, 1890	Nov. 8, 1901	.....	33
Union S. & S. Co.....	..do.....	36	40	June 9, 1893	June 9, 1893	.....	75
..do .....	..do.....	51	68	Feb. 27, 1889	Nov. 7, 1900	.....	2
..do .....	..do.....	8	8	Sept. 6, 1898	Sept. 6, 1898	.....	156
..do .....	..do.....	19	28	July 16, 1901	July 16, 1901	.....	230
Johnson R. R. S. Co.	..do.....	14	16	Nov. 18, 1893	Nov. 18, 1893	.....	92
Union S. & S. Co.....	..do.....	17	20	Sept. 13, 1892	Sept. 13, 1892	.....	52
Johnson R. R. S. Co.	..do	11	16	July 8, 1895	June 17, 1902	.....	106
Union S. & S. Co.....	..do	14	16	Aug. 4, 1897	Sept. 18, 1900	.....	136
..do .....	..do	13	16	Nov. 16, 1898	Nov. 16, 1898	.....	160
Taylor Signal Co.....	Electrical....	14	20	Dec. 19, 1901	Dec. 19, 1901	.....	237
Union S. & S. Co.....	Mechanical ..	6	8	Jan. 4, 1890	Jan. 4, 1890	.....	17
Standard Signal Co..	..do	18	20	Oct. 10, 1900	Oct. 10, 1900	.....	207
..do .....	..do	20	24	Apr. 29, 1902	Apr. 29, 1902	.....	248
Union S. & S. Co.....	..do	46	48	Aug. 22, 1893	Sept. 12, 1899	.....	82
..do .....	..do	10	12	Aug. 28, 1895	Aug. 28, 1895	.....	108
..do .....	..do	36	36	Mar. 5, 1896	Mar. 5, 1896	.....	122
Standard Signal Co..	..do	13	20	Apr. 17, 1901	Oct. 2, 1902	.....	221
Pneumatic Signal Co.	..do	18	20	Nov. 1, 1902	Nov. 1, 1902	.....	259
Union S. & S. Co.....	..do	8	12	Apr. 11, 1900	Apr. 11, 1900	.....	189

Number	Location.	Kind of Protection Afforded.	Railroad Companies Interested.
167	Mansfield.....	Crossing	P. & E. Ry. Co
71	Marshal Junction.....	do	Wabash R. R. Co
252	Mason City.....	do	C., C. C. & St. L. Ry. Co.....
9	Matteson	do	T. H. & I. R. R. Co.....
32	do	do	C. & A. Ry. Co.....
79	Mattoon	do	I. C. R. R. Co.....
158	do	Crossing and junction	E., J. & E. Ry. Co.....
161	Mazon	Crossing	I. C. R. R. Co.....
4	Mazonia	Crossing and junction.....	do
97	McCook	Crossing	M. C. R. R. Co.....
107	Milan	Drawbridge	C., C. C. & St. L. Ry. Co.....
258	Milstadt Junction	Crossing	C. & A. Ry. Co.....
250	Minier	do	E., J. & E. Ry. Co.....
131	Mode	do	A., T. & S. F. Ry. Co.....
86	Momence	do	C. T. T. R. R. Co.....
17	Monica	do	R. I. & P. Ry. Co.....
162	Monmouth	do	M. & O. R. R. Co.....
154	Monticello	do	St. L. Valley Ry. Co.....
216	Mt. Pulaski	do	C. & A. Ry. Co.....
65	Mt. Vernon	do	T. H. & I. R. R. Co.....
105	Mt. Vernon.....	do	C. & E. I. R. R. Co.....
98	Nashville.....	do	T. St. L. & W. R. R. Co.....
215	Neoga	do	C. & E. I. R. R. Co.....
81	Normal	do	T. St. L. & W. R. R. Co.....
151	North Harvey.....	do	C. & A. Ry. Co.....
217	Oaktown	do	I. C. R. R. Co.....
234	Odin	do	C. Jet. Ry. Co.....
238	O'Fallon	do	C. T. T. R. R. Co.....
40	Ottawa	Crossing and drawbridge.....	C. & E. I. R. R. Co.....
184	Otto	Junction	C., C. C. & St. L. Ry. Co.....
121	Paxton.....	Crossing	B. & O. S.-W. R. R. Co.....
59	Paris.....	Crossings	I. C. R. R. Co.....
55	Pearl.....	Drawbridge (Ill. river).....	B. & O. S.-W. R. R. Co.....
149	Pekin.....	Crossings	L. & N. R. R. Co.....
251	do	Crossings and junctions	L. & N. R. R. Co.....
127	Peoria (Br. Jct.)	Drawbridge, crossings and gauntlet	I. S. Ry. Co.....
			L. & N. R. R. Co.....
			I. C. R. R. Co.....
			T. St. L. & W. R. R. Co.....
			C. & A. Ry. Co.....
			I. C. R. R. Co.....
			C. Jet. Ry. Co.....
			C. T. T. R. R. Co.....
			C. & E. I. R. R. Co.....
			C., C. C. & St. L. Ry. Co.....
			B. & O. S.-W. R. R. Co.....
			I. C. R. R. Co.....
			B. & O. S.-W. R. R. Co.....
			L. & N. R. R. Co.....
			C. B. & Q. R. R. Co.....
			C., R. I. & P. Ry. Co.....
			I. C. R. R. Co.....
			do
			L. E. & W. R. R. Co.....
			C., C. C. & St. L. Ry. Co.....
			T. H. & I. R. R. Co.....
			C. & A. Ry. Co.....
			A., T. & S. F. Ry. Co.....
			C. & A. Ry. Co.....
			P. & E. Ry. Co.....
			do
			B. & P. T. Ry.....
			P. & P. U. Ry. Co.....
			do
			R. I. & P. Ry. Co.....

Continued.

Manufacturer of Machine.	Character of Machine in Use.	No. of working levers.....	Capacity of machine.....	Date of First Permit.	Date of Last Permit.	Remarks.	Number.....
Standard Signal Co..	Mechanical ..	17	24	Apr. 25, 1899	Apr. 25, 1899	.....	167
Union S. & S. Co.....	..do	18	24	Apr. 13, 1893	July 17, 1900	.....	71
Standard Signal Co..	..do	25	28	July 8, 1902	July 8, 1902	.....	252
Union S. & S. Co.....	..do	9	12	July 30, 1889	July 29, 1893	.....	9
Johnson R. R. S. Co..	..do	10	12	Sept. 29, 1890	Sept. 29, 1890	.....	32
Union S. & S. Co.....	..do	14	16	July 25, 1893	July 25, 1893	.....	79
..do .....	..do	26	26	Oct. 6, 1898	Aug. 6, 1901	.....	158
..do .....	..do	21	24	Nov. 30, 1898	Nov. 30, 1898	.....	161
Taylor Signal Co	Electrical	21	28	Feb. 27, 1889	Feb. 14, 1901	.....	4
Union S. & S. Co.....	Mechanical ..	14	16	May 26, 1894	Sept. 4, 1897	.....	97
..do .....	..do	6	6	July 23, 1895	July 23, 1895	.....	107
Standard Signal Co..	..do	14	16	Oct. 31, 1902	Oct. 31, 1902	.....	258
..do .....	..do	24	28	May 20, 1902	May 20, 1902	.....	250
National S. & S. Co..	..do	10	12	May 27, 1897	May 27, 1897	.....	131
Union S. & S. Co.....	..do	22	24	Sept. 5, 1893	Sept. 16, 1902	.....	86
..do .....	..do	15	16	Mar. 3, 1898	Mar. 3, 1898	.....	17
National S. & S. Co..	..do	13	20	Dec. 28, 1898	Dec. 28, 1898	.....	162
Union S. & S. Co.....	..do	27	32	Sept. 6, 1898	Sept. 6, 1898	.....	154
Standard Signal Co..	..do	26	32	Feb. 26, 1901	Feb. 26, 1901	.....	216
Johnson R. R. S. Co..	..do	10	10	Nov. 30, 1892	Nov. 30, 1892	.....	65
..do .....	..do	24	24	July 1, 1895	May 10, 1899	.....	105
Union S. & S. Co.....	..do	8	12	Aug. 29, 1894	Aug. 29, 1894	.....	98
..do .....	..do	26	32	Jan. 8, 1901	Jan. 8, 1901	.....	215
National S. & S. Co..	..do	24	28	Aug. 15, 1893	Mar. 21, 1902	.....	81
..do .....	..do	16	20	June 14, 1898	June 14, 1898	.....	151
Standard Signal Co..	..do	14	20	Mar. 5, 1901	Mar. 5, 1901	.....	217
Taylor Signal Co	Electrical	18	24	July 24, 1901	July 24, 1901	.....	234
Standard Signal Co..	Mechanical ..	17	20	Jan. 23, 1902	Jan. 23, 1902	.....	238
Union S. & S. Co.....	..do	20	22	Nov. 1, 1891	Nov. 7, 1899	.....	40
Standard Signal Co..	..do	23	28	Feb. 6, 1900	Feb. 6, 1900	.....	184
National S. & S. Co..	..do	35	36	Feb. 13, 1895	Feb. 25, 1902	.....	121
Union S. & S. Co.....	..do	31	32	Oct. 18, 1892	Apr. 4, 1900	.....	59
..do .....	..do	7	8	Sept. 27, 1892	Sept. 27, 1892	.....	55
National S. & S. Co..	..do	22	24	May 3, 1898	May 3, 1898	.....	149
Union S. & S. Co.....	..do	69	76	July 2, 1902	July 2, 1902	.....	251
National S. & S. Co..	..do	30	32	July 27, 1896	July 27, 1896	.....	127

Number.....	Location.	Kind of Protection Afforded.	Railroad Companies Interested.
212	Peoria	Crossing	C., B. & Q. R. R. Co
			P. & P. T. Ry.
240	..do .....	..do	C. & N. W. Ry. Co
			P. & P. T. Ry.
8	Peru .....	..do	C., B. & Q. R. R. Co
			C., R. I. & P. Ry. Co
51	Pontiac .....	..do	C. & A. Ry. Co
			I. C. R. R. Co
			Wabash R. R. Co
56	Princeville .....	..do	A., T. & S. F. Ry. Co
			R. I. & P. Ry. Co
185	Rantoul .....	..do	I. C. R. R. Co
194	Reddick .....	..do	L. I. & I. R. R. Co
			Wabash R. R. Co
206	Ridgley	Crossings	C. & A. Ry. Co
			C., P. & St. L. Ry. Co
124	Riverdale .....	..do	C. T. T. R. R. Co
			I. C. R. R. Co
			P., C., C. & St. L. Ry. Co
138	Rochelle	Crossing	C. & N. W. Ry. Co
			C., B. & Q. R. R. Co
3	Rockford .....	..do .....	..do
			I. C. R. R. Co
19	Roundont .....	..do	C., M. & St. P. Ry. Co
			E., J. & E. Ry. Co
214	Roodhouse .....	..do	C. & A. Ry. Co
			C., B. & Q. Ry. Co
179	Sabula (Iowa)	Drawbridge and gauntlet.	C., M. & St. P. Ry. Co
44	St. Anne	Crossing	C. & E. I. R. R. Co
			C., C., C. & St. L. Ry. Co
101	St. Elmo .....	..do	C. & E. I. R. R. Co
			T. H. & I. R. R. Co
102	Salem .....	..do	B. & O. S.-W. R. R. Co
			C. & E. I. R. R. Co
242	Sandoval .....	..do	B. & O. S.-W. R. R. Co
			I. C. R. R. Co
224	Scovel .....	..do .....	..do
			Wabash R. R. Co
263	Shattuck .....	..do	B. & O. S.-W. R. R. Co
			J. & St. L. Ry. Co
73	Sheldon .....	..do	C., C., C. & St. L. Ry. Co
			T., P. & W. Ry. Co
145	Sherman	Crossing and junctions ..	C. & A. Ry. Co
178	Smithboro	Crossing	J. & St. L. Ry. Co
			T. H. & I. R. R. Co
39	South Aurora	Crossings	C., B. & Q. R. R. Co
			E., J. & E. Ry. Co
90	South Elmhurst .....	..do	A., E. & C. Ry. Co
			C. Gt. W. Ry. Co
			I. C. R. R. Co
16	Spaulding	Crossing	C., M. & St. P. Ry. Co
			E., J. & E. Ry. Co
58	Springfield Junction .....	..do	C. & A. Ry. Co
			Wabash R. R. Co
114	Springfield .....	..do	C., P. & St. L. Ry. Co
			Wabash R. R. Co
116	..do	Crossings and junctions ..	B. & O. S.-W. R. R. Co
			C. & A. Ry. Co
			C., P. & St. L. Ry. Co
			I. C. R. R. Co
146	Springfield (N. E.)	Crossing	C. & A. Ry. Co
			Wabash R. R. Co
99	State Line	Crossings and junctions..	C. Jct. Ry. Co
			G. T. T. R. R. Co
			C. & E. R. R. Co
			C. & W. I. R. R. Co
			C., I. & L. Ry. Co
			M. C. R. R. Co
			N. Y. C. & St. L. R. R. Co
			Penn. Co

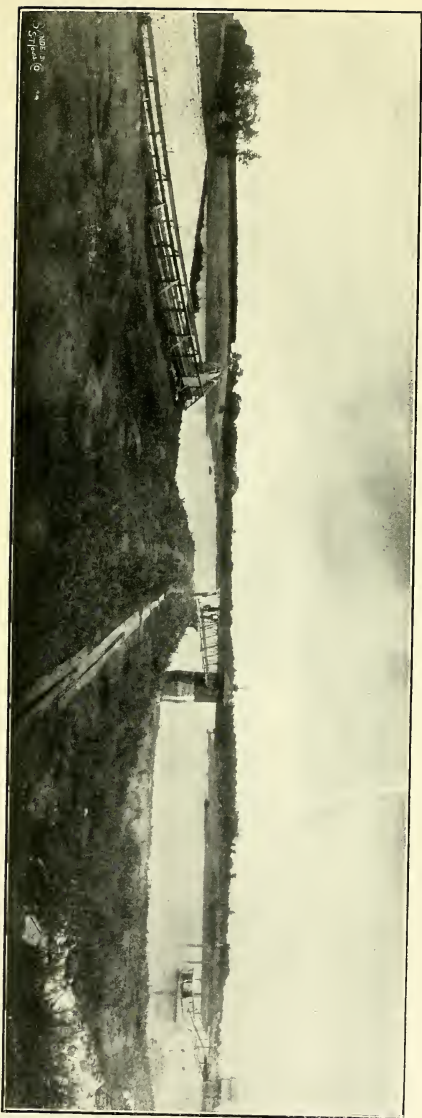
Continued.

Manufacturer of Machine.	Character of Machine in Use.	No. of working levers.....	Capacity of machine.....	Date of First Permit.	Date of Last Permit.	Remarks.	Number.....
Rowell-Potter S.S.Co	Mechanical ..	9	13	Nov. 30, 1900	Nov. 30, 1900	.....	212
Standard Signal Co..	..do	28	36	Feb. 25, 1902	Feb. 25, 1902	.....	240
..do .....	..do	14	16	May 16, 1889	Dec. 19, 1899	.....	8
National S. & S. Co..	..do	33	36	Aug. 18, 1892	July 21, 1902	.....	51
..do .....	..do	15	16	Sept. 27, 1892	Sept. 27, 1892	.....	56
Standard Signal Co..	..do	21	24	Feb. 6, 1900	Oct. 18, 1901	.....	185
Union S. & S. Co.....	..do	14	20	June 5, 1900	June 5, 1900	.....	194
Standard Signal Co..	..do	38	40	Sept. 20, 1900	Oct. 11, 1902	.....	206
Union S. & S. Co.....	..do	71	120	May 15, 1896	Sept. 5, 1899	.....	124
National S. & S. Co..	..do	11	12	Oct. 5, 1897	Oct. 5, 1897	.....	138
Union S. & S. Co.....	..do	12	12	Feb. 27, 1889	Feb. 27, 1889	.....	3
..do .....	..do	28	28	Jan. 15, 1890	Mar. 6, 1900	.....	19
Standard Signal Co..	..do	11	12	Dec. 15, 1900	Dec. 15, 1900	.....	214
..do .....	..do	28	28	Dec. 19, 1899	Dec. 19, 1901	.....	179
..do .....	..do	35	44	Aug. 31, 1893	Dec. 19, 1901	.....	44
..do .....	..do	22	28	Jan. 29, 1895	Sept. 23, 1900	.....	101
Johnson R. R. S. Co.	..do	10	12	Mar. 27, 1895	Mar. 27, 1895	.....	102
Taylor Signal Co	Electrical....	10	16	Mar. 10, 1902	Mar. 10, 1902	.....	242
Standard Signal Co..	Mechanical ..	13	20	May 8, 1901	Mar. 19, 1902	.....	224
Union S. & S. Co.....	..do	11	16	July 24, 1901	July 24, 1901	.....	233
..do .....	..do	23	24	May 17, 1893	Apr. 17, 1901	.....	73
National S. & S. Co..	..do	20	24	Jan. 27, 1898	Sept. 16, 1902	.....	145
Union S. & S. Co.....	..do	17	20	Dec. 6, 1899	Dec. 6, 1899	.....	178
..do .....	..do	20	24	Oct. 7, 1891	Oct. 7, 1891	.....	39
..do .....	..do	30	36	Sept. 30, 1893	June 3, 1902	.....	90
..do .....	..do	13	13	Jan. 4, 1890	Dec. 13, 1898	.....	16
Standard Signa. Co..	..do	36	40	Oct. 18, 1892	Aug. 5, 1902	.....	58
National S. & S. Co..	..do	10	12	Nov. 7, 1895	Nov. 7, 1895	.....	114
..do .....	..do	40	44	Jan. 15, 1896	Nov. 7, 1900	.....	116
National S. & S. Co..	..do	10	12	Feb. 2, 1898	Sept. 16, 1902	.....	146
..do .....	..do	157	224	Oct. 22, 1894	Feb. 5, 1901	.....	99

Number.....	Location.	Kind of Protection Afforded.	Railroad Companies Interested.
218	Starne's Siding	Crossing	I. C. R. R. Co.....
203	Sterling	do	Wabash R. R. Co..... C. & N. W. Ry. Co.....
192	Strawn	do	C. B. & Q. R. R. Co..... I. C. R. R. Co.....
199	Streator	do	Wabash R. R. Co..... A., T. & S. F. Ry. Co.....
208	Sycamore	do	Wabash R. R. Co..... C. Gt. W. Ry. Co.....
133	Tamaroa	do	C. & N. W. Ry. Co..... I. C. R. R. Co.....
209	Tamms	do	W. C. & W. R. R. Co..... C. & E. I. R. R. Co.....
49	Taylorville	do	M. & O. R. R. Co..... B. & O. S. W. R. R. Co.....
153	Tolona	do	Wabash R. R. Co..... I. C. R. R. Co.....
222	Toluca Junction	do	Wabash R. R. Co..... C. & A. Ry. Co.....
48	Thornton Junction	do	T. & E. R. R. Co..... C. & E. I. R. R. Co.....
34	Tower Hill	do	G. T. Ry. Co..... B. & O. S. W. R. R. Co.....
182	Tuscola	do	C., C., C. & St. L. Ry. Co..... C. & E. I. R. R. Co.....
174	Vandalla	do	I. C. R. R. Co..... L. D. & W. Ry. Co.....
239	Walnut Junction	do	I. C. R. R. Co..... T. H. & I. R. R. Co.....
226	Wann	Junctions, etc.....	C. & N. W. Ry. Co..... C. B. & Q. R. R. Co.....
85	Watseka	Crossing	C. & A. Ry. Co..... C., C., C. & St. L. Ry. Co.....
41	Waukegan	do	C. & E. I. R. R. Co..... T., P. & W. R. R. Co.....
125	Wesley Junction.....	do	C. & N. W. Ry. Co..... E., J. & E. Ry. Co.....
1	West Chicago.....	Crossings	L. E. & W. R. R. Co..... P. & P. U. Ry. Co.....
219	West Chicago.....	Crossing	C. & N. W. Ry. Co..... C. & N. W. Ry. Co.....
241	West Nelson.....	Junction, etc.....	E., J. & E. Ry. Co..... C. & N. W. Ry. Co.....
236	Willows	Crossings	E., J. & E. Ry. Co..... B. & O. S. W. R. R. Co.....
68	Windsor	Crossing	Ill. Transfer R. R. Co..... Southern Ry. Co.....
243	Winstanley Park	do	T. H. & I. R. R. Co..... C., C., C. & St. L. Ry. Co.....
223	Whitehall	do	Wabash R. R. Co..... Ill. Transfer R. R. Co.....
	Total.....	260	Southern Ry. Co..... C. & A. Ry. Co.....
	Less number thrown out of service.....	14	C., B. & Q. R. R. Co.....
	Total number in service.....	246	

Concluded.

Manufacturer of Machine.	Character of Machine in Use.	No. of working levers.....	Capacity of machine.....	Date of First Permit.	Date of Last Permit.	Remarks.	Number.....
Union S. & S. Co.....	Mechanical ..	13	16	Mar. 5, 1901	Mar. 5, 1901	.....	218
Standard Signal Co. ..do .....	.....	23	24	Sept. 18, 1900	Sept. 18, 1900	.....	203
Union S. & S. Co.....	..do	18	24	May 15, 1900	May 15, 1900	.....	192
..do .....	..do	10	16	July 24, 1900	July 24, 1900	.....	199
Standard Signal Co. ..do .....	.....	29	32	Oct. 10, 1900	Oct. 10, 1900	.....	208
Union S. & S. Co.....	..do	25	28	Apr. 10, 1897	June 3, 1902	.....	133
Standard Signal Co. ..do .....	.....	19	24	Nov. 7, 1900	Nov. 7, 1900	.....	209
Union S. & S. Co.....	..do	15	20	June 15, 1892	June 15, 1892	.....	49
..do .....	..do	26	32	Sept. 26, 1898	July 2, 1901	.....	153
..do .....	..do	11	12	Apr. 17, 1901	Apr. 17, 1901	.....	222
..do .....	..do	15	20	June 2, 1892	June 2, 1892	.....	48
..do .....	..do	12	16	Dec. 2, 1890	Dec. 2, 1890	.....	34
Standard Signal Co. ..do .....	.....	40	40	Jan. 31, 1900	Nov. 29, 1901	.....	182
Union S. & S. Co.....	..do	47	48	Oct. 30, 1899	Nov. 18, 1901	.....	174
Standard Signal Co. ..do .....	.....	14	16	Feb. 25, 1902	Feb. 25, 1902	.....	239
Union S. & S. Co.....	..do	28	40	May 23, 1901	May 23, 1901	.....	226
Johnson R. R. S. Co. ..do .....	.....	24	28	Sept. 5, 1893	Sept. 5, 1893	.....	85
Union S. & S. Co.....	..do	14	20	Nov. 6, 1891	May 23, 1899	.....	41
National S. & S. Co. ..do .....	.....	25	28	June 30, 1896	June 30, 1896	.....	125
Taylor Signal Co.....	Electrical ...	25	40	Feb. 27, 1889	Mar. 20, 1901	.....	1
..do .....	..do	18	32	Mar. 20, 1901	Mar. 20, 1901	.....	219
Standard Signal Co. ..do	Mechanical ..	36	40	Feb. 25, 1902	Feb. 25, 1902	.....	241
Union S. & S. Co.....	..do	34	40	Dec. 19, 1901	Dec. 19, 1901	.....	236
..do .....	..do	16	16	Mar. 29, 1893	May 29, 1899	.....	68
..dodo	39	56	Mar. 11, 1902	Mar. 11, 1902	243
..dodo	13	16	Apr. 17, 1901	Apr. 17, 1901	223
.....	6,895	8,177				
.....	214	254				
.....	6,681	7,923				



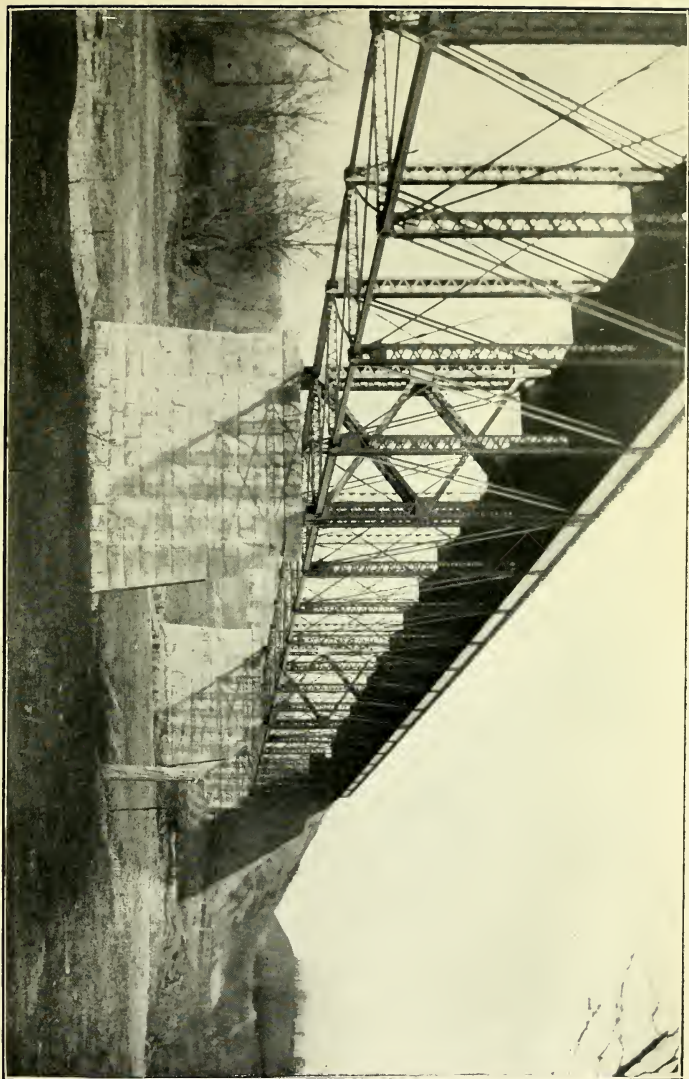
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C., B. & Q. R. R. CO.—RICE LAKE RESERVOIR CONTAINING 70 ACRES.

STATEMENT
OF
INCORPORATED COMPANIES.

Statement of companies incorporated under the general railroad laws of the State of Illinois for the fiscal year ending June 30, 1902.

Name of Company.	Date of incorporation.
Ashdale & Thompson Railway Co.....	Jan. 30, 1902
Aurora, DeKalb & Rockford Electric Traction Co.....	Dec. 6, 1901
Chicago & Milwaukee Electric Railroad Co.....	Mar. 25, 1902
Chicago, Zeigler & Gulf Railroad.....	Feb. 13, 1902
Chicago & Calumet River Railroad Co.....	Aug. 12, 1901
Cambridge Eastern Railroad Co.....	Aug. 23, 1901
DeKalb, Sycamore & Northern Traction Co.....	Jan. 18, 1902
East St. Louis Terminal Railway Co.....	May 28, 1902
East St. Louis & Lake Shore Railway Co.....	June 14, 1902
East & West Illinois Railway.....	Mar. 12, 1902
Egyptian Mineral Railroad Co.....	May 1, 1902
Galesburg & Kewanee Electric Railway Co.....	May 20, 1902
Illinois & Mississippi Railway Co.....	May 31, 1902
Illinois Valley Belt Railroad Co.....	June 12, 1902
Illinois Southwestern Railway Co.....	May 21, 1902
Joliet & Western Railway Co.....	May 31, 1902
Joliet, Newark & Western Railroad Co.....	Feb. 21, 1902
Kewanee, Galva & Western Traction Co.....	Feb. 27, 1902
Mounds & Olive Branch Railroad Co.....	Feb. 20, 1902
Murphysboro & Carbondale Electric Railway Co.....	Oct. 23, 1901
Northern Illinois Electric Railway Co.....	July 8, 1901
Ottawa, Spring Valley & Western Railway Co.....	Mar. 5, 1902
Peoria Belt Railway Co.....	Sept. 5, 1901
Suburban Belt & Terminal Railway Co.....	June 11, 1902
Southern Street Railway Company.....	Jan. 28, 1902
Spring Valley & Northern Railroad Co.....	July 17, 1901
Springfield & St. Louis Railway Co.....	July 1, 1901
St. Louis & Newport News Railroad Co.....	May 22, 1902
Toledo, St. Louis & New Orleans Railroad Co.....	Mar. 19, 1902
Western Illinois Railway Co.....	Mar. 15, 1902



L. E. & W. R. R. Co.—STEEL BRIDGE OVER MACKINAW RIVER.

COMPARATIVE TABLES
STEAM RAILROADS

COMPARATIVE TABLES, STEAM RAILROADS.

TABLE I.—*Mileage.*

"A."

The following is a statement of railroad mileage in the State of Illinois on June 30, 1902:

Classification.	Miles owned.
Main line and branches.....	11,141.25
Second, third, and additional main tracks.....	1,827.29
Industrial tracks.....	284.48
Yard tracks and sidings.....	4,761.50
Total.....	18,014.52

"B."

The following is a comparison of railroad mileage in the State of Illinois ending with the fiscal years as of June 30, 1901, and June 30, 1902, respectively:

Year.	Main line and branches.	Additional main tracks.	Industrial tracks.	Yard tracks and sidings.	Total.
1901.....	10,925.25	1,678.01	244.68	4,503.26	17,351.20
1902.....	11,141.25	1,827.29	284.48	4,761.50	18,014.52
Total increase.....	216.00	149.28	39.80	258.24	763.32

NOTE—Mileage for the year 1902 includes unreported items of such railroads as failed to report to this commission, and amounts to 539.42 miles of main line and branches, 105.28 miles of additional main tracks, and 224.50 miles of yard tracks and sidings.

TABLE II.—*Capitalization.*

"A."

The following is a comparison of railroad capitalization representing the entire mileage of such corporations as report to this commission, ending with the fiscal years as of June 30, 1901 and 1902, respectively:

Year.	Capital stock.	Funded debt.	Total.
1901.....	\$1,453,278,885	\$1,687,543,135	\$3,140,822,020
1902.....	1,672,681,660	1,857,093,716	3,529,775,376
Total increase.....	\$219,402,775	\$169,550,581	\$388,953,356

Comparative Tables, Steam Railroads—Continued.

"B."

The following is a comparison of capitalization per mile of road, ending with the fiscal years as of June 30, 1901 and 1902, respectively:

Classification.	1901.	1902.
Capital stock per mile of road.....	\$25,086	\$27,091
Funded debt per mile of road.....	29,361	29,398
Total capitalization per mile of road.....	\$54,447	\$56,489

NOTE—In computing the capitalization per mile of road, the capitalization of such companies as own no road is excluded from the computation.

TABLE III.—Income Account—Whole Line.

"A."

The following statistics are gathered from this table, and a comparison is made with the fiscal years as of June 30, 1901 and 1902, respectively:

Classification.	1901.	1902.
Gross earnings from operation.....	\$519,391,409	\$599,429,354
Operating expenses.....	340,198,253	392,593,562
Income from operation.....	179,193,156	206,835,792
Income from property and other sources.....	30,965,844	40,348,937
Total income.....	210,159,000	247,184,729
Expenses assignable to fixed charges.....	131,755,982	147,469,351
Net income.....	78,403,018	99,715,378

"B."

The following is a comparison of dividends paid ending with the fiscal years as of June 30, 1901 and 1902, respectively:

Name of Company.	1901. Amount.	1902. Amount.	Per cent on common stock.	Per cent on preferred stock.
A., T. & S. F. Ry. Co.....	\$7,238,022	\$9,786,910	5	4
B. & O. R. R. Co.....	3,300,000	6,419,924	2	4
Belt Ry. Co. of Chicago.....	96,000	96,000	8	.....
C. Gt. W. Ry. Co.....	1,349,230	1,493,823	.....	4 and 5
Chicago Jct. Ry. Co.....	132,000	132,000	.....	6
Chi., W. Pullman & S. Ry. Co....	5,000	5,000	10	.....
C. & A. Ry. Co.....	781,760	781,760	.....	4
C. & A. R. R. Co.....	.....	.....	.....	.....
J. & C. R. R. Co.....	105,000	.....	.....	.....
C. & E. I. R. R. Co.....	750,721	841,710	6	6
C. & N. W. R. R. Co.....	3,914,394	4,529,468	7	8
C. & W. I. R. R. Co.....	300,000	300,000	6	.....
C., B. & Q. R. R. Co.....	6,652,557	7,475,063	6 ³ / ₄	.....
C., B. & Q. Ry. Co.....	.....	.....	.....	.....
C., M. & St. P. Ry. Co.....	5,444,181	6,584,619	6	7
C., R. I. & P. Ry. Co.....	1,999,715	2,373,733	4	.....
P. & B. V. R. R. Co.....	120,000	120,000	8	.....
E., C., C. & St. L. Ry. Co.....	1,505,357	*1,645,247	4	5
E., J. & E. Ry. Co.....	240,000	240,000	4	.....
Ill. Cent. R. R. Co.....	3,780,000	4,752,000	6	.....
St. L. & T. H. R. R. Co.....	1,802	1,802	2 ¹ / ₄	.....
I., D. & W. Ry. Co.....	.....	.....	.....	.....
I., I. & I. R. R. Co.....	200,000	200,000	4	.....

Comparative Tables—Steam Railroads—Continued.

Name of Company.	1901. Amount.	1902. Amount.	Per cent on common stock.	Per cent on preferred stock.
Iowa Central Ry. Co.....	150	*50		
L. E. & W. R. R. Co.....	473,600	473,600		4
L. S. & M. S. Ry. Co.....	3,516,005	3,516,005	7	10
L. & B. Co. R. R. Co.....	3,000	3,000	6	
L. & N. R. R. Co.....	2,695,000	2,875,000	5	
M. C. N. R. R. Co.....	1,050,709	*1,124,790	4	
J. & N. I. R. R. Co.....	24,000	24,000	8	
St. L. & C. R. R. Co.....		97,500	1 ¹ / ₂	
N. Y. C. & St. L. R. R. Co.....	470,000	590,000		5 and 3
Penn Co.....		630,000	3	
P., Ft. W. & C. Ry. Co.....	2,872,666	3,334,740	7	7
P., C. C. & St. L. Ry. Co.....	907,670	1,526,702	2 ¹ / ₂	4
E. C. Ry. Co.....	5,952	5,952	6	
P. & P. U. Ry. Co.....	60,000	60,000	6	
R. I. & P. Ry. Co.....	75,000	75,000	5	
Southern Ry. Co.....		1,500,000	2 ¹ / ₂	
St. L. Br. Co.....	239,400	239,400		3 and 6
St. L., V. & T. H. R. R. Co.....	648,774			
E. St. L. C. Ry. Co.....	12,600	12,600	3	
Han. Br. Co.....	70,405	68,000	8	
W. & M. V. Ry. Co.....		12,000	20	
Total.....	\$51,040,625	\$63,936,398		
Increase.....		\$12,895,773		

* Includes amounts paid out of net income other than dividends on stocks.

TABLE IV.—Comparative Summary of Earnings and Income—Illinois.

Classification.	1901.	1902.
Passenger service—		
Passenger revenue.....	\$21,675,715	\$23,866,355
Mall.....	2,718,545	2,797,148
Express and extra baggage.....	1,788,930	1,969,492
Total, including miscellaneous.....	\$27,163,744	\$29,677,991
Freight service—		
Freight revenue.....	\$72,816,003	\$75,794,716
Stock yards, elevators and other items.....	317,072	302,562
Total freight revenue.....	\$73,133,075	\$76,097,278
Other earnings from operation.....	6,807,374	8,308,705
Unclassified earnings.....		7,569
Total earnings from operation.....	\$107,104,193	\$114,091,543
Income from property owned.....	7,573,613	8,178,951
Total earnings and income.....	\$114,677,806	\$122,270,494
Increase for the year ending June 30, 1902.....		\$7,592,688

Comparative Tables—Steam Railroads—Continued.

TABLE V.—Comparative Summary of Expenditures—Illinois.

Classification.	1901.	1902.
Maintenance of way and structures.....	\$15,739,660	\$15,561,987
Maintenance of equipment.....	12,461,829	13,667,863
Conducting transportation.....	39,409,524	42,442,659
General expenses.....	2,692,466	2,813,049
Unclassified expenses.....		2,735
Total operating expenses.....	\$70,303,479	\$74,483,293
Total fixed charges.....	30,638,303	31,482,046
Total operating expenses and fixed charges.....	\$100,941,782	\$105,970,339
Increase for the year ending June 30, 1902.....		\$5,028,557

TABLE VI.

The following is a comparative statement of assets and liabilities for the years ending as of June 30, 1901, and 1902, respectively.

Classification.	1901.	1902.	Increase.
Total amount of assets.....	\$3,945,786,053	\$4,213,186,492	\$267,400,439
Total amount of liabilities.....	3,821,243,179	4,055,764,183	234,521,004
Net surplus.....	\$124,542,874	\$157,422,309	\$32,879,435

NOTE.—Figures in above table do not present a true comparison for the reason that all roads have not submitted general balance sheets.

TABLE VII.—Summary of Passenger and Freight Traffic in Illinois for the fiscal year ending June 30, 1902.

"A."

Passenger traffic—		
Number of passengers carried earning revenue.....		45,565,622
Number of passengers carried one (1) mile.....		1,219,979,591
Average distance carried in miles.....		26.7
Average amount received from each passenger.....		\$0 52
Passenger earnings per mile of road.....		\$2,612
Freight traffic—		
Number of tons of freight carried earning revenue.....		99,715,961
Number of tons carried one (1) mile.....		10,418,883,186
Average distance haul of one ton in miles.....		112.0
Average amount received for each ton of freight.....		\$0 75
Freight earnings per mile of road.....		\$6,547
Miscellaneous earnings—		
Miscellaneous items, including unclassified earnings, per mile of road.....		\$711 00
Summary—		
Gross earnings from operation, per mile of road.....		\$9,765
Operating expenses, per mile of road.....		6,375
Net earnings, per mile of road.....		\$3,390

" B. "

Comparative Summary.

Classification.	1901.	1902.
Number of passengers carried earning revenue.....	40,638,781	45,565,622
Number of passengers carried one (1) mile.....	996,552,445	1,219,979,591
Number of tons of freight carried earning revenue.....	116,117,821	125,387,678
Number of tons carried one (1) mile.....	9,606,433,132	10,418,883,186

TABLE VIII.—Freight Tonnage—Illinois.

The following table of classified freight tonnage represents freight originating on railroad lines in this State, together with that received from connecting lines, and a comparison is made ending with the fiscal years as of June 30, 1901 and 1902, respectively:

Classification.	1901.	1902.
Products of agriculture.....	18,914,296	16,311,083
Products of animals.....	5,887,037	5,741,556
Products of mines.....	35,066,088	41,456,315
Products of forest.....	6,924,443	8,260,453
Manufactures.....	12,710,746	16,098,158
Ice.....	694,957	226,087
Merchandise.....	4,666,522	5,360,105
Miscellaneous.....	8,400,172	9,600,996
Unclassified tonnage.....	22,853,560	22,332,925
Total.....	116,117,821	125,387,678

NOTE.—Not all of the railroad companies reported tonnage handled, but the exceptions are few.

TABLE IX.

The following table shows classification of employes in service, and comparisons made with the fiscal years ending as of June 30, 1900, 1901 and 1902, respectively:

Classification.	1900.	1901.	1902.
General officers.....	337	318	320
Other officers.....	271	279	289
General office clerks.....	3,751	3,788	4,129
Station agents.....	2,418	2,408	2,339
Other stationmen.....	9,792	10,434	11,257
Enginemen.....	3,761	3,689	3,692
Firemen.....	3,674	3,771	3,754
Conductors.....	2,342	2,439	2,399
Other trainmen.....	5,175	5,710	5,997
Machinists.....	2,745	2,760	2,816
Carpenters.....	4,759	4,442	4,210
Other shopmen.....	9,444	9,589	10,007
Section foremen.....	2,387	2,315	2,413
Other trackmen.....	17,560	16,364	18,267
Switchmen, flagmen and watchmen.....	6,639	6,147	6,044
Telegraph operators and dispatchers.....	1,908	1,913	1,978
Employes account, floating equipment.....	7	117	185
All other employes and laborers.....	11,077	11,747	11,799
Total.....	88,047	88,230	91,895

NOTE.—The above table shows an increase of 3,665 employes over the number employed during the fiscal year ending June 30, 1901. In compensation there was paid during the fiscal year ending June 30, 1902, a total of \$55,277,682.77, an increase of \$3,277,514.51 over the amount paid the previous year.

Comparative Tables—Steam Railroads—Continued.

TABLE X.

The following table shows a comparison of the average daily compensation paid to all employes in the State of Illinois during the fiscal years as of June 30, 1901 and 1902, respectively.

Classification.	Rates.	
	1901.	1902.
General officers.....	\$16 05	\$15 75
Other officers.....	6 52	6 26
General officer clerks.....	2 24	2 21
Station agents.....	1 76	1 82
Other stationmen.....	1 63	1 63
Enginemen.....	3 62	3 68
Firemen.....	1 96	2 20
Conductors.....	3 19	3 28
Other trainmen.....	2 04	2 15
Machinists.....	2 17	2 31
Carpenters.....	1 98	2 04
Other shopmen.....	1 75	1 82
Section foremen.....	1 66	1 63
Other trackmen.....	1 28	1 30
Switchmen, flagmen and watchmen.....	1 92	1 95
Telegraph operators and dispatchers.....	1 88	1 96
Employés account floating equipment.....	1 93	1 87
All other employés and laborers.....	1 72	1 84
Average rate per day for all employés.....		\$2 39

TABLE XI—Description of Equipment—Entire Line.

Classification.	Number.	Number fitted train brake.	Number fitted automatic coupler.
Locomotives in service—			
Passenger.....	3,086		
Freight.....	8,287		
Switching.....	2,579		
Total.....	13,952	13,726	13,609
Cars in service—			
Passenger.....	10,373	10,330	10,347
Freight.....	556,098	431,112	554,049
Company.....	16,285	4,978	15,670
Total.....	582,760	446,426	580,070
Total cars and locomotives in service.....	596,712	460,152	593,678
Total cars and locomotives leased.....	41,798	37,514	40,208
Total cars and locomotives owned.....	554,914	422,638	553,470
Cars contributed to fast freight line service.....	15,114	9,733	15,114

As compared with total equipment in service (owned and leased), there appears an increase over the number reported for the fiscal year ending June 30, 1901, of 37,947 cars and locomotives; an increase of 54,001 cars and locomotives fitted with train brakes, and 39,664 cars and locomotives fitted with automatic couplers.

As compared with the total equipment owned, there appears an increase over the number reported for the fiscal year ending June 30, 1901, of 26,651 cars and locomotives; an increase of 46,129 cars and locomotives fitted with train brakes, and 29,859 cars and locomotives fitted with automatic couplers.

Comparative Tables—Steam Railroads—Continued.

TABLE XII—*Rails, Ties, Ballast, Bridges and Sundry Information—Illinois.*

Miles of main line and branches laid with iron rails.....	66.95
Miles of main line and branches laid with steel rails.....	11,073.59
Tons of steel rail relaid during the year.....	8,451,264
Number of ties relaid during year.....	4,699,439
Miles of line unfenced.....	1,759.33
Number of stations on road.....	2,889
Ballast—	
Miles of stone.....	1,142.32
Miles of gravel.....	5,963.96
Miles of cinders.....	1,383.35
Miles of slag.....	275.83
Miles of gumbo.....	120.07
Miles of chatts.....	412.84
Miles of sand.....	168.07
Miles of earth.....	1,672.97
Bridges—	
Number of masonry.....	444
Number of iron.....	918
Number of steel.....	1,238
Number of wooden.....	195
Number of combination.....	36
Aggregate length in feet.....	288,646.4
Trestles—	
Number of pile and frame.....	7,899
Number of iron and steel.....	13
Aggregate length in feet.....	672,506.5
Number of overhead railroad crossings.....	189
Number of overhead highway crossings.....	335
Number of under highway crossings.....	469
Grade crossings—	
Number of steam railroad crossings.....	483
Number of single track crossings (crossing frogs).....	1,129
Number of street railway crossings.....	384
Number of single track crossings (crossing frogs).....	1,119
Number of highway and street crossings.....	14,418

TABLE XIII.

The following data is obtained from statistics concerning consumption of fuel in Illinois:

"A."

Classification.	Total fuel consumed (tons).	Miles run.	Average number lbs. consumed per mile.	Average cost of coal per ton.	Average cost of wood per cord.
Passenger service.....	1,508,538	33,770,529	89.34	.....	.....
Freight service.....	2,955,671	41,978,135	140.81	.....	.....
Switching service.....	1,308,083	29,818,254	87.74	.....	.....
Construction service.....	145,593	3,103,502	93.82	.....	.....
Unclassified.....	51,033	1,364,968	74.77	.....	.....
Total.....	5,968,918	110,035,388	108.49	\$1 22	\$1 68

"B."

Classification.	1901.	1902.
Total number of tons of fuel consumed.....	5,552,310	5,968,918
Total number of miles run.....	105,514,681	110,035,388
Average number of pounds of fuel consumed per mile.....	102.42	108.49
Average cost of coal per ton.....	\$1 28	\$1 22
Average cost of wood per cord.....	1 68	1 68

Comparative Tables—Steam Railroads—Continued.

TABLE XIV.

The following data is obtained from the statistics concerning accidents in Illinois:

"A."

Classification.	1901.		1902.	
	Killed.	Injured.	Killed.	Injured.
Passengers	30	205	39	304
Employés.....	190	2,020	219	2,190
Others	519	469	514	542
Total.....	739	2,694	772	3,036

"B."

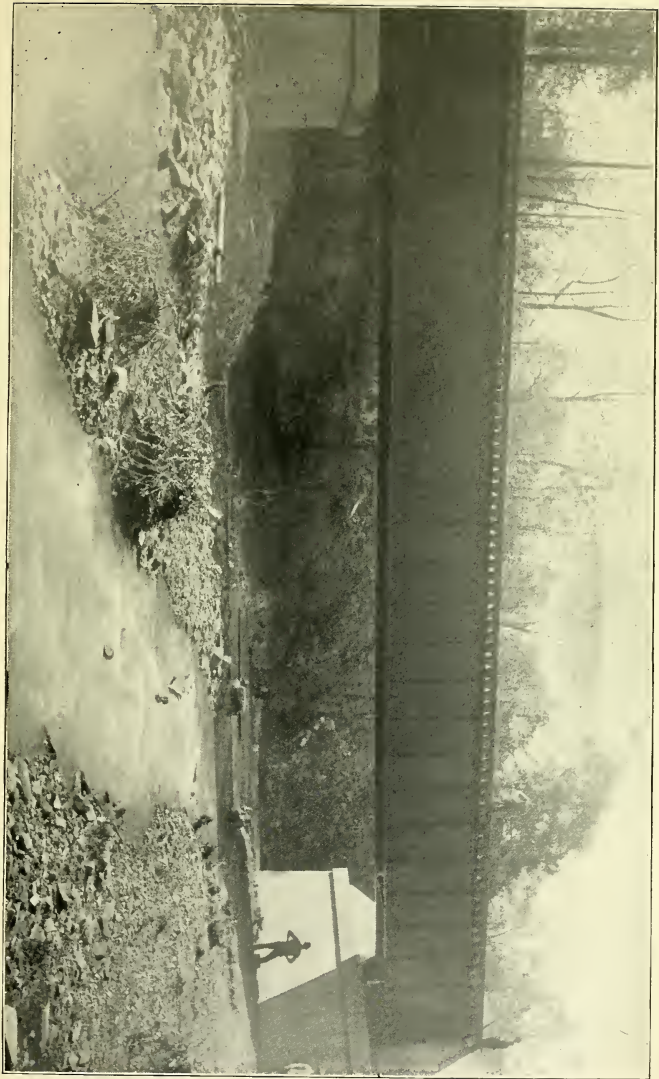
Classification.	1901.		1902.	
	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	21	132	19	172
Falling from trains and engines.....	43	232	41	364
Overhead obstructions.....	4	22	11	34
Collisions	17	147	54	268
Deraillments	32	126	6	136
Other train accidents.....	91	143	200	443
At highway crossings	102	87	112	189
At stations	60	294	121	206
Other causes	369	1,451	205	1,224
Total.....	739	2,694	772	3,036

TABLE XV.

The following is a statement of taxes paid in Illinois during the year 1892 as compared with the years 1900, 1901 and 1902, respectively:

1892.....	\$3,357,662 96
1900.....	4,379,611 10
1901.....	4,725,332 37
1902.....	4,662,110 46

C. C. & ST. L. RY. CO.--PLATE GIRDER BRIDGE ON CAIRO DIVISION, SPANNING TOWN CREEK.



STATISTICAL TABLES

STEAM RAILROADS

TABLES I TO XV INCLUSIVE.

STEAM

TABLE I—Classification of Mileage

1	2	3	4	5				
					LENGTH OF LINE OPERATED. EXCLUSIVE OF TRACKAGE RIGHTS.		LENGTH OF LINE USED UNDER TRACKAGE RIGHTS.	
					Whole line.	In Illinois.	Whole line.	In Illinois.
NAME OF COMPANY.								
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>				
1 Atchison, Topeka & Santa Fé Ry. Co. (The)	4,801.13	283.43	42.48	7.34				
2 Baltimore & Ohio R. R. Co.	3,205.43	383.73	23.57	17.47				
3 Belt Ry. Co. of Chicago (The)	21.31	21.31						
4 Calumet Western Ry. Co.	3.42	3.42						
5 Chicago Great Western Ry. Co.	846.18	163.57	85.83	24.10				
6 Chicago Heights Terminal Trans. R. R. Co.								
7 Chicago Junction Ry. Co.	36.24	32.49	36.04	30.20				
8 Union Stock Yard & Transit Co.								
9 Chicago Short Line Ry. Co.								
10 Chicago Terminal Transfer R. R. Co.	83.70	73.99	23.18	7.87				
11 Chi., W. Pullman & South'n Ry. Co. (The)								
12 Chicago Union Transfer Ry. Co.	3.75	3.75						
13 Chicago & Alton Ry. Co. (The)	902.27	638.62	17.37	16.68				
14 Chicago & Alton R. R. Co. (The)								
15 Joliet & Chicago R. R. Co. (The)								
16 Chicago & Eastern Illinois R. R. Co.	727.53	487.22	10.15	10.15				
17 Chicago & Erie R. R. Co.	249.57		19.99	19.99				
18 Chicago & Illinois Southern R. R. Co.								
19 Chicago & Northwestern Ry. Co.	5,951.28	676.95	10.75	2.02				
20 Chicago & Western Indiana R. R. Co.	20.43	20.43						
21 Chicago, Burlington & Quincy Ry. Co.								
22 Chicago, Burlington & Quincy R. R. Co.	7,794.03	1,405.17	177.10	42.98				
23 Chicago, Indianapolis & Louisville Ry. Co.								
24 Chicago, Lake Shore & Eastern Ry. Co.	9.31	1.70	155.47	142.09				
25 Chicago & Kenosha Ry. Co.								
26 Chicago & Southeastern Ry. Co.								
27 Joliet & Blue Island Ry. Co.								
28 Chicago, Milwaukee & St. Paul Ry. Co.	6,591.03	346.91	163.07	30.17				
29 Chicago, Peoria & St. Louis Ry. Co. of Ill.	277.52	277.52	22.29	22.29				
30 Alton Terminal Ry. Co.								
31 Litchfield & Madison Ry. Co.								
32 Chicago, Peoria & Western Ry. Co.								
33 Chicago, Rock Island & Pacific Ry. Co.	3,636.27	236.51	338.05					
34 Peoria & Bureau Valley R. R. Co.								
35 Cleveland, Cin., Chl. & St. L. Ry. Co.	1,807.34	478.39	86.28	3.40				
36 Kankakee & Seneca Ry. Co.	42.08	42.08						
37 Peoria & Eastern Ry. Co.	341.39	122.84	9.02	9.02				
38 Davenport, Rock Island & N'th'w'n Ry. Co.	46.68	12.25	2.28	1.45				

RAILROADS.

for the Year Ending June 30, 1902,

MILEAGE OWNED.						REMARKS.	
Main Line and Branches.	Main Line and Branches.	Second, third, fourth and additional main tracks in Illinois	Industrial tracks in Illinois	Yards, tracks and sidings in Illinois	New line built during year in Illinois exclusive of track-laying rights.		
Whole line.	In Illinois.						
<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Mls.</i>	<i>Miles.</i>	<i>Mls.</i>		
(1) 4,801.13	283.43	10.22	11.86	130.32			1
3,205.43	383.73	8.12	0.91	91.28			2
				27.14			3
3.42	3.42	3.37					4
846.18	153.87			47.19	1.33		5
			8.92				6
27.48	23.73	17.84	2.65	21.56			7
8.76	8.76	8.54		106.82			8
							9
90.79	81.03	33.48	7.92	69.46	6.61		10
			4.06				11
3.75	3.75	4.00		86.98	3.75	Report is for two months ending June 30, 1902.	12
57.56	57.56			5.26			13
							14
714.59	480.38	106.06	32.14	180.93	8.87		15
249.57			0.42				16
							17
5,891.26	676.95	226.94		395.05	82.98		18
48.58	48.58	64.60		105.92			19
							20
7,794.03	1,405.17	228.42		567.25			21
							22
			(1)				23
9.31	1.70	1.70	91.68				24
							25
							26
							27
6,591.03	346.91	203.33		230.45			28
232.55	232.55			48.86			29
1.00	1.00						30
43.97	43.97			5.97			31
			3.50				32
3,218.89	189.52	196.79		214.27			33
46.99	46.99			14.54			34
1,683.99	478.39	2.84	47.02	114.39			35
42.08	42.08		1.91	6.20			36
341.39	122.84		8.28	43.69			37
46.68	12.25			8.30			38

Table I—

1		2		3		4		5	
NAME OF COMPANY.		LENGTH OF LINE OPERATED EXCLUSIVE OF TRackage RIGHTS.		LENGTH OF LINE USED UNDER TRackage RIGHTS.					
		Whole line.	In Illinois.	Whole line.	In Illinois.				
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>				
39	DePue, Ladd & Eastern R. R. Co.....	3.50	3.50						
40	East St. Louis Connecting Ry. Co.....	1.15	1.15						
41	Elgin, Joliet & Eastern Ry. Co.....	192.43	149.77		6.85		6.85		
42	Fulton County Narrow Gauge Ry. Co.....	61.00	61.00						
43	Fulton County Extension Ry. Co..... (1)								
44	Grand Trunk Western Ry. Co..... (1)	330.40	25.78		4.78		4.78		
45	Grand Trunk Junction Ry. Co..... (1)								
46	Galesburg & Great Eastern R. R. Co.....	13.50	13.50						
47	Illinois Central R. R. Co.....	4,270.93	1,969.50		12.97		12.97		
48	Blue Island R. R. Co.....								
49	Chicago & Springfield R. R. Co.....								
50	Chicago & Texas R. R. Co.....								
51	Chicago, Havana & Western R. R. Co.....								
52	Chicago, Madison & Northern R. R. Co.....								
53	Illinois & Indiana R. R. Co.....								
54	Kankakee & Southwestern R. R. Co.....								
55	Mound City Ry. Co.....								
56	Peoria, Decatur & Mattoon R. R. Co.....								
57	Rantoul R. R. Co.....								
58	Riverside & Harlem R. R. Co.....								
59	South Chicago R. R. Co.....								
60	St. Louis, Alton & Terre Haute R. R. Co.....								
61	Illinois Southern Ry. Co.....	89.20	89.20		2.90		2.90		
62	Illinois Terminal R. R. Co.....	12.80	12.80		1.70		1.70		
63	Indiana, Decatur & Western Ry. Co.....	229.77	153.51		8.74		8.25		
64	Indiana, Illinois & Iowa R. R. Co. (The).....	243.67	119.16		7.62		7.62		
65	Iowa Central Ry. Co.....	539.63	89.20		18.80		2.80		
66	Jacksonville & St. Louis Ry. Co.....	116.20	116.20		47.00		47.00		
67	Chi. Greenville & South'n Ry. Co. (The).....								
68	Lake Erie & Western R. R. Co.....	710.61	118.60		7.77		2.42		
69	Lake Shore & Michigan Southern Ry. Co.....	1,411.16	14.02						
70	LaSalle & Bureau Co. R. R. Co.....	6.35	6.35						
71	Louisville & Nashville R. R. Co.....	3,416.42	180.41		27.71				
72	Michigan Central R. R. Co.....	1,643.74	45.23		14.00		14.00		
73	Joliet & Northern Indiana R. R. Co.....								
74	Terminal R. R. Co.....								
75	Mobile & Ohio R. R. Co. (The).....	874.12	158.60						
76	St. Louis & Cairo R. R. Co.....								
77	New York, Chicago & St. L. R. R. Co. (The).....	512.52	9.96		10.50		8.90		
78	Chicago & State Line R. R. Co. (The).....								
79	Pawnee R. R. Co.....	9.00	9.00						
80	Pennsylvania Co.....	1,361.37	31.00		46.56				
81	Pittsburg, Ft. Wayne & Chicago Ry. Co.....								
82	South Chicago & Southern R. R. Co. (The).....								
83	Pittsburg, Cin., Chic. & St. L. Ry. Co.....	1,356.47	30.34		59.47				
84	Englewood Connecting Ry. Co.....								
85	Peoria & Pekin Union Ry. Co.....	18.14	18.14						
86	Quincy, Carrollton & St. Louis Ry.....	51.50	51.50		6.30		6.30		
87	Quincy, Omaha & Kansas City R. R. Co.....	167.72			3.15		2.82		
88	Rock Island & Peoria Ry. Co.....	118.00	118.00						
89	St. Louis Merchants Bridge Term. Ry. Co.....	13.79	5.43						
90	Madison, Illinois & St. Louis Ry. Co.....								
91	St. Louis Merchants Bridge Co.....								
92	St. Louis Valley Ry. Co.....								
93	St. Clair, Madison & St. L. Belt R. R. Co.....	2.80	0.29						
94	St. Louis, Belleville & Southern Ry. Co.....	13.00	13.00						
95	St. Louis, Troy & Eastern R. R. Co.....	19.94	19.94						

Table I—

1		2		3		4		5	
NAME OF COMPANY.		LENGTH OF LINE OPERATED EXCLUSIVE OF TRackage RIGHTS.		LENGTH OF LINE USED UNDER TRackage RIGHTS.					
		Whole line.	In Illinois.	Whole line.	In Illinois.				
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>				
96	Collinsville & Troy R. R. Co. (The)								
97	Southern Ry. Co.	6,461.24	154.77		304.67				5.08
98	Terminal Railroad Association of St. Louis	6.26	4.27						
99	East St. Louis Belt R. R. Co								
100	Illinois Transfer R. R. Co	5.78	5.78						
101	St. Louis Bridge Company								
102	Terre Haute & Indianapolis R. R. Co.	404.16	299.66		24.39				24.39
103	St. Louis, Vandalia T. Haute R. R. Co.								
104	Terre Haute & Peoria R. R. Co.								
105	Terre Haute & Indianapolis R. R. Co., Agt.	12.74	12.74						
106	East St. Louis & Carondelet Ry. Co.								
107	Toluca & Eastern R. R. Co	(1)							
108	Toluca, Marquette & Northern R. R. Co.	20.74	20.74		0.80				0.80
109	Toledo, Peoria & Western Ry. Co.	230.40	230.40		17.90				17.30
110	Toledo, St. Louis & Western R. R. Co.	450.72	179.49						
111	Wabash R. R. Co.	2,047.00	670.20		436.20				74.70
112	Hannibal Bridge Co.								
113	Louisiana & Pike County R. R. Co.								
114	Waukegan & Mississippi Valley Ry. Co.	3.75	3.75						
115	American Steel & Wire Co								
116	Wabash, Chester & Western R. R. Co. (The)	64.83	64.83						
117	Wisconsin Central Ry. Co.	815.47	45.72		60.31				14.37
	Totals	65,731.81	11,031.01		2,354.01				653.17
	Unreported mileage								
	Grand total	65,731.81	11,031.01		2,354.01				653.17

A., T. & S. F. Ry. Co.—(1) Includes the mileage of proprietary lines amounting to 131.45 miles.

C., L. S. & E. Ry. Co.—(1) Includes the mileage of leased lines amounting to 35.31 miles.

G. T. W. Ry. Co.—(1) Includes mileage of proprietary line, G. T. Jct. Ry. Co.

G. T. Jct. Ry. Co.—(1) Included in mileage statement of G. T. W. Ry. Co.

F. Co. E. Ry. Co.—(1) All data included in report of F. Co. N. G. Ry. Co.

T. & E. R. R. Co.—(1) Mileage statistics included in data submitted by the T., M. & N. R. R. Co.

Concluded.

6	7	8	9	10	11	12
MILEAGE OWNED.						REMARKS.
Main Line and Branches.	Main Line and Branches.	Second, third, fourth and additional main tracks in Illinois	Industrial tracks in Illinois	Yards, tracks and sidings in Illinois	New line built during year in Illinois exclusive of trackage rights.	
Whole line.	In Illinois.					
<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Mls.</i>	<i>Miles.</i>	<i>Mls.</i>	
6.88	6.88			2.80		96
4,374.54	154.77	5.77		58.00		97
1.35	0.67	0.67		25.45		98
2.75	2.75			2.04		99
5.78	5.78			6.03		100
1.22	0.85	0.85				101
108.26						102
158.30	158.30			69.76		103
141.36	141.36			19.75		104
						For eight months ending Feb. 28, 1902.....
12.74	12.74			6.37		105
						For period from July 1, 1901, to May 14, 1902.....
20.74	20.74		1.10	5.95	10.74	107
						For period Dec. 1, 901, to June 30, 1902.....
230.40	230.40			39.68		108
450.72	179.49			30.56		109
1,943.40	668.80	19.40		234.30		110
3.00	2.00					111
6.20	6.20			1.28		112
						113
						114
						115
64.83	64.83			4.97		116
815.47	48.72	3.05	9.63	18.70		117
56,533.50	10,551.83	1,722.01	284.48	4,537.00	216.46	
	589.42	105.28		224.50		
56,533.50	11,141.25	1,827.29	284.48	4,761.50	216.46	

STEAM

TABLE II—*Railway Capital at the close of*

1	2	3	4
NAME OF COMPANY.	Amount outstanding.	Amount per mile of line.	Amount outstanding. Col. 6+7+8+9.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1 Atchison, Topeka & Santa Fé Ry. Co. (The)	(1) 233,717,200	(2) 29,879	228,785,310
2 Baltimore & Ohio R. R. Co.....	135,357,467	42,228	224,934,970
3 Belt Ry. Co. of Chicago (The) (1).....	.....	.....	.....
4 Calumet Western Ry. Co.....	410,000	119,883	.....
5 Chicago Great Western Ry. Co.....	68,572,074	81,037	.....
6 Chicago Heights Terminal Transfer R.R. Co.	5,000	(1) 560	.....
7 Chicago Junction Ry. Co.....	2,200,000	(1) 80,058	2,090,000
8 Union Stock Yard & Transit Co. (1).....	.....	.....	.....
9 Chicago Short Line Ry. Co.....	.....	.....	.....
10 Chicago Terminal Transfer R. R. Co.....	30,000,000	(1) 289,659	14,029,000
11 Chi., W. Pull. & Southern Ry. Co. (The).....	50,000	(1) 12,315	.....
12 Chicago Union Transfer Ry. Co.....	2,000,000	(1) 21,113	.....
13 Chicago & Alton Ry. Co. (The).....	39,086,800	43,321	22,000,000
14 Chicago & Alton R. R. Co. (The).....	.....	.....	.....
15 Joliet & Chicago R. R. Co. (The).....	.....	.....	.....
16 Chicago & Eastern Illinois R. R. Co.....	20,414,100	28,567	24,650,392
17 Chicago & Erie R. R. Co.....	100,000	401	22,300,000
18 Chicago & Illinois Southern R. R. Co.....	500	(1) 1,190	.....
19 Chicago & North Western Ry. Co.....	(1) 63,857,321	10,839	154,585,500
20 Chicago & Western Indiana R. R. Co.....	5,000,000	102,923	10,013,667
21 Chicago, Burlington & Quincy Ry. Co.....	.....	.....	.....
22 Chicago, Burlington & Quincy R. R. Co..	110,800,600	14,216	152,072,400
23 Chicago, Indianapolis & Louisville Ry. Co.	.....	.....	.....
24 Chicago, Lake Shore & Eastern Ry. Co.....	(1) 650,000	(2) 4,980	(1) 3,230,000
25 Chicago & Kenosha Ry. Co.....	.....	.....	.....
26 Chicago & Southeastern Ry. Co.....	.....	.....	.....
27 Joliet & Blue Island Ry. Co.....	.....	.....	.....
28 Chicago, Milwaukee & St. Paul Ry. Co.....	104,866,300	15,911	124,796,500
29 Chicago, Peoria & St. L. Ry. Co. of Illinois.	7,294,100	31,366	5,787,757
30 Alton Terminal Ry. Co.....	50,000	50,000	50,000
31 Litchfield & Madison Ry. Co.....	500,000	11,371	649,590
32 Chicago, Peoria & Western Ry. Co.....	50,000	(1) 14,286	.....
33 Chicago, Rock Island & Pacific Ry. Co.....	59,988,260	18,636	(1) 70,716,000
34 Peoria & Bureau Valley R. R. Co.....	1,500,000	32,120	.....
35 Cleve., Cin., Chicago & St. Louis Ry. Co....	38,418,307	(1) 21,288	58,183,730
36 Kankakee & Seneca Ry. Co.....	10,000	238	650,000
37 Peoria & Eastern Ry. Co.....	10,000,000	29,292	13,985,100
38 Davenport, Rock Island & Northw'n Ry. Co.	3,000,000	64,267	.....
39 DePue, Ladd & Eastern R. R. Co.....	30,000	8,571	.....
40 East St. Louis Connecting Ry. Co.....	20,000	17,391	.....
41 Elgin, Joliet & Eastern Ry. Co.....	6,000,000	(1) 27,967	8,362,000
42 Fulton County Narrow Gauge Ry. Co.....	630,725	10,340	484,000
43 Fulton County Extension Ry. Co.....	.....	.....	.....
44 Grand Trunk Western Ry. Co.....	6,000,000	(1) 18,377	13,859,540
45 Grand Trunk Junction Ry. Co.....	500,000	(1) 128,205	3,872,000
46 Galesburg & Great Eastern R. R. Co.....	250,000	18,519	.....

TABLE II—*Railway Capital at the close of the year*

	1	2	3	4
	NAME OF COMPANY.	STOCK.		FUNDED
		Amount outstanding.	Amount per mile of line.	Amount outstanding. Col. 6+7+8+9.
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
47	Illinois Central R. R. Co.....	79,200,000	84,433	(1) 64,695,925
48	Blue Island R. R. Co.....	25,000	6,319	100,000
49	Chicago & Springfield R. R. Co.....	25,000	224	(1).....
50	Chicago & Texas R. R. Co.....	2,500,000	31,766	1,300,000
51	Chicago, Havana & Western R. R. Co.....	25,000	190	2,500,000
52	Chicago, Madison & Northern R. R. Co.....	50,000	216	6,870,000
53	Illinois & Indiana R. R. Co.....	50,000	565	.....
54	Kankakee & Southwestern R. R. Co.....	390,000	2,971	(1).....
55	Mound City Ry. Co.....	25,000	8,711	.....
56	Peoria, Decatur & Mattoon R. R. Co.....	4,500,000	43,791	.....
57	Rantoul R. R. Co.....	25,000	336	1,000,000
58	Riverside & Harlem R. R. Co.....	200,000	91,743	.....
59	South Chicago R. R. Co.....	20,000	4,201	200,000
60	St. Louis, Alton & Terre Haute R. R. Co..	80,100	(1) 335	(2) 3,352,000
61	Illinois Southern Ry. Co.....	2,000,000	22,422	1,025,000
62	Illinois Terminal R. R. Co.....	200,000	33,334	185,000
63	Indiana, Decatur & Western Ry. Co.....	2,012,000	8,757	3,391,000
64	Indiana, Illinois & Iowa R. R. Co. (The)....	5,000,000	24,482	4,850,000
65	Iowa Central Ry. Co.....	14,193,925	28,239	10,790,545
66	Jacksonville & St. Louis Ry. Co.....	1,500,000	13,357	2,300,000
67	Chi., Greenville & Southern Ry. Co. (The)	.....	.....	.....
68	Lake Erie & Western R. R. Co.....	23,680,000	33,323	10,875,000
69	Lake Shore & Michigan Southern Ry. Co....	50,000,000	(1) 57,579	51,255,000
70	LaSalle & Bureau County R. R. Co.....	50,000	7,874	.....
71	Louisville & Nashville R. R. Co.....	60,000,000	18,068	88,988,662
72	Michigan Central R. R. Co.....	18,738,000	69,382	10,000,600
73	Joliet & Northern Indiana R. R. Co.....	300,000	6,666	800,000
74	Terminal R. R. Co.....	1,000,000	95,959	725,000
75	Mobile & Ohio R. R. Co. (The).....	7,680,000	10,733	28,211,311
76	St. Louis & Cairo R. R. Co.....	6,500,000	40,983	4,000,000
77	New York, Chicago & St. L. R. R. Co. (The)	30,000,000	60,640	19,425,000
78	Chicago & State Line R. R. Co. (The).....	1,500,000	150,602	.....
79	Pawnee R. R. Co.....	50,000	5,556	.....
80	Pennsylvania Co. (1).....	.....	.....	.....
81	Pittsburg, Ft. Wayne & Chicago Ry. Co....	42,329,286	90,083	12,410,000
82	South Chi. & Southern R. R. Co. (The).....	842,500	37,882	.....
83	Pittsburg, Cincinnati, Chi. & St. L. Ry. Co.	48,032,887	43,864	51,911,019
84	Englewood Connecting Ry. Co.....	99,200	42,213	.....
85	Peoria & Pekin Union Ry. Co.....	1,000,000	55,127	2,994,000
86	Quincy, Carrollton & St. Louis Ry. Co.....	500,000	9,700	.....
87	Quincy, Omaha & Kansas City R. R. Co....	1,500,000	8,944	1,750,000
88	Rock Island & Peoria Ry. Co.....	1,500,000	12,712	450,000
89	St. L. Merchants' Bridge Terminal Ry. Co.	2,939,500	395,094	3,500,000
90	Madison, Illinois & St. Louis Ry. Co.....	2,500	581	.....
91	St. Louis Merchants' Bridge Co.....	1,500,000	731,707	2,000,000
92	St. Louis Valley Ry. Co.....	50,000	(1) 342	.....
93	St. Clair, Madison & St. L. Belt R. R. Co....	900,000	321,429	758,000
94	St. Louis, Belleville Southern Ry. Co.....	398,000	30,615	500,000
95	St. Louis, Troy & Eastern R. R. Co.....	350,000	26,758	350,000
96	Collinsville & Troy R. R. Co. (The).....	2,500	364	.....
97	Southern Ry. Co.....	180,000,000	35,240	136,568,998
98	Terminal Railroad Association of St. Louis	1,441,200	1,067,556	11,600,000
99	East St. Louis Belt R. R. Co.....	500	182	.....
100	Illinois Transfer R. R. Co.....	500	87	.....
101	St. Louis Bridge Co.....	7,980,000	6,549,180	5,000,000
102	Terre Haute & Indianapolis R. R. Co.....	1,988,150	18,365	2,500,000
103	St. Louis, Vandalia & T. H. R. R. Co. (The)	3,924,058	24,789	4,496,000
104	Terre Haute & Peoria R. R. Co.....	3,764,200	26,628	2,230,000

RAILROADS.

ending June 30, 1902—Whole Line—Continued.

5	6	7	8	9	10	11	
DEBT.		FUNDED DEBT.			SUMMARY.		
Amount of mile per line.	DESIGNATION.				Total railway capital. Col. 2+4.	Amount per mile of line.	
	Mortgage bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.			
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
(2) 25,401	64,695,925	(1).....	.....	.....	(1)143,895,925	109,834	47
25,353	100,000	.....	.....	.....	125,000	31,566	48
25,401	.....	.....	.....	.....	25,000	(2) 25,625	49
16,519	1,300,000	.....	.....	.....	3,800,000	48,285	50
18,994	2,500,000	.....	.....	.....	2,525,000	19,184	51
29,702	4,370,000	2,500,000	.....	.....	6,920,000	29,918	52
.....	.....	.....	.....	.....	50,000	565	53
25,401	.....	.....	.....	.....	390,000	(2) 28,372	54
.....	.....	.....	.....	.....	25,000	8,711	55
.....	.....	.....	.....	.....	4,500,000	43,791	56
13,435	1,000,000	.....	.....	.....	1,025,000	13,771	57
.....	.....	.....	.....	.....	200,000	91,743	58
42,017	200,000	.....	.....	.....	220,000	46,218	59
14,023	(2) 1,320,000	2,000,000	32,000	.....	3,432,100	14,358	60
11,491	1,025,000	.....	.....	.....	3,025,000	33,913	61
30,533	185,000	.....	.....	.....	385,000	64,167	62
(1) 13,059	3,147,000	.....	.....	244,000	5,403,000	21,816	63
23,748	4,850,000	.....	.....	.....	9,850,000	48,230	64
21,468	10,790,545	.....	.....	.....	24,984,470	49,707	65
20,481	650,000	.....	1,650,000	.....	3,800,000	33,538	66
.....	.....	.....	.....	.....	.....	.....	67
15,304	10,875,000	.....	.....	.....	34,555,000	48,627	68
(2) 46,608	51,255,000	.....	.....	.....	101,255,000	104,187	69
.....	.....	.....	.....	.....	50,000	7,874	70
26,798	88,988,662	.....	.....	.....	148,988,662	44,866	71
37,027	10,000,000	.....	.....	.....	28,738,000	106,409	72
17,778	800,000	.....	.....	.....	1,100,000	24,444	73
69,576	725,000	.....	.....	.....	1,725,000	165,535	74
39,428	21,469,545	2,500,000	1,763,000	2,478,766	35,891,311	50,161	75
25,221	4,000,000	.....	.....	.....	10,500,000	66,204	76
39,265	19,425,000	.....	.....	.....	49,425,000	99,905	77
.....	.....	.....	.....	.....	1,509,000	150,602	78
.....	.....	.....	.....	.....	50,000	5,556	79
.....	.....	.....	.....	.....	.....	.....	80
26,411	12,410,000	.....	.....	.....	54,739,286	116,494	81
.....	.....	.....	.....	.....	842,500	37,882	82
47,406	50,026,000	.....	.....	1,885,019	99,943,906	91,270	83
.....	.....	.....	.....	.....	99,200	42,213	84
165,049	2,994,000	.....	.....	.....	3,994,000	220,176	85
.....	.....	.....	.....	.....	500,000	9,700	86
10,434	250,000	1,500,000	.....	.....	3,250,000	19,378	87
3,813	450,000	.....	.....	.....	1,950,000	16,525	88
470,430	3,500,000	.....	.....	.....	6,439,500	865,524	89
.....	.....	.....	.....	.....	2,500	581	90
975,610	2,000,000	.....	.....	.....	3,500,000	1,707,317	91
.....	.....	.....	.....	.....	(1) 50,000	342	92
270,714	758,000	.....	.....	.....	1,658,000	592,143	93
38,462	500,000	.....	.....	.....	898,000	69,077	94
26,769	350,000	.....	.....	.....	700,000	53,517	95
.....	.....	.....	.....	.....	2,500	364	96
26,737	129,231,900	2,240,000	.....	5,097,098	316,568,998	61,977	97
8,592,592	11,600,000	.....	.....	.....	13,041,200	9,660,148	98
.....	.....	.....	.....	.....	500	182	99
.....	.....	.....	.....	.....	500	87	100
4,098,361	5,000,000	.....	.....	.....	12,990,000	10,647,541	101
23,092	2,500,000	.....	.....	.....	4,488,150	41,457	102
28,402	4,496,000	.....	.....	.....	8,420,058	53,191	103
15,775	2,230,000	.....	.....	.....	5,994,200	42,403	104

—7 R. R.

TABLE II—*Railway Capital at the close of the year*

NAME OF COMPANY.	1	2	3	4
	STOCK.			FUNDED
	Amount outstanding.	Amount per mile of line.	Amount outstanding.	Col. 6+7+8+9.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
105 Terre Haute & Indianapolis R.R. Co., Agent				
106 East St. Louis & Carondelet Ry. Co.....	420,000		32,967	
107 Toluca & Eastern R. R. Co. (1).....			7,576	
108 Toluca, Marquette & Northern R. R. Co....	50,000		2,411	391,791
109 Toledo, Peoria & Western Ry. Co.....	4,076,900		17,695	5,597,509
110 Toledo, St. Louis & Western R. R. Co.....	20,000,000		44,374	15,500,000
111 Wabash R. R. Co.....	52,000,000		26,757	92,110,000
112 Hannibal Bridge Co.....	850,000		283,333	
113 Louisiana & Pike County R. R. Co.....	132,000		21,290	
114 Waukegan & Mississippi Valley Ry. Co. (1)				
115 American Steel & Wire Co.....				
116 Wabash, Chester & Western R. R. Co. (The)	1,250,000		19,281	690,000
117 Wisconsin Central Ry. Co.....	30,000,000	(1)	30,541	26,869,500
Total.....	1,672,681,660		27,091	1,857,093,716

A., T. & S. F. Ry. Co.—(1) Includes \$231,000 preferred stock of the Southern California Ry. Co. as outstanding in the hands of the public. (2) Based on system mileage amounting to 7,822.22 miles.

Belt Ry. Co. of Chicago—(1) For capitalization, see General Balance Sheet.

C. H. T. T. R. R. Co.—(1) Based on mileage of all tracks owned.

C. J. Ry. Co.—(1) Based on 27.43 miles. (2) Based on 24.43 miles.

U. S. Y. & T. Co.—(1) There is no indicated capital stock or funded debt covering tracks owned by U. S. Y. & T. Co., the capitalization forming an undetermined portion of the U. S. Y. & T. Co. as a whole.

C. T. T. R. R. Co.—(1) Based on 103.57 miles, which includes 12.78 miles of industrial tracks.

C., W. P. & S. Ry. Co.—(1) Based on mileage of all tracks owned.

C. U. T. Co.—(1) Based on mileage of all tracks owned.

C. & A. Ry. Co.—(1) Capitalization per mile of line here shown covers mileage of all lines operated, amounting to 902.27 miles. Of this mileage, 57.56 miles is owned by this company, and therefore there should be added to the capitalization of all subsidiary lines (based on their own respective capital stock and funded debt, less such amount as may be covered by C. & A. securities) at the rate of \$67,703 per mile.

C. & I. S. R. R. Co.—(1) Based on mileage of all tracks owned.

C. & N. W. Ry. Co.—(1) Does not include \$2,365,000.00 capital stock apportioned to other properties. (2) Includes \$26,136,000.00 debenture bonds.

C., L. S. & E. Ry. Co.—(1) Includes capitalization of leased lines. (2) Based on mileage of all tracks owned and operated.

C., P. & W. Ry. Co.—(1) Based on mileage of all tracks owned.

C., R. I. & P. Ry. Co.—(1) Does not include \$24,885,000 miscellaneous obligations apportioned to other properties.

RAILROADS.

ending June 30, 1902—Whole Line—Concluded.

5	6	7	8	9	10	11	
DEBT.					FUNDED DEBT.		SUMMARY.
Amount per mile of line.	DESIGNATION.				Total railway capital. Col. 2+4.	Amount per mile of line.	
	Mortgage bonds.	Miscellaneous obligations	Income bonds.	Equipment trust obligations			
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
					420,000	32,967	105
13,636						21,212	106
18,850	390,000			1,791	441,791	21,301	107
24,295	4,895,000	551,886		150,623	9,674,409	41,990	108
34,389	15,500,000				35,500,000	78,763	109
(1) 45,051	92,110,000				144,110,000	71,809	110
					550,000	283,333	111
					132,900	21,290	112
							113
							114
							115
10,643	690,000				1,940,000	29,924	116
(1) 27,354	26,369,500	500,000			56,869,500	(1) 57,895	117
29,398	1,655,904,154	88,343,086	101,823,000	11,023,476	3,529,775,376	56,489	

C. C. C. & St. L. Ry. Co.—(1) Based on 1,804.74 miles, which includes the mileage of proprietary lines, amounting to 120.75 miles.

E. J. & E. Ry. Co.—(1) Based on 214.54 miles.

G. T. W. Ry. Co.—(1) Based on 326.50 miles.

G. T. Jet. Ry. Co.—(1) Based on 3.90 miles.

I. C. R. R. Co.—(1) Does not include miscellaneous obligations, amounting to \$48,266,000. (2) Based on 2,546.94 miles.

Chicago & Springfield R. R. Co.—(1) Included in funded debt statement of I. C. R. R. Co. (2) Includes apportionment of funded debt shown in report of I. C. R. R. Co.

K. & S. W. R. R. Co.—(1) Included in funded debt statement of I. C. R. R. Co. (2) Includes apportionment of funded debt shown in report of I. C. R. R. Co.

St. L., A. & T. H. R. R. Co.—(1) Does not include \$3,390,700.00 capital stock deposited under deed of trust. (2) Does not include \$6,506,000.00 funded debt deposited under deed of trust.

L. D. & W. Ry. Co.—(1) In determining the amount per mile of funded debt, 262.31 miles is used as a factor in connection with the mortgage bonds only.

L. S. & M. S. Ry. Co.—(1) Based on 868.37 miles. (2) Based on 1,099.70 miles.

Penn. Co.—(1) For capitalization, see General Balance Sheet.

St. L. V. Ry. Co.—(1) Based on 146 miles.

T. & E. R. R. Co.—(1) Capitalization amounting to \$50,000 in capital stock and \$90,000 in mortgage bonds included in data submitted by T., M. & N. R. R. Co.

Wabash R. R. Co.—(1) Based on 2,044.6 miles.

W. M. V. Ry. Co.—(1) For capitalization, see General Balance Sheet.

W. C. Ry. Co.—(1) Based on 982.23 miles.

STEAM RAILROADS.

TABLE III—Income Account for the year ending June 30, 1902—Whole Line.

1	2	3	4	5	6	7	8	9	10					
										INCOME FROM PROPERTY OWNED.				
										SOURCE OF INCOME.			Total income from property. Cols. 4+9.	
Gross earnings from operation.	Operating expenses.	Income from operation. Col. 2—Col. 3	Lease of road.	Stocks.	Bonds.	Miscellaneous, including rents.	Total income from property. Cols. 5+6+7+8.							
1 Atch., Topeka & Santa Fé Ry. Co. (The).	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.					
2 Baltimore & Ohio R. R. Co.	37,515,118	20,044,204	17,470,914	361,075	7,447,018	327,817	8,135,910	25,606,824	25,606,824					
3 Belt Ry. Co. of Chicago (The)	51,173,051	32,898,554	18,293,457	130,990	1,852,623	806,495	2,290,105	20,579,605	20,579,605					
4 Calumet Western Ry. Co.	984,800	561,728	423,072	385	385	385	385	423,072	423,072					
5 Chicago Great Western Ry. Co.	315	700	385	410	410	410	410	385	385					
6 Chicago Heights Term. Transfer R.R.Co.	7,644,789	5,657,322	1,857,467	9,797	9,797	9,797	9,797	1,862,397	1,862,397					
7 Chicago Junction Ry. Co.	9,797	1,128,162	770,705	430,248	430,248	430,248	430,248	9,797	9,797					
8 Union Stock Yard & Transit Co.	1,898,867						9,809	420,248	420,248					
9 Chicago Short-Line Ry. Co.							109,115	109,115	744,453					
10 Chicago Terminal Transfer R. R. Co.	1,537,480	902,115	635,365	5,779	5,779	5,779	5,779	5,779	5,779					
11 Chi., W. Pullman & So. Ry. Co. (The)	7,229	4,230	2,999	2,999	2,999	2,999	530	530	3,529					
12 Chicago Union Transfer Ry. Co.	9,225,739	6,023,919	3,201,820	1,525,622	2,517	2,517	1,528,139	4,729,959	4,729,959					
13 Chicago & Alton Ry. Co. (The)														
14 Chicago & Alton R. R. Co. (The)														
15 Joliet & Eastern Illinois R. R. Co.														
16 Chicago & Eastern Illinois R. R. Co.	6,371,660	3,466,243	2,905,417	97,669	30,020	27,382	154,951	3,060,398	3,060,398					
17 Chicago & Erie R. R. Co.	3,600,241	2,613,720	986,521	79,200	18	18	79,218	1,065,739	1,065,739					
18 Chicago & Illinois Southern R. R. Co.	47,288,420	29,292,651	17,995,469	1,083,050	1,419,790	4,852	1,567,617	19,553,096	19,553,096					
19 Chicago & Northwestern Ry. Co.														
20 Chicago & Western Indiana R. R. Co.														
21 Chicago, Burlington & Quincy Ry. Co.	52,910,918	33,271,480	19,639,438	32,925	282,731	72,037	387,693	20,027,131	20,027,131					
22 Chi., Indianapolis & Quincy R. R. Co.														
23 Chi., Indianapolis & Louisville Ry. Co.	2,635,206	1,374,060	1,261,126											
24 Chicago, Lake Shore & Eastern Ry. Co.														
25 Chicago & Kenosha Ry. Co.														
26 Chicago & Southeastern Ry. Co.														
27 Joliet & Blue Island Ry. Co.														
28 Chicago, Milwaukee & St. Paul Ry. Co.	45,613,125	28,796,734	16,816,391	34,750	885,370	14,195	434,315	17,250,706	17,250,706					
29 Chi., Peoria & St. Louis Ry. Co. of Ill.	1,490,546	1,203,615	274,931	16,000	10,838	10,838	26,838	301,769	301,769					
30 Alton Terminal Ry. Co.														
31 Litchfield & Madison Ry. Co.				24,750			24,750	24,750	24,750					

32	Chicago, Peoria & Western Ry. Co.	147,257	145,542	1,715				315,249	1,141,157	1,896,121	1,715
33	Chicago, Rock Island & Pacific Ry. Co.	29,083,825	17,813,238	10,870,587			439,715			12,766,708	32
34	Peoria & Bureau Valley R. R. Co.									125,000	33
35	Cleveland, Cin., Chi. & St. L. Ry. Co.	18,717,071	13,267,819	5,449,252			102,402		70,538	172,940	34
36	Kankakee & Seneca Ry. Co.	2,518,751	1,781,463	737,288						5,115	35
37	Peoria & Eastern Ry. Co.	2,243,387	147,247	98,140			15,000		106,857	121,557	36
38	Davenport, Rock Island & N. W. Ry. Co.									859,145	37
39	DePue, Laad & Eastern R. R. Co.	282,550	197,774	84,776						86,140	38
40	East St. Louis Connecting Ry. Co.	2,473,908	1,303,050	870,850					19,225	84,776	39
41	Elgin, Joliet & North Branch Ry. Co.	52,058	90,001	2,057						890,073	41
42	Fulton County Narrow Gauge Ry. Co.									2,057	42
43	Fulton County Extension Ry. Co.	4,414,883	3,522,856	891,947					100,421	992,368	43
44	Grand Trunk Western Ry. Co.										44
45	Grand Trunk Junction Ry. Co.	18,558	12,192	6,346						6,346	45
46	Galesburg & Great Eastern R. R. Co.	40,821,030	26,248,123	14,572,907			130,339	2,716,457	704,950	3,551,806	46
47	Illinois Central R. R. Co.						3,406			18,124,713	47
48	Blue Island R. R. Co.									3,406	48
49	Chicago & Springfield R. R. Co.									211,834	49
50	Chicago & Texas R. R. Co.									133,978	50
51	Chicago, Havana & Western R. R. Co.									343,500	51
52	Chicago, Madison & Northern R. R. Co.									343,500	52
53	Illinois & Indiana R. R. Co.									56,656	53
54	Kankakee & Southwestern R. R. Co.										54
55	Mound City Ry. Co.										55
56	Peoria, Decatur & Mattoon R. R. Co.									74,566	56
57	Rantoul R. R. Co.									52,131	57
58	Reverseite & Hartem R. R. Co.										58
59	South Chicago R. R. Co.									129	59
60	St. Louis, Alton & Terre Haute R. R. Co.									66,132	60
61	Illinois Southern Ry. Co.	135,133	106,724	28,469						28,469	61
62	Illinois Terminal R. R. Co.	63,806	44,136	19,671						19,671	62
63	Indiana, Decatur & Western Ry. Co.	679,182	493,469	185,713						185,713	63
64	Indiana, Illinois & Iowa R. R. Co. (The)	1,696,265	1,162,524	533,441						4,552	64
65	Iowa Central Ry. Co.	2,545,971	2,052,581	493,390						537,993	65
66	Jacksonville & St. Louis Ry. Co.	193,757	175,268	18,489				15,213	50,404	65,507	66
67	Chicago, Greenville & So. Ry. Co. (The)									18,489	67
68	Lake Erie & Western R. R. Co.	4,378,456	2,960,975	1,417,481						6,400	68
69	Lake Shore & Michigan Southern Ry. Co.	29,836,595	20,386,924	9,449,671			1,385,272	21,160	92,903	1,499,340	69
70	LaSalle & Bureau Co. R. R. Co.	17,844	10,357	7,487						7,487	70
71	Louisville & Nashville R. R. Co.	30,870,534	21,018,585	9,851,946			198,947	310,265	558,188	1,047,400	71
72	Michigan Central R. R. Co.	18,763,891	14,435,897	4,327,994			44,916	2,700	17,896	65,512	72
73	Joliet & Northern Indiana R. R. Co.									89,000	73
74	Terminal R. R. Co.										74
75	Mobile & Ohio R. R. Co. (The)	5,949,570	4,324,652	1,625,018			97,635	9,180	563,768	970,253	75
76	St. Louis & Cairo R. R. Co.									315,777	76
77	New York, Chi. & St. Louis Ry. Co. (The)	7,264,866	5,537,846	1,727,020						43,797	77
78	Chicago & State Line R. R. Co. (The)									100	78
79	Pennsee R. Co.	22,433	12,665	9,768						9,768	79
80	Pennsylvania Co.	30,473,344	20,609,285	9,864,059						6,259,814	80
81	Pittsburg, Ft. Wayne & Chicago Ry. Co.									3,569,340	81
82	South Chi. & Southern R. R. Co. (The)									38,906	82

STEAM RAILROADS.

TABLE III--Income Account for the year ending June 30, 1902--Whole Line--Continued.

NAME OF COMPANY.	2	3	4	5	INCOME FROM PROPERTY OWNED.					9	10	
					SOURCE OF INCOME.							Total income from property Col. 5+6+7+8.
					Income from operation. Col. 2-Col. 3	Operating expenses.	Gross earnings from operation.	Lease of road.	Stocks.				Bonds.	Miscellaneous, including rents.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
83 Pittsburg, Cinn., Chi. & St. Louis Ry. Co.	21,643,817	14,759,963	6,853,854	1,187,176	50,474	157	20,002	1,257,809	8,141,653			
84 Englewood Connecting Ry. Co.	809,817	544,870	264,947	1,958				1,958	1,993			
85 Peoria & Pekin Union Ry. Co.	35,272	32,777	2,495					116	264,947			
86 Quincy, Carrollton & St. Louis Ry.	133,007	187,881	5,128						5,126			
87 Quincy, Omaha & Kansas City R. R. Co.	778,465	647,740	130,725		120		2,676	2,796	133,521			
88 Rock Island & Peoria Ry. Co.	946,401	489,274	457,127						457,127			
89 St. Louis Merchants' Bridge Term. Ry. Co												
90 Madison, Illinois & St. Louis Ry. Co.				120,000				120,000	120,000			
91 St. Louis Merchants' Bridge Co.												
92 St. Louis Valley Ry. Co.	73,082	26,407	46,675						46,675			
93 St. Clair, Madison & St. L. Belt R. R. Co.	21,026	10,806	10,220						10,220			
94 St. Louis, Belleville & Southern Ry. Co.	163,892	51,671	118,221				18,673	18,673	136,894			
95 St. Louis, Troy & Eastern R. R. Co.												
96 Collinsville & Troy R. R. Co. (The)				8,413				8,413	3,413			
97 Southern Ry. Co.	37,701,673	25,525,444	12,076,329		297,390	333,265	133,854	824,509	12,900,738			
98 Terminal Railroad Association of St. L.	2,543,395	948,081	1,595,314		10,080		276,569	286,649	1,851,963			
99 East St. Louis Belt R. R. Co.												
100 Illinois Transfer R. R. Co.												
101 St. Louis Bridge Company				591,900				591,900	591,900			
102 Terre Haute & Indianapolis R. R. Co.	4,403,219	2,853,581	1,543,388		10,000		15,323	25,323	1,574,711			
103 St. L., Van. & Terre H. R. Co. (The)				646,782			10,671	657,453	657,433			
104 Terre Haute & Peoria R. R. Co.				166,776			8,504	175,280	175,280			
105 Terre Haute & Indianapolis R. R. Co., agent	111,271	68,005	43,266						43,266			
106 East St. Louis & Carondelet Ry. Co.				65,181			1,075	66,256	66,256			
107 Tohaca & Eastern R. R. Co.	5,326	6,526	1,200						1,983			
108 Tohaca, Marquette & Northern R. R. Co.	29,620	13,809	16,311				25	25	16,336			
109 Toledo, Peoria & Western Ry. Co.	1,452,033	877,955	274,078						274,078			
110 Toledo, St. Louis & Western R. R. Co.	2,640,880	1,915,432	725,448				9,643	9,643	735,091			

111	Wabash R. R. Co.	19,150,361	14,017,425	5,132,936	68,000	291,335	4,700	29,953	321,288	5,454,224	111
112	Hanibal Bridge Co.	.....	.....	.....	.....	.....	.....	392	73,032	73,800	112
113	Louisiana & Pike County R. R. Co.	.....	.....	.....	.....	.....	.....	.....	800	22,260	113
114	Waukegan & Mississippi Valley Ry. Co.	43,926	21,666	22,260	.....	.....	.....	.....	.....	22,260	114
115	American Steel & Wire Co.	.....	.....	25,128	.....	.....	.....	.....	.....	25,128	115
116	Wabash, Chester & West'n R.R.Co.(The)	97,782	72,654	1,778,398	.....	.....	.....	.....	.....	.....	116
117	Wisconsin Central Ry. Co.	6,088,130	4,259,737	1,778,398	.....	.....	2,580	31,414	33,994	1,812,387	117
	Total	599,429,354	392,593,562	206,535,792	9,349,066	10,930,815	5,492,712	14,576,324	40,348,937	247,184,729	

(1) Grand Trunk Jet. Ry.—See income account of G. T. W. Ry. Co.

STEAM RAILROADS.

Table III.—Income Account for the Year Ending June 30, 1902—Whole Line—Continued.

11	12	13	14	15	16	17	18	19	20										
										EXPENSES ASSIGNABLE TO FIXED CHARGES.									
										DESIGNATION.									
NAME OF COMPANY.	Interest on funded debt accrued.	Interest on interest-bearing current liabilities not otherwise provided for.	Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total fixed charges. Cols. 12+13+14+15+16+17.	Net income. Cols. 10-18	Net deficit. Cols. 19-10										
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.										
1 Atchison, Topeka & Santa Fe Ry. Co. (The)	8,438,965			1,436,135		167,177	10,042,297	15,564,527											
2 Baltimore & Ohio R. R. Co.	7,947,620	379,689	210,158	1,047,034	265,194	1,708,965	11,558,660	9,020,945											
3 Belt Ry. Co. of Chicago, (The)			145,954	44,555			190,509	232,563											
4 Calumet Western Ry. Co.				1,702			1,702		2,087										
5 Chicago Great Western Ry. Co.	4,732	131,451		211,336			347,519	1,514,848											
6 Chicago Heights Terminal Transf'r R. Co.								9,797											
7 Chicago Junction Ry. Co.	125,400	6,894	420,248	17,848			570,390	210,124											
8 Chicago Stock Yard & Transit Co.								420,248											
9 Chicago Short Line Ry. Co.	565,100			111,500		32,500	703,100	35,353											
10 Chicago Terminal Transfer R. Co. (The)						32,500	703,100	5,608											
11 Chicago W. Pullman & S. Ry. Co. (The)						171	171	3,529											
12 Chicago Union Transfer Ry. Co.																			
13 Chicago & Alton Ry. Co. (The)	770,000		2,786,460	345,000		8,158	3,904,618	825,341											
14 Chicago & Alton R. R. Co. (The)																			
15 Joliet & Chicago R. R. Co. (The)																			
16 Chicago & Eastern Illinois R. R. Co.	1,245,889		132,138	233,489	226,920		1,838,436	1,221,962											
17 Chicago & Erie R. R. Co.	619,486		181,020	138,076			938,582	127,157											
18 Chicago & Illinois Southern R. R. Co.																			
19 Chicago & Northwestern Ry. Co.	7,265,616		32,264	1,419,866	4,637,056	250,511	13,065,312	5,887,774											
20 Chicago & Western Indiana R. R. Co.	603,740			(1)		232,007	840,147	283,663											
21 Chicago, Burlington & Quincy Ry. Co.																			
22 Chicago, Burlington & Quincy R. R. Co.	7,235,778		493,587	1,614,572		623,131	9,967,068	10,060,063											

97 Southern Ry. Co.	6, 378, 112	138, 927	1, 453, 252	1, 210, 818	118, 732	9, 299, 841	3, 600, 897	97
98 Terminal Railroad Association of St. L.	545, 000	31, 365	666, 900	158, 511	99, 616	1, 501, 352	380, 571	98
99 East St. Louis Belt R. R. Co.								99
100 Illinois Transfer R. R. Co.								100
101 St. Louis Bridge Co.	350, 000		813, 538	65, 303		352, 500	239, 400	101
102 Terre Haute & Indianapolis R. R. Co.	125, 000			68, 079	2, 500	1, 083, 124	491, 587	102
103 St. L., Vandalia & Terre H. R. Co. (The)	173, 840		23, 800	20, 002	2, 707	260, 916	396, 517	103
104 Terre Haute & Peoria R. R. Co.	111, 500		39, 069	4, 197	147	155, 449	19, 831	104
105 Terre Haute & Indianapolis R. R. Co., Agent.		1, 000				43, 266		105
106 East St. Louis & Carondelet Ry. Co.		8		896	5, 877	6, 877	59, 379	106
107 Toluca & Eastern R. R. Co.	3, 925				8, 218	13, 047	14, 135	107
108 Toluca, Marquette & Northern R. R. Co.	15, 575	2		224	7	15, 808	528	108
109 Toledo, Peoria & Western Ry. Co.	228, 048			45, 775		271, 823	2, 255	109
110 Toledo, St. Louis & Western R. R. Co.	575, 000		653, 941	104, 400		679, 400	55, 691	110
111 Wabash R. R. Co.	3, 137, 957			646, 126	814, 740	5, 252, 764	201, 460	111
112 Hannibal Bridge Co.					1, 172	1, 172	71, 930	112
113 Louisiana & Pike County R. R. Co.			9, 000	722	65	9, 722	735	113
114 Waukegan & Mississippi Valley Ry. Co.							12, 538	114
115 American Steel & Wire Co.	34, 500			6, 619		41, 119		115
116 Wabash, Chester & West'n R. R. Co. (The)	1, 113, 415			218, 493		1, 456, 898	355, 489	116
117 Wisconsin Central Ry. Co.					124, 990			117
Total	82, 871, 551	1, 403, 030	22, 549, 166	19, 131, 999	13, 577, 404	147, 469, 351	100, 047, 509	332, 131

C. & W. I. R. R. Co.—(1) Taxes amounting to \$73,569.01 paid by tenant companies.

(1) Grand Trunk Jet. Ry.—See Income account of G. T. W. Ry. Co.

STEAM

TABLE III—Income Account for the Year

21	22	23	24	25	26	27
NAME OF COMPANY.	PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1902.
	DIVIDENDS DECLARED.				Total payments from net income, including miscellaneous.	
	PREFERRED STOCK.		COMMON STOCK.			
	Amount.	Rate per cent.	Amount.	Rate per cent.		
	<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>	<i>Dollars.</i>
1 Atchison, Top. & S. F. Ry. Co. (The)	4,078,220	4	5,708,690	5	9,786,910	5,777,617
2 Baltimore & Ohio R. R. Co.	2,400,000	4	1,519,924	2	6,419,924	2,601,021
3 Belt Ry. Co. of Chicago (The)			96,000	8	96,000	136,563
4 Calumet Western Ry. Co.						
5 Chicago Great Western Ry. Co. (1)	1,493,823	4 & 5			1,493,823	21,025
6 Chicago Heights Ter. Tr. R. R. Co.						9,797
7 Chicago Junction Ry. Co.	132,000	6			132,000	78,124
8 Union Stock Yard & Transit Co.						420,248
9 Chicago Short Line Ry. Co.						
10 Chicago Term. Transfer R. R. Co.						35,383
11 Chi. W. Pull. & S. Ry. Co. (The)			5,000	10	5,000	608
12 Chicago Union Transfer Ry. Co.						3,529
13 Chicago & Alton Ry. Co. (The)	781,760	4			781,760	43,681
14 Chicago & Alton R. R. Co. (The)						
15 Joliet & Chicago R. R. Co. (The)						
16 Chicago & Eastern Ill. R. R. Co.	431,868	6	409,842	6	841,710	380,252
17 Chicago & Erie R. R. Co.						127,157
18 Chicago & Ill. Southern R. R. Co.						
19 Chicago & North Western Ry. Co.	1,791,600	8	2,737,868	7	4,529,468	1,358,306
20 Chicago & W. Indiana R. R. Co.			300,000	6	300,000	
21 Chicago, Burl'n & Quincy Ry. Co.						
22 Chicago, Burl'n & Quincy R.R.Co			7,475,063	6 $\frac{3}{4}$	7,475,063	2,585,000
23 Chicago, Ind. & Louisville Ry. Co.						
24 Chicago, L. Shore & Eastern Ry. Co.						511,255
25 Chicago & Kenosha Ry. Co.						
26 Chicago & Southeastern Ry. Co.						
27 Joliet & Blue Island Ry. Co.						
28 Chicago, Mil. & St. Paul Ry. Co.	3,164,448	7	3,420,171	6	6,584,619	3,056,840
29 Chi., Peoria & St. L. Ry. Co. of Ill.						13,743
30 Alton Terminal Ry. Co.						
31 Litchfield & Madison Ry. Co.						635
32 Chicago, Peoria & Western Ry. Co.						1,715
33 Chi., Rock Island & Pacific Ry. Co.			2,372,733	4	2,372,733	5,741,898
34 Peoria & Bureau Valley R. R. Co.			120,000	8	120,000	2,993
35 Cleve., Cin., Chi. & St. L. Ry. Co.	499,944	5	1,119,572	4	1,645,247	30,973
36 Kankakee & Seneca Ry. Co.						
37 Peoria & Eastern Ry. Co.						
38 Dav., R. Island & Northw'n Ry. Co.						
39 DePue, Ladd & Eastern R. R. Co.						
40 East St. Louis Connecting Ry. Co.						447
41 Elgin, Joliet & Eastern Ry. Co.			240,000	4	240,000	170,481
42 Fulton Co. Narrow Gauge Ry. Co.						
43 Fulton Co. Extension Ry. Co.						
44 Grand Trunk Western Ry. Co.						17,266
45 Grand Trunk Junction Ry. Co. (1)						
46 Galesburg & Great East. R. R. Co.						3,842

TABLE III—Income Account for the Year

21	22	23	24	25	26	27
NAME OF COMPANY.	PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1902.
	DIVIDENDS DECLARED.					
	PREFERRED STOCK.		COMMON STOCK..		Total payments from net income, including miscellaneous.	
	Amount.	Rate per cent.	Amount.	Rate per cent.		
	Dollars.		Dollars.		Dollars.	Dollars.
47 Illinois Central R. R. Co.....			4,752,000	6	4,752,000	93,960
48 Blue Island R. R. Co.....						
49 Chicago & Springfield R. R. Co..						
50 Chicago & Texas R. R. Co.....						146,834
51 Chicago, Havana & W. R. R. Co..						8,978
52 Chl., Madison & North'n R. R. Co.						
53 Illinois & Indiana R. R. Co.....						56,656
54 Kankakee & Southw'n R. R. Co..						
55 Mound City Ry. Co.....						
56 Peo., Decatur & Mattoon R. R. Co.						
57 Rantoul R. R. Co.....						2,131
58 Riverside & Harlem R. R. Co....						
59 South Chicago R. R. Co.....						
60 St. L., Alton & Terre H. R. R. Co.			1,802	2½	1,802	
61 Illinois Southern R. R. Co.....						
62 Illinois Terminal R. R. Co.....						3,509
63 Ind., Decatur & Western R. R. Co..						257
64 Ind., Ill. & Iowa R. R. Co. (The)..			200,000	4	200,000	67,816
65 Iowa Central Ry. Co.....					50	2,915
66 Jacksonville & St. Louis Ry. Co..						
67 Chl., Greenv. & So. Ry. Co. (The)						
68 Lake Erie & Western R. R. Co....	473,600	4			473,600	
69 Lake Shore & Mich. So. R. R. Co....	53,350	10	3,462,655	7	3,516,005	3,491,777
70 LaSalle & Bureau Co. R. R. Co.....			3,000	6	3,000	3,610
71 Louisville & Nashville R. R. Co....			2,875,000	5	2,875,000	1,275,703
72 Michigan Central R. R. Co.....			749,520	4	1,124,790	141,646
73 Joliet & Northern Ind. R. R. Co..			24,000	8	24,000	8,000
74 Terminal R. R. Co.....						
75 Mobile & Ohio R. R. Co. (The)....						124,050
76 St. Louis & Cairo R. R. Co.....			97,500	1½	97,500	15,164
77 N. Y., Chl. & St. L. R. R. Co. (The)	590,000	5 & 3			590,000	7,689
78 Chl. & State Line R. R. Co. (The)						
79 Pawnee R. R. Co.....						238
80 Pennsylvania Co.....			630,000	3	630,000	3,330,045
81 Pitts., Ft. Wayne & Chl. Ry. Co..	1,560,454	7	1,774,296	7	3,334,740	
82 S. Chl. & South. R. R. Co. (The)..						38,906
83 Pitts., Cin., Chl. & St. L. Ry. Co....	907,870	4	618,832	2½	1,526,702	312,279
84 Englewood Connecting Ry. Co.....			5,952	6	5,952	
85 Peoria & Pekin Union Ry. Co.....			60,000	6	60,000	
86 Quincy, Carrollton & St. Louis Ry.						
87 Quincy, Omaha & K. City Ry. Co..						
88 Rock Island & Peoria Ry. Co.....			75,000	5	75,000	
89 St. Louis Mer. Bridge Ter. Ry. Co..						90,749
90 Madison, Ill. & St. Louis Ry. Co.						
91 St. Louis Merchants' Bridge Co....						
92 St. Louis Valley Ry. Co.....						
93 St. Clair, Mad. & St. L. Belt R. R. Co						
94 St. Louis, Belleville & S. Ry. Co....						
95 St. Louis, Troy & East'n R. R. Co..						94,823
96 Collinsville & Troy R.R. Co. (The)						
97 Southern Ry. Co.....			1,500,000	2½	1,500,000	2,100,897
98 Terminal R. R. Ass'n of St. Louis.						390,571
99 East St. Louis Belt R. R. Co.....						
100 Illinois Transfer R. R. Co.....						
101 St. Louis Bridge Co.....	239,400	3 & 6			239,400	
102 Terre H. & Indianapolis R. R. Co..						491,587
103 St. L., V. & T. H. R. R. Co. (The)						396,517
104 Terre Haute & Peoria R. R. Co....						19,831
105 Tere Haute & Ind. R. R. Co., Agt..						
106 East St. L. & Carondelet Ry. Co..			12,600	3	12,600	46,77

TABLE III--Income Account for the Year

21		22	23	24	25	26	27
NAME OF COMPANY.		PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1902.
		DIVIDENDS DECLARED.				Total payments from net income, including miscellaneous.	
		PREFERRED STOCK.		COMMON STOCK.			
		Amount.	Rate per cent.	Amount.	Rate per cent.		
		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>	<i>Dollars.</i>
107	Toluca & Eastern R. R. Co.....						
108	Toluca, Marquette & N. R. R. Co..						528
109	Toledo, Peoria & Western Ry. Co..						2,255
110	Toledo, St. L. & Western R. R. Co.						55,691
111	Wabash R. R. Co.....						201,460
112	Hannibal Bridge Co.....			68,000	8	68,000	3,920
113	Louisiana & Pike Co. R. R. Co....						735
114	Waukegan & Miss. Valley Ry. Co..			12,000	20	12,000	538
115	American Steel & Wire Co.....						
116	Wabash, Ches. & W. R. R. Co.(The)						
117	Wisconsin Central Ry. Co.....						355,459
	Total	18,588,337		42,447,010		63,936,398	36,503,832

RAILROADS.

ending June 30, 1902—Whole Line—Concluded.

28	29	30	31	32	33	34	
Deficit from operations of year ending June 30, 1902.	Surplus on June 30, 1901.	Deficit on June 30, 1901.	Additions for year.	Deductions for year.	Surplus on June 30, 1902.	Deficit on June 30, 1902.	
<i>Dollars.</i> 14,135	<i>Dollars.</i>	<i>Dollars.</i> 19,587	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i> 33,722	107
.....	.....	.....	.....	.....	.....	528	108
.....	.....	222,843	.....	.....	.....	220,588	109
.....	50,030	.....	32,526	.....	138,247	.....	110
.....	403,001	.....	37,960	.....	642,421	.....	111
.....	2,463	.....	.....	.....	6,383	.....	112
.....	.....	.....	.....	.....	735	.....	113
.....	2,488	.....	.....	.....	3,026	.....	114
.....	.....	.....	.....	.....	.....	.....	115
15,991	.....	152,020	.....	.....	.....	168,011	116
.....	276,935	.....	.....	375	632,049	.....	117
724,852	140,236,376	5,736,927	1,834,093	9,696,848	167,917,119	5,501,445	

C. Gt. W. Ry. Co.—(1) Includes \$925,203.00 dividends paid on debenture stock at the rate of 4 per cent.

G. T. Jet. Ry. Co.—(1) See income account of G. T. W. Ry. Co.

RAILROADS.

the year ending June 30, 1902—Illinois.

A.—EARNINGS FROM OPERATION.

9	10	11	12	13	14	15	16	17	18
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.		
Freight revenue.	Revenue per ton per mile	Total freight earnings, including stock y'ds, elevators and miscellaneous	Freight earnings per train mile	Proportion to total earnings, 100×Col. 11÷Col. 16	Balance of car mileage, switching charges and hire of equipment	Telegraph rentals and other sources.	Total earnings from operation, Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total earnings and income, 100×Col. 16÷Col. 25
<i>Dollars.</i>	<i>Cts.</i>	<i>Dollars.</i>	<i>Dols.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>P. ct.</i>
2,839,868	0.926	2,857,790	2,26768	68.4	3,290	53,440	4,175,486	1.83679	89.5
2,501,184	0.743	2,505,137	3,82293	68.9	958,405	26,395	3,633,704	2.25958	92.7
					315		984,800	1.00826	100.0
1,180,179	1.010	1,180,179	1,53047	75.2	9,797	4,642	1,568,876	1.19865	99.9
431,394	0.819	431,394	2,98076	24.8	559,947	745,736	9,797	12.00252	100.0
846,630	1.178	889,261	2,80038	57.8	16,564	563,586	1,537,480	3.32298	92.9
					6,376	853	7,229		93.2
5,009,848	0.650	5,009,848	2,34514	66.5		26,792	7,538,582	1.73731	85.7
3,829,433	0.459	3,851,868	2,79706	78.5		65,464	4,907,853	1.95609	97.5
203,686	0.457	204,323	1,54892	76.7	296	340	266,418	1.39643	97.8
3,729,702	0.824	3,737,994	2,20544	71.8		19,795	5,203,337	1.63071	96.8
6,452,984	0.893	6,605,800	1,98552	67.3	72,641	187,324	9,672,980	1.66500	99.3
2,041,306		2,041,306	6,51863	84.3	345,469	33,502	2,420,277	7.72289	100.0
4,990,136	0.952	4,990,136	2,63323	74.5		28,447	6,699,216	1.87562	99.7
1,132,058	0.655	1,132,058	1,64959	76.4	30,046	21,126	1,490,546	1.30253	98.2
147,257		147,257		100.0			147,257		100.0
4,203,166	0.950	4,203,166	3,55463	67.3		105,975	6,246,522	2.22634	93.6

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TABLE IV.—Earnings and Income for the

		A.—EARNINGS FROM OPERATION.						
1	2	3	4	5	6	7	8	
NAME OF COMPANY.	EARNINGS ARISING FROM PASSENGER SERVICE.							
	Passenger revenue.	Revenue per passenger per mille	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile	Proportion to total earnings, 100×Col. 6÷Col. 5.	
	Dollars.	Cts.	Dollars.	Dollars.	Dollars.	Dols.	P. ct.	
35 C. C. C. & St. L. Ry. Co.....	1,399,314	1.877	163,016	102,522	1,664,852	1.18707	34.9	
36 Kankakee & Seneca Ry. Co.....	11,704	2.707	2,080	2,400	16,184	0.30163	21.9	
37 Peoria & Eastern Ry. Co.....	249,907	2.156	26,215	15,331	291,453	0.94905	30.7	
38 D. R. I. & N. W. Ry. Co.....			303	1,007	1,310	0.14991	1.9	
39 DePue, Ladd & E. R. R. Co.....								
40 E. St. Louis Connect. R. Co.....								
41 Elgin, Joliet & East. Ry. Co.....	17,396	2.971	901	1,097	19,581	0.59179	0.1	
42 Fulton Co. Narrow G. Ry. Co.....	17,621	2.786	3,375	3,521	24,897	0.31588	47.8	
43 Fulton Co. Exten. Ry. Co.....								
44 Grand Trunk West. Ry. Co.....	133,543	1.412	11,111	3,647	164,292	1.00003	42.7	
45 Grand Trunk Jct. Ry. Co.....								
46 Galesburg & G. E. R. R. Co.....	3,101		526		3,627		19.6	
47 Illinois Central R. R. Co.....	4,531,962	1.866	379,705	369,456	5,569,506	0.93233	24.4	
48 Blue Island R. R. Co.....								
49 Chi. & Springfield R. R. Co.....								
50 Chicago & Texas R. R. Co.....								
51 Chi., Hav. & West. R. R. Co.....								
52 Chi., Mad. & N. R. R. Co.....								
53 Illinois & Indiana R. R. Co.....								
54 Kank. & S. W. R. R. Co.....								
55 Mound City R. R. Co.....								
56 Peoria, D. & M. R. R. Co.....								
57 Rantoul R. R. Co.....								
58 Riverside & Harl. R. R. Co.....								
59 South Chicago R. R. Co.....								
60 St. L., A. & T. H. R. R. Co.....								
61 Illinois Southern Ry. Co.....	34,872	2.190	5,778	2,319	43,492	0.33349	32.2	
62 Illinois Terminal R. R. Co.....	9,354	1.763	671	298	10,491	0.47902	16.4	
63 Indiana, Dec. & West. Ry. Co.....	131,584	2.004	17,038	7,478	158,252	0.64098	34.4	
64 Ind., Ill. & Ia. R. R. Co. (The)	41,381	1.826	9,155	1,262	52,211	0.39918	5.6	
65 Iowa Central Ry. Co.....	73,034	2.180	9,622	4,460	88,624	0.70448	14.6	
66 Jack. & St. Louis Ry. Co.....	60,674	2.333	6,676	3,000	71,764	0.64283	37.0	
67 Chi., G. & S. Ry. Co. (The)								
68 Lake Erie & West. R. R. Co.....	185,440	1.914	11,351	11,163	211,858	0.90118	28.7	
69 Lake Shore & M. S. Ry. Co.....	245,483	1.746	76,794	29,567	357,277	1.45243	53.7	
70 LaSalle & Bureau Co. R. R. Co.....								
71 Louisville & Nash. R. R. Co.....	367,621	2.270	47,342	38,853	464,086	1.15474	34.9	
72 Michigan Central R. R. Co.....	208,067	2.030	13,755	18,087	239,909	1.36025	32.6	
73 Joliet & N. Ind. R. R. Co.....								
74 Terminal R. R. Co.....								
75 Mobile & Ohio R. R. Co. (The)	177,232	2.025	26,484	30,450	239,089	0.82256	17.4	
76 St. Louis & Cairo R. R. Co.....								
77 N. Y., C. & St. L. R. R. Co. (The)	46,410	1.686	1,098	2,708	50,616	1.18934	48.3	
78 C. & State L. R. R. Co. (The)								
79 Pawnee R. R. Co.....	4,905	2.936	399	498	5,720	0.33168	25.0	
80 Pennsylvania Co.....	123,087	2.018	21,308	17,106	165,326	1.02524	22.4	
81 Pitts., Ft. W. & Chi. Ry. Co.....								
82 S. Chi. & St. R. R. Co. (The)								
83 P. C. C. & S. L. Ry. Co.....	104,682	2.087	19,468	14,425	141,837	1.22552	22.3	
84 Englewood Con. Ry. Co.....								

TABLE IV.—Earnings and Income for the

		A.—EARNINGS FROM OPERATION.						
1	2	3	4	5	6	7	8	
NAME OF COMPANY.	EARNINGS ARISING FROM PASSENGER SERVICE							
	Passenger revenue.	Revenue per passenger per mille.....	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mille.....	Proportion to total earnings, 100×Col. 6÷Col. 5	
	Dollars.	Cts.	Dollars.	Dollars.	Dollars.	Dols.	P. ct.	
85 Peoria & Pekin Union Ry.Co	18,215				19,680		2.4	
86 Quincy, Carroll'n & St. L.Ry	12,046	2.502	2,734	785	15,565	0.42731	44.1	
87 Quincy, O. & K. C. R. R. Co.	976	2.490	207	55	1,256	0.66872	32.6	
88 Rock Island & Peoria Ry. Co	170,643	2.559	10,877	7,500	191,751	0.73468	24.6	
89 St. L. Mer. B'dge Ter. Ry.Co.	101,787		1,567	4,814	108,168		25.8	
90 Mad., Ill. & St. L. Ry. Co...								
91 St.L. Merchants' Bridge Co								
92 St. Louis Valley Ry. Co.....								
93 St. C., M., & St.L.Belt R.R.Co								
94 St. L., Bellev. & So. Ry. Co..								
95 St. Louis, Troy & E. R. R. Co								
96 Col'sv. & T. R. R. Co. (The)								
97 Southern Ry. Co.....	195,480	1.981	27,026	21,258	251,817	0.69428	24.6	
98 Ter. R. R. Ass'n of St. Louis	170,992		25,000	24,123	220,115		19.0	
99 E. St. Louis Belt R. R. Co.								
100 Illinois Transfer R. R. Co.								
101 St. Louis Bridge Co.....								
102 Terre Haute & Ind. R. R. Co.	622,369	2.323	256,582	65,210	944,979	0.91620	34.9	
103 St.,L.V.&T.H.R.R.Co(The)								
104 Terre Haute & Peo. R.R.Co								
105 T. H. & Ind. R. R. Co., Agent								
106 E. St.L. & Caron'let Ry.Co								
107 Toluca & Eastern R. R. Co..	917	2.996		17	940	0.14337	17.7	
108 Toluca, Mar. & N. R. R. Co..	928	2.947		16	952	0.08767	3.2	
109 Toledo, Peoria & West.Ry.Co	319,913	2.387	25,705	17,000	372,634	0.85601	32.3	
110 Toledo, St. L. & West. R.R.Co	190,009	1.919	26,217	19,910	244,082	0.71838	23.2	
111 Wabash R. R. Co.....	1,926,747	1.791	230,367	138,825	2,343,215	0.91400	30.3	
112 Hannibal Bridge Co.....								
113 La. & Pike Co. R. R. Co.....								
114 Waukegan & Miss.Val.Ry.Co								
115 Amer. Steel & Wire Co.....								
116 W., C. & W. R. R. Co. (The)	24,692	2.462	5,098	1,538	31,852	0.36313	32.6	
117 Wisconsin Central Ry. Co...	138,142	1.517	14,225	13,157	211,109	0.93869	30.1	
Total.....	23,866,355	1.932	2,797,148	1,969,492	29,677,991	0.97281	26.0	

RAILROADS.

year ending June 30, 1902—Illinois—Concluded.

A.—EARNINGS FROM OPERATION.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.	SUMMARY OF EARNINGS.				
Freight revenue.	Revenue per ton per mile	Total freight earnings, including stock y'ds, elevators and miscellaneous	Freight earnings per train mile	Proportion to total earnings, 100×Col. 11÷Col. 16	Balance of car mileage, switching charges and hire of equipment	Telegraph rentals and other sources.	Total earnings from operation, Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total earnings and income, 100×Col. 16÷Col. 25	
Dollars.	Cts.	Dollars.	Dols.	P. ct.	Dollars.	Dollars.	Dollars.	Dollars.	P. ct.	
56,235	.....	56,235	.....	6.9	413,819	320,083	809,817	.....	100.0
19,707	3.246	19,707	0.54105	55.9	.....	.....	35,272	0.96864	99.7
2,584	1.933	2,584	1.34990	66.9	.....	20	3,860	1.41655	100.0
578,070	1.265	578,070	1.83157	74.3	.....	8,644	778,465	1.50307	99.6
222,085	.....	222,085	.....	53.0	61,668	26,809	418,730	.....	100.0
.....	.....	.....	.....	.....	.....	.....	.....	.....	90
.....	.....	.....	.....	.....	.....	.....	.....	.....	91
.....	.....	.....	.....	.....	.....	.....	.....	.....	92
.....	.....	.....	.....	.....	.....	.....	7,569	.....	100.0
12,819	3.404	12,819	5.29270	61.0	381	7,826	21,026	8.68129	100.0	
169,499	1.943	169,499	5.40841	99.8	393	.....	169,892	5.42093	90.0
.....	.....	.....	.....	.....	.....	.....	.....	.....	96
714,439	0.703	714,439	1.22061	69.9	51,027	4,802	1,022,085	1.07813	100.0	
691,008	.....	691,008	.....	59.5	197,718	51,977	1,160,818	.....	88.8
.....	.....	.....	.....	.....	.....	.....	.....	.....	99
.....	.....	.....	.....	.....	.....	.....	.....	.....	100
1,758,148	0.770	1,758,148	1.84606	65.0	.....	2,644	2,705,771	1.36394	99.8
.....	.....	.....	.....	.....	.....	.....	.....	.....	102
.....	.....	.....	.....	.....	.....	.....	.....	.....	103
101,521	.....	101,521	1.00781	91.2	.....	9,750	111,271	1.14034	100.0
.....	.....	.....	.....	.....	.....	.....	.....	.....	104
.....	.....	.....	.....	.....	.....	.....	.....	.....	105
269	2.642	269	0.04092	5.0	1,042	3,075	5,326	0.81144	97.9	
12,118	0.940	12,122	0.87227	40.9	171	16,375	29,620	2.37567	99.9	
698,592	1.221	698,592	1.44154	60.6	26,415	54,492	1,152,033	1.37651	100.0	
787,714	0.553	787,714	1.57858	74.9	19,365	438	1,051,599	1.25374	99.8	
3,921,180	0.604	4,007,950	1.75758	61.7	.....	20,853	6,372,018	1.31779	98.3
.....	.....	.....	.....	.....	.....	.....	.....	.....	111
.....	.....	.....	.....	.....	.....	.....	.....	.....	112
.....	.....	.....	.....	.....	.....	.....	.....	.....	113
.....	.....	.....	.....	.....	43,926	.....	43,926	.....	100.0
.....	.....	.....	.....	.....	.....	.....	.....	.....	114
62,830	2.163	62,830	1.19362	64.3	2,902	198	97,782	0.90899	100.0	
480,984	0.775	483,572	2.48920	68.8	62	7,809	702,552	1.67608	99.7	
75,794,716	0.696	76,097,278	2.06497	66.7	3,311,680	4,997,025	114,091,543	1.71066	93.3	

STEAM RAILROADS.

TABLE IV.—Earnings and Income for the year ending June 30, 1902, in Illinois—Continued.

B.—INCOME FROM PROPERTY OWNED BUT NOT OPERATED.							
19	20	21	22	23	24	25	
NAME OF COMPANY.	INCOME FROM PROPERTY OWNED.				Proportion to total earnings and income, 100+ Col. 23+Col. 25	Total earnings and income. Cols. 16+23	
	SOURCE OF INCOME.			Total income from property described including miscellaneous			
	Lease of Road.	Stocks.	Bonds.				
	Dollars.	Dollars.	Dollars	Dollars.	P. ct.	Dollars.	
1 A. T. & S. F. Ry. Co. (The)		21,665	19,669	488,155	10.5	4,663,641	1
2 Baltimore & Ohio R. R. Co.		16,269	100,166	284,431	7.3	3,918,135	2
3 Belt Ry. Co. of Chicago (The) ..						315	3
4 Calumet Western Ry. Co.						984,800	4
5 Chicago Great Western Ry. Co. .		808		808	0.1	1,569,684	5
6 Chi. Heights Term. Tr. R. R. Co						9,797	6
7 Chicago Junction Ry. Co.				8,409	0.5	1,745,486	7
8 Chicago Stock Yds & Transit Co.	420,248			420,248	100.0	420,248	8
9 Chicago Short Line Ry. Co.							9
10 Chicago Term. Trans. R. R. Co. .				109,118	7.1	1,646,598	10
11 Chi. W. Pull. & S. Ry. Co. (The)	5,779			5,779	100.0	5,779	11
12 Chicago Union Trans. Ry. Co. .				530	6.8	7,759	12
13 Chicago & Alton Ry. Co. (The) .		1,251,010		1,253,074	14.3	8,791,656	13
14 Chi. & Alton R. R. Co. (The) .							14
15 Joliet & Chi. R. R. Co. (The) .							15
16 Chicago & E. Illinois R. R. Co. .		79,200	18,585	127,138	2.5	5,034,991	16
17 Chicago & Erie R. R. Co.		5,861		5,862	2.2	272,280	17
18 Chicago & Ill. South. R. R. Co. .							18
19 Chicago & N. Western Ry. Co. .		156,226	534	171,392	3.2	5,374,729	19
20 Chicago & W. Indiana R. R. Co. .	1,083,050			1,109,410	100.0	1,109,410	20
21 Chi., Burl. & Quincy Ry. Co. .							21
22 Chi., Burl. & Quincy R. R. Co. .		5,992	13,121	71,418	0.7	9,744,398	22
23 Chi., Indpls. & Louisville Ry. Co							23
24 Chi., L. Shore & Eastern Ry. Co						2,420,277	24
25 Chicago & Kenosha Ry. Co.							25
26 Chicago & Southeast Ry. Co. .							26
27 Joliet & Blue Island Ry. Co. .							27
28 Chi., Mil. & St. Paul Ry. Co. .		1,828	747	22,845	0.3	6,722,061	28
29 Chi., Peo. & St. L. Ry. Co. of Ill.		16,000		26,838	1.8	1,507,384	29
30 Alton Terminal Ry. Co.							30
31 Litchfield & Madison Ry. Co. .	24,750			24,750	100.0	24,750	31
32 Chi., Peoria & Western Ry. Co. .						147,257	32
33 Chi., Rock Island & P. Ry. Co. .		98,837	70,909	424,173	6.4	6,670,695	33
34 Peoria & Bureau V. R. R. Co. .	125,000			125,000	100.0	125,000	34
35 C., C., C. & St. L. Ry. Co.		26,113		44,100	0.9	4,816,953	35
36 Kankakee & Seneca Ry. Co.						74,101	36
37 Peoria & Eastern Ry. Co.		15,000		121,857	4.6	1,069,663	37
38 Davenport, R. I. & N. W. Ry. Co						68,143	38
39 DePue, Ladd & Eastern R. R. Co							39
40 E. St. Connecting Ry. Co.						282,550	40
41 Elgin, Joliet & Eastern Ry. Co. .				15,855	0.8	2,002,799	41
42 Fulton Co. N. Gauge Ry. Co.							42
43 Fulton Co. Extension Ry. Co. .						52,058	43

STEAM RAILROADS.

TABLE IV.—Earnings and Income for the year ending June 30, 1902, in Illinois—Continued.

B.—INCOME FROM PROPERTY OWNED BUT NOT OPERATED.

NAME OF COMPANY.	19	20	21	22	23	24	25	
	INCOME FROM PROPERTY OWNED.						Proportion to total earnings and income. 100+ Col. 23+Col. 25.....	Total earnings and income. Cols. 16+23
	SOURCE OF INCOME.			Total income from property described including miscellaneous.....	Dollars.	P. ct.			Dollars.
Lease of Road.	Stocks.	Bonds.	Dollars.				P. ct.	Dollars.
44 Grand Trunk Western Ry. Co.					100,421	20.7	485,660	
45 Grand Trunk Junction Ry. Co.							46	
46 Galesburg & Gt. East. R. R. Co.							18,538	
47 Illinois Central R. R. Co.		15,600	4,661		36,958	0.2	21,842,813	
48 Blue Island R. R. Co.	-3,406				-3,406	100.0	-3,406	
49 Chi. & Springfield R. R. Co.								
50 Chi. & Texas R. R. Co.	211,534				211,534	100.0	211,534	
51 Chi., Havana & West. R. R. Co.	133,978				133,978	100.0	133,978	
52 Chi., Madison & North. R. R. Co.	207,897				207,897	100.0	207,897	
53 Illinois & Indiana R. R. Co.	32,668				32,668	100.0	32,668	
54 Kankakee & S. W. R. R. Co.								
55 Mound City Ry. Co.								
56 Peoria, Decatur & M. R. R. Co.	74,566				74,566	100.0	74,566	
57 Rantoul R. R. Co.	59,272				59,272	100.0	59,272	
58 Riverside & Harlem R. R. Co.								
59 South Chicago R. R. Co.	-129				-129	100.0	-129	
60 St. L., Alton & T. H. R. R. Co.	66,132				66,132	100.0	66,132	
61 Illinois Southern Ry. Co.							135,133	
62 Illinois Terminal R. R. Co.							63,806	
63 Indiana, Decatur & West. Ry. Co.							460,621	
64 Ind., Ill. & Iowa R. R. Co. (The)					1,880	0.2	934,951	
65 Iowa Central Ry. Co.			2,700		11,597	1.9	617,280	
66 Jacksonville & St. Louis Ry. Co.							193,757	
67 C., Gr'nville & S. Ry. Co. (The)								
68 Lake Erie & Western R. R. Co.		1,068			1,068	0.1	798,838	
69 L. S. & M., Southern Ry. Co.		13,714	209		14,843	2.2	680,263	
70 LaSalle & Bureau Co. R. R. Co.							17,844	
71 Louisville & Nashville R. R. Co.							1,331,593	
72 Michigan Central R. R. Co.		13,736	90		14,471	1.9	749,548	
73 Joliet & N. Indiana R. R. Co.	57,356				57,356	100.0	57,356	
74 Terminal R. R. Co.								
75 Mobile & Ohio R. R. Co. (The)							1,378,114	
76 St. Louis & Cairo R. R. Co.	315,536				315,777	100.0	315,777	
77 N. Y., C. & St. L. R. R. Co. (The)					675	0.6	105,510	
78 Chi. & State L. R. R. Co. (The)	100				100	100.0	100	
79 Pawnee R. R. Co.							22,433	
80 Pennsylvania Co.		72,063	9,660		94,211	11.3	831,971	
81 P., Ft. Wayne & Chi. Ry. Co.	120,147				123,963	100.0	123,963	
82 S. Chi. & South. R. R. Co. (The)	38,906				38,906	100.0	38,906	
83 P., Cin., Chi. & St. L. Ry. Co.		1,290	4		1,294	0.2	638,644	
84 Englewood Connecting Ry. Co.	1,993				1,993	100.0	1,993	
85 Peoria & Pekin Union Ry. Co.							809,817	
86 Quincy, Carrollton & St. L. Ry.					116	0.3	35,388	
87 Quincy, O. & K. C. R. R. Co.							3,860	
88 Rock Island & Peoria Ry. Co.		120			2,796	0.4	781,261	
89 St. L. M. Bridge Term. Ry. Co.							418,730	
90 Madison, Ill. & St. L. Ry. Co.								
91 St. L. Merchants' Bridge Co.	66,146				66,146	100.0	66,146	
92 St. Louis Valley Ry. Co.								
93 St. Clair, M. & St. L. B. R. R. Co.							7,569	
94 St. L., Belleville & South. Ry. Co.							21,026	
95 St. L., Troy & Eastern R. R. Co.					18,673	10.0	188,565	
96 Collinsville & T. R. R. Co. (The)	3,413				3,413	100.0	3,413	

STEAM RAILROADS.

TABLE IV.—*Earnings and Income for the year ending June 30, 1902, in Illinois—Continued.*

B.—INCOME FROM PROPERTY OWNED BUT NOT OPERATED.							
19	20	21	22	23	24	25	
NAME OF COMPANY.	INCOME FROM PROPERTY OWNED.				Proportion to total earnings and income. 100+ Col. 23+Col. 25	Total earnings and income. Cols. 16+23	
	SOURCE OF INCOME.			Total income from property described including miscellaneous			
	Lease of Road.	Stocks.	Bonds.				
	Dollars.	Dollars.	Dollars	Dollars.	P. ct.	Dollars.	
97 Southern Ry. Co						1,022,085	97
98 Terminal R. R. Assn. of St. L.		10,080		145,747	11.2	1,306,565	98
99 East St. Louis Belt R. R. Co							99
100 Illinois Transfer R. R. Co							100
101 St. Louis Bridge Co	412,389			412,389	100.0	412,389	101
102 Terre Haute & Indpls. R. R. Co.				6,023	0.2	2,711,794	102
103 St. L., V. & T. H. R. R. Co. (The) ..	646,762			657,433	100.0	657,433	103
104 Terre Haute & Peoria R. R. Co	166,776			175,280	100.0	175,280	104
105 T. H. & Indpls. R. R. Co., Agent.						111,271	105
106 E. St. & Carondelet Ry. Co.	65,181			66,256	100.0	66,256	106
107 Toluca & Eastern R. R. Co.				112	2.1	5,438	107
108 Toluca, Marquette & N. R. R. Co.				25	0.1	29,645	108
109 Toledo, Peoria & West. Ry. Co.						1,152,033	109
110 Toledo, St. Louis & W. R. R. Co.				3,840	0.2	1,055,439	110
111 Wabash R. R. Co.		97,112		109,763	1.7	6,481,781	111
112 Hannibal Bridge Co	45,334		3,133	48,728	100.0	48,728	112
113 Louisiana & Pike Co. R. R. Co.	800			800	100.0	800	113
114 Waukegan & Miss. Val. Ry. Co.						43,926	114
115 American Steel & Wire Co.							115
116 Wabash, C. & W. E. R. Co. (The)						97,782	116
117 Wisconsin Central Ry. Co			153	1,896	0.3	704,445	117
Total	4,382,478	1,919,642	244,341	8,178,951	6.7	122,270,494	

STEAM RAILROADS.

TABLE V—Expenditures for the year ending June 30, 1902—Illinois.

		A—OPERATING EXPENSES.							
		TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES.			
1	NAME OF COMPANY.	2	3	4	5	6	7	8	
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1	Atchison, Topeka & Santa Fé Ry. Co. (The).....	2,536,476	1,115,79	60.8	421,997	568,514	1,443,977	104,588	
2	Baltimore & Ohio R. R. Co.....	2,285,742	1,421,86	62.9	483,341	440,958	1,274,169	872,214	
3	Belt Ry. Co. of Chicago (The).....	561,728	0.57722	57.0	86,446	79,763	1,351,186	44,353	
4	Channahon Western Ry. Co.....	700	0.96000	80.3	184,133	155,743	831,246	89,446	
5	Chicago Great Western Ry. Co.....	1,259,568			182,163	98,445	698,383	54,067	
6	Chicago Heights Terminal Transfer R. R. Co.....	1,033,058	7.13802	59.4	177,759	134,156	496,553	93,617	
7	Chicago Junction Ry. Co.....	902,115	1.94975	58.7	798	486	2,332	614	
8	Chicago Stock Yard & Transit Co.....	4,230		58.5	786,651	864,504	3,113,930	184,529	
9	Chicago Short Line Ry. Co.....	4,939,614	1.13836	65.5					
10	Chicago Terminal Transfer R. R. Co.....								
11	Chicago, West Pullman & Southern Ry. Co. (The)....								
12	Chicago Union Transfer Co.....								
13	Chicago & Alton Ry. Co. (The).....								
14	Chicago & Alton R. R. Co. (The).....								
15	Joliet & Chicago R. R. Co. (The).....								
16	Chicago & Eastern Illinois R. R. Co.....	2,738,332	1,09140	55.2	513,669	586,655	1,514,960	123,138	
17	Chicago & Erie R. R. Co.....	188,415	1.01382	72.6	21,221	35,730	183,428	3,036	
18	Chicago & Illinois Southern R. R. Co.....								
19	Chicago & North Western Ry. Co.....	3,223,210	1.01014	62.0	677,102	513,550	1,934,686	97,872	
20	Chicago & Western Indiana R. Co.....								
21	Chicago, Burlington & Quincy Ry. Co.....								
22	Chicago, Indianapolis & Quincy R. R. Co.....	6,055,409	1.04231	62.6	1,379,358	1,330,988	3,088,425	256,638	
23	Chicago, Indianapolis & Louisville Ry. Co.....								
24	Chicago, Lake Shore & Eastern Ry. Co.....	1,246,367	3.97336	51.5	159,761	287,711	773,996	24,899	

STEAM RAILROADS.

Table V—Expenditures—Continued.

		A—OPERATING EXPENSES.							
1	NAME OF COMPANY.	TOTAL OPERATING EXPENSES.				DISTRIBUTION OF OPERATING EXPENSES.			
		2	3	4	5	6	7	8	
		Amount, Col 5-6+7+8	Per train mle.	Propor- tion to earnings from op- eration, 100 × col. 2 ÷ col. 16, I. -IV.	Maint'nance of way and structures.	Maint'nance of equipment.	Conducting trans- portation.	General expenses.	
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	
25	Chicago & Kenosha Ry. Co.								
26	Chicago & Southeastern Ry. Co.								
27	Joliet & Blue Island Ry. Co.								
28	Chicago, Milwaukee & St. Paul Ry. Co.	3,965,310	1.11019	59.2	1,334,858	463,167	2,049,201	118,059	
29	Chicago, Peoria & St. Louis Ry. Co. of Illinois.	1,205,615	1.06065	81.4	195,751	227,195	726,090	56,579	
30	Alton Terminal Ry. Co.								
31	Litchfield & Madison Ry. Co.	145,542		98.8	16,166	748	93,154	35,474	
32	Chicago, Peoria & Western Ry. Co.	3,590,819	1.27981	57.5	804,571	533,031	2,118,511	134,706	
33	Chicago, Rock Island & Pacific Ry. Co.								
34	Peoria & Bureau Valley R. R. Co.	3,383,294	1.14798	70.9	652,852	706,075	1,805,533	123,534	
35	Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.	79,216	1.23367	106.9	27,146	9,394	40,146	2,530	
36	Kankakee & Seneca Ry. Co.	670,364	1.08353	70.7	179,987	169,345	307,490	13,542	
37	Peoria & Eastern Ry. Co.	41,165	4.71213	60.5	8,131	2,710	27,080	3,234	
38	Davenport, Rock Island & Northwestern Ry. Co.								
39	DePue, Ladd & Eastern R. R. Co.	137,714	0.36142	70.0	19,385	31,342	128,250	18,797	
40	East St. Louis Connecting Ry. Co.	1,190,985	1.63527	54.8	241,523	237,986	662,957	48,522	
41	Elgin, Joliet & Eastern Ry. Co.	50,001	0.63413	96.0	24,031	6,069	15,735	4,166	
42	Fulton County Narrow Gauge Ry. Co.								
43	Fulton County Extension Ry. Co.								
44	Grand Trunk Western Ry. Co.	360,108	1.22967	79.8	54,323	60,961	235,814	9,010	
45	Grand Trunk Junction Ry. Co.								
46	Galesburg & Great Eastern R. R. Co.	12,192		65.8	1,361	983	4,492	5,356	
47	Illinois Central R. R. Co.	13,263,648	0.96662	60.8	2,763,303	2,652,579	7,419,865	427,899	
48	Blue Island R. R. Co.								

STEAM RAILROADS.

Table V—Expenditures—Continued.

		A—OPERATING EXPENSES.					DISTRIBUTION OF OPERATING EXPENSES.		
1	NAME OF COMPANY.	TOTAL OPERATING EXPENSES.			4	DISTRIBUTION OF OPERATING EXPENSES.			
		2	3	4		5	6	7	8
		Amount, Col 5+6+7+8	Per train mile.	Proportion to earnings from operation, 100 × col. 2 ÷ col. 16, T. IV.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	
		Dollars.	Dollars.	Per cent.	Dollars.	Dollars.	Dollars.	Dollars.	
101	St. Louis Bridge Company								
102	Terre Haute & Indianapolis R. R. Co.	1,900,168	0.95785	70.2	324,209	346,505	1,177,549	51,905	
103	St. Louis, Vandalia & Terre Haute R. R. Co. (The)								
104	Terre Haute & Peoria R. R. Co.								
105	Terre Haute & Indianapolis R. R. Co., Agent	68,005	0.67509	61.1	10,971	5,722	49,264	2,048	
106	East St. Louis & Carondelet Ry. Co.								
107	Toluca & Eastern R. Co.	6,526	0.9423	122.0	1,981	1,395	3,094	113	
108	Waukegan & Mississippi Valley Ry. Co.	13,309	1.06747	44.9	1,882	1,359	9,196	2,172	
109	Toledo, Marquette & Northern R. R. Co.	877,955	1.04902	76.2	238,540	163,823	444,122	31,465	
110	Toledo, Peoria & Western Ry. Co.	782,726	0.90934	72.5	144,901	136,004	442,066	33,755	
111	Wabash R. R. Co.	4,672,475	0.96465	73.6	1,030,574	971,042	2,577,686	98,173	
112	Hannibal Bridge Co.								
113	Louisiana & Pike County R. R. Co.								
114	Waukegan & Mississippi Valley Ry. Co.	21,666		49.3	2,951	3,217	15,479	19	
115	American Steel & Wire Co.	72,654	0.67540	74.3	25,483	9,124	32,143	5,904	
116	Wabash, Chester & Western R. R. Co. (The)	442,632	1.05599	63.0	70,827	65,166	281,180	25,459	
117	Wisconsin Central Ry. Co.								
	Total	74,488,293	1.11270	65.3	15,561,987	13,667,863	42,442,659	2,813,049	

STEAM RAILROADS.

TABLE V—Expenditures for the Year Ending June 30, 1902—Illinois—Continued.

B—FIXED CHARGES.												
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.												
NAME OF COMPANY.	10	11	12	13	14	15	16	17	18	SUMMARY OF EXPENDITURES.		
										Proportion assignable to operation. 100+col. 2. Col. 18.....	Proportion assignable to fixed charges. 100+col. 10. Col. 18.....	P. ct.	P. ct.
	DESIGNATION.											
	Amount cols. 11+12+13+14+15+16+17.	Salaries and maintenance of organization.	Interest on funded debt accrued.	Interest on interest-bearing current liabilities accrued.	Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total operating expenses and fixed charges. Cols. 2+10.	Dollars.	P. ct.	
1 Atchison, Topeka & Santa Fé Ry. Co. (The)	425,647		305,491		110,125			10,031	2,962,123	14.4		
2 Baltimore & Ohio R. Co.	1,420,218		997,094	47,157	(1)114,574	32,937		212,254	3,705,960	85.6		
3 Belt Ry. Co. of Chicago (The)	190,509				145,954				752,237	38.3		
4 Calumet Western Ry. Co.	1,702				1,702				2,402	25.3		
5 Chicago Great Western Ry. Co.	108,570		852	24,976		83,042			1,368,438	70.8		
6 Chi. Heights Terminal Ry. Co.										8.0		
7 Chicago Junction Ry. Co.			106,151	6,313	450,248	13,866			1,579,636	98.5		
8 Chicago Stock Yard & Transit Co.	546,578									1.5		
9 Chicago Terminal Transfer R. R. Co.			565,100		(1)111,500			32,500	1,611,215	44.0		
10 Chi. W. Pullman & So. Ry. Co. (The)	709,100				(1)				100.0	10		
11 Chicago Union Transfer Ry. Co.	171								4,230	100.0		
12 Chicago & Alton R. R. Co. (The)			631,400		2,284,897	265,550		2,590	8,124,051	60.8		
13 Chicago & Alton R. R. Co. (The)	3,184,437									39.2		
14 Chicago & Eastern Illinois R. R. Co. (The)			982,896		144,055				4,148,726	66.0		
15 Joliet & Chicago R. R. Co. (The)										34.0		
16 Chicago & Eastern Illinois R. R. Co.	1,410,394				129,136		164,305			34.0		

STEAM RAILROADS.

Table V—Expenditures for the year ending June 30, 1902—Illinois—Continued.

B—FIXED CHARGES.														
9	10	11	12	13	14	15	16	17	18	19	20	SUMMARY OF EXPENDITURES.		
												EXPENDITURES ASSIGNABLE TO FIXED CHARGES.			Proportion assignable to operation. 100+col. 2. Col. 18.		Proportion assignable to fixed charges. 100+col. 10. Col. 18.
NAME OF COMPANY.	Amount cols. 11+12+13+14+15+16+17.	DESIGNATION.										Dollars.	P. ct.	P. ct.
		Salaries and maintenance of organization.	Interest on funded debt accrued.	Interest on bearing current liabilities accrued.	Rents paid for lease of road.	Taxes.	Permanent improvements charged to income account.	Other deductions.	Total operating expenses and fixed charges. Cols. 2+10.					
17 Chicago & Erie R. R. Co.	Dollars. 68,455	Dollars. 45,842	Dollars. 13,395	Dollars. (1) 10,218	Dollars. 516,539	Dollars. 27,565	Dollars. 282,007	Dollars. 113,410	Dollars. 8,135,001	Dollars. 262,870	P. ct. 73.8	P. ct. 26.2		
18 Chicago & Illinois Southern R. R. Co.	1,503,659	799,470	3,550	(1) 156,235	516,539	27,565	282,007	113,410	4,726,869	4,726,869	68.2	31.8		
19 Chicago & Northwestern Ry. Co.	840,747	608,740			(1)				840,747	840,747	100.0	0.0		
20 Chicago & Western Indiana R. Co.														
21 Chicago, Burlington & Quincy Ry. Co.	2,079,592	1,416,911	59,618	489,653				113,410	8,135,001	8,135,001	74.4	25.6		
22 Chicago, Indianapolis & Quincy R. R. Co.														
23 Chicago, Lake Shore & Louisville Ry. Co.	574,688	120,705	400,000	5,190				48,693	1,819,955	1,819,955	68.4	31.6		
24 Chicago, Lake Shore & Eastern Ry. Co.														
25 Chicago & Kenosha Ry. Co.														
26 Chicago & Southeastern Ry. Co.														
27 Joliet & Blue Island Ry. Co.														
28 Chicago, Peoria & St. Paul Ry. Co.	482,195	326,650		155,545					4,447,505	4,447,505	89.7	10.3		
29 Chicago, Peoria & St. L. Ry. Co. of Illinois.	283,026	156,786	24,750	53,980	52,510				1,493,641	1,493,641	80.7	19.3		
30 Alton Terminal Ry. Co.														
31 Litchfield & Madison Ry. Co.	34,115		10,291		13,824				24,115	24,115	100.0	0.0		
32 Chicago, Peoria & Western Ry. Co.									145,542	145,542	100.0	0.0		





STEAM RAILROADS.

TABLE VII—Passenger and Freight Traffic for the year ending June 30, 1902—Illinois.

NAME OF COMPANY.	PASSENGER TRAFFIC.						FREIGHT TRAFFIC.						Gross earnings from operation per mile of road (including track-age rights)	Operating expenses per mile of road (including track-age rights)	Net earnings per mile of road (including track-age rights)	Net earnings per mile of road (including track-age rights)							
	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance from each passenger.	Average amount received from passenger.	Passenger earnings per mile of road (including track-age rights)	Number of tons of freight carried earning revenue.	Number of tons carried one mile.	Average distance of haul for each ton of freight.	Average amount received for each ton of freight.	Freight earnings per mile of road (including track-age rights)	Number.	Mts.					Dol.	Number.	Mts.	Dol.	Number.	Mts.	Dol.
1 A. T. & S. F. Ry. Co. (The).....	466,966	45,171,301	96.7	2.14	4,337	1,551,858	306,838,946	197.7	1.83	9,828	14,360	5,637	1		5,637	1							
2 Baltimore & Ohio R. R. Co.....	1,165,387	44,505,691	38.2	0.73	2,813	5,623,405	337,222,519	60.0	0.45	6,244	9,057	3,360	2		3,360	2							
3 Belt Ry. Co. of Chicago (The)....	326,051	12,920,826	39.6	0.80	2,168	836,102	116,375,466	140.9	1.43	6,631	8,815	1,732	3		1,732	3							
4 Calumet & Western Ry. Co.....						2,271,157	52,661,189	23.2	0.19	6,881	27,709	11,230	4		11,230	4							
5 Chicago Great Western Ry. Co.						4,225,287	71,829,879	17.0	0.20	8,320	14,385	5,945	5		5,945	5							
6 Chi. Heights Terr. Tr. R. R. Co.						4,767,743	771,968,976	61.7	1.05	7,645	11,504	3,966	6		3,966	6							
7 Chicago Junction Ry. Co.....						5,828,635	883,450,227	156.0	0.72	7,838	9,987	5,572	7		5,572	7							
8 Chicago Short Line Ry. Co.....						222,854	4,454,871	20.0	0.91	10,221	13,328	9,676	8		9,676	8							
9 Chicago Term. Trans. R. R. Co.						3,236,059	452,743,877	140.0	1.15	5,867	8,162	5,056	9		5,056	9							
10 C. W. P. & S. Ry. Co. (The)....													10			10							
11 Chicago Union Transfer Ry. Co.													11			11							
12 Chicago & Alton Ry. Co. (The)													12			12							
13 Chi. & Alton R. R. Co. (The)													13			13							
14 Joliet & Chi. R. R. Co. (The)													14			14							
15 Chicago & Eastern Ill. R. R. Co.													15			15							
16 Chicago & Erie R. R. Co.....													16			16							
17 Chicago & Ill. So'n R. R. Co.													17			17							
18 Chicago & Northwestern Ry. Co													18			18							
19 Chicago & W'n Indiana R. R. Co													19			19							
20 Chicago & W'n Indiana R. R. Co													20			20							

21	Chi. Burl. & Quincy Ry. Co.	108,339,139	48.2	1.03	1,691	3,033,655	722,590,578	233.6	2.09	4,492	6,619	4,181	2,468	21	
22	Chi., Burl. & Quincy R. R. Co.													22	
23	Chicago, Ind. & Louisv. Ry. Co.													23	
24	Chi., Lake Shore & E. Ry. Co.					6,605,123			0.31	8,669	10,273	5,289	4,990	24	
25	Chicago & Kenosha Ry. Co.													25	
26	Chi. & Southwestern Ry. Co.													26	
27	Joliet & Blue Island Ry. Co.													27	
28	Chicago, Mil. & St. P. Ry. Co.	51,505,624	42.0	0.97	4,457	2,533,422	508,332,201	200.1	1.96	13,234	17,763	10,516	7,250	28	
29	Chi. P. & St. L. Ry. Co. of Ill.	13,633,940	25.1	0.47	992	2,146,205	204,031,034	95.0	0.53	3,776	4,938	4,021	917	29	
30	Alton Terminal Ry. Co.													30	
31	Litchfield & Madison Ry. Co.	4,121,628				3,814,895	442,383,087	116.0	1.10	17,772	26,411	15,182	11,229	31	
32	Chi., Peoria & West'n Ry. Co.													32	
33	Chi., R. & Pacific Ry. Co.	74,548,307	51.4	0.97	3,456	3,074,530	513,158,811	167.0	0.99	6,309	9,834	7,006	2,878	33	
34	Peoria & Bureau Val. R. R. Co.	432,324	16.8	0.46	378	503,943	33,919,140	27.0	0.11	1,370	1,761	1,883	1,122	34	
35	Ch. & St. L. Ry. Co.	303,930	37.4	0.81	2,210	704,351	94,603,788	134.3	0.93	4,963	7,188	5,081	2,104	35	
36	Kankakee & Saueca Ry. Co.					4,525	65,456	14.3	0.15	59	4,974	3,004	1,970	36	
37	Peoria & Eastern Ry. Co.													37	
38	Day, R. & Northw'n Ry. Co.													38	
39	De Pue, Ladd & East. Ry. Co.													39	
40	East St. Louis Comm. Ry. Co.													40	
41	Elgin, Joliet & Eastern Ry. Co.	32,919				5,209,973	321,098,083	61.7	0.36	10,518	11,264	6,723	4,512	41	
42	Fulton Co. N. W. Gage Ry. Co.	40,474				37,918	1,118,027	29.5	0.71	742	854	820	484	42	
43	Fulton Co. Est. Ry. Co.													43	
44	Grand Trunk Western Ry. Co.	888,667	9,458,056	11.2	0.16	5,376	1,415,323	34,264,970	24.2	0.16	7,197	12,606	11,784	822	44
45	Grand Trunk Junction Ry. Co.													45	
46	Galesburg & Gr. East. R. R. Co.					50,924								46	
47	Illinois Central R. R. Co.	15,811,390	242,825,311	15.4	0.29	2,809	13,904,545	2,381,231,522	176.2	1.00	7,948	10,999	6,680	4,309	47
48	Blue Island R. R. Co.													48	
49	Chi. & Springfield R. R. Co.													49	
50	Chicago & Texas R. R. Co.													50	
51	Chi., Hav. & West'n R. R. Co.													51	
52	Chi., Mad. & Nor'n R. R. Co.													52	
53	Illinois & Indiana R. R. Co.													53	
54	Kankakee & So'w'n R. R. Co.													54	
55	Mound City Ry. Co.													55	
56	Pco., Dec. & Mattoon R. R. Co.													56	
57	Rantoul R. R. Co.													57	
58	Riverside & Harlem R. R. Co.													58	
59	St. L., Alton & T. H. R. R. Co.	74,705	1,613,174	21.5	0.47	472	145,956	6,000,143	34.0	0.62	908	1,137	318	61	
60	Illinois Southern Ry. Co.	41,221	530,483	12.0	0.21	723	143,888	1,726,656	12.0	0.33	3,281	4,400	3,044	1,356	62
61	Illinois Terminal R. R. Co.													61	
62	Indiana, Dec. & West'n Ry. Co.	199,670	6,577,887	32.9	0.66	978	292,533	22,626,547	77.3	1.03	1,864	2,848	2,069	779	63
63	Ind., Ill. & Iowa R. R. Co. (The)	188,689	2,246,121	25.5	0.47	231	1,916,464	151,033,255	78.8	0.45	4,843	5,206	3,604	1,802	64
64	Iowa Central Ry. Co.	135,796	3,349,540	24.6	0.54	963	3,349,103	69,534,120	74.4	0.55	5,614	6,584	4,872	1,712	65
65	Jacksonville & St. L. Ry. Co.	134,133	2,600,799	19.4	0.45	618	152,256	6,647,944	43.6	0.75	1,000	1,657	1,508	159	66
67	Chi., G. & So. Ry. Co. (The)													67	
68	Lake Erie & W. R. R. Co.	849,558	9,686,408	30.3	0.58	1,750	533,514	77,245,140	144.8	0.96	4,238	6,095	4,122	1,973	68
69	Lake Shore & Mich. So. Ry. Co.	1,914,652	14,053,875	7.3	0.13	25,483	4,048,857	43,857,207	10.8	0.07	21,722	47,462	34,177	13,290	69
70	LaSalle & Bureau R. R. Co.						146,685	641,983	4.5	0.13	2,810	2,810	1,631	1,179	70

CHICAGO & NORTHWESTERN RY. CO.

STEAM

TABLE VIII. — *Classified Freight Traffic for*

1	PRODUCTS OF AGRICULTURE:					
	2	3	4	5	6	7
NAME OF COMPANY.	Grain.	Flour.	Other mill products.	Hay.	Tobacco.	Cotton
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1 Atchison, T. & S. F. Ry. Co. (The)	236,165	40,410	17,250	20,386	741	2,710
2 Baltimore & Ohio R. R. Co.	399,523	98,037	63,628	42,045	17,722	14,661
3 Belt Ry. Co. of Chicago (The)						
4 Calumet Western Ry. Co.						
5 Chicago Great Western Ry. Co.	164,522	83,225	13,628	7,523		1,000
6 Chicago Heights Term. Tr. R. R. Co.						
7 Chicago Junction Ry. Co.	76,143	199,095	32,996	3,945	60	
8 Union Stock Yard & Transit Co.						
9 Chicago Short Line Ry. Co.						
10 Chicago Terminal Transfer R. R. Co.						
11 Chl. W. Pull. & S. Ry. Co. (The)						
12 Chicago Union Transfer Ry. Co.						
13 Chicago & Alton Ry. Co. (The)	439,653	21,881	41,027	31,007	730	52,986
14 Chicago & Alton R. R. Co. (The)						
15 Joliet & Chicago R. R. Co. (The)						
16 Chicago & East. Illinois R. R. Co.	328,995	22,918	20,192	21,538	266	9,671
17 Chicago & Erie R. R. Co.	25,087	4,694	3,394	2,492	135	1,465
18 Chicago & Ill. Southern R. R. Co.						
19 Chicago & Northwestern Ry. Co.	566,943	100,121	97,240	63,887	2,531	46
20 Chicago & W. Indiana R. R. Co.						
21 Chicago, Burl. & Quincy Ry. Co.						
22 Chicago, Burl. & Quincy R. R. Co.						
23 Chicago, Indpls. & Louis. Ry. Co.						
24 Chicago, L. S. & Eastern Ry. Co.						
25 Chicago & Kenosha Ry. Co.						
26 Chicago & Southeastern Ry. Co.						
27 Joliet & Blue Island Ry. Co.						
28 Chl. Mil. & St. Paul Ry. Co.	414,057	88,636	47,026	14,962	4,470	
29 Chl. P. & St. L. Ry. Co. of Illinois	234,489	39,164	12,766	13,592	768	25,218
30 Alton Terminal Ry. Co.						
31 Litchfield & Madison Ry. Co.						
32 Chicago, Peoria & Western Ry. Co.						
33 Chl. R. I. & Pacific Ry. Co.	595,506	75,158	90,413	35,097		5,722
34 Peoria & Bureau Valley R. R. Co.						
35 Cleve., Cin., Chi. & St. L. Ry. Co.	311,008	84,121	44,252	60,227	9,408	14,504
36 Kankakee & Seneca Ry. Co.	48,401	72,821	22,797	216	6,849	
37 Peoria & Eastern Ry. Co.	139,459	16,886	18,631	4,391	1,159	79
38 Davenport, R. I. & Northw. Ry. Co.	5	26	60	7		
39 DePue, Ladd & Eastern R. R. Co.						
40 East St. Louis Connecting Ry. Co.						
41 Elgin, Joliet & Eastern Ry. Co.	583,400	3,367	21,170	1,229		
42 Fulton Co. N. Gauge Ry. Co.	5,981	656	48	158	16	
43 Fulton Co. Extension Ry. Co.						

TABLE VIII.—Classified Freight Traffic for

1	2	3	4	5	6	7
NAME OF COMPANY.	PRODUCTS OF AGRICULTURE.					
	Grain.	Flour.	Other mill products.	Hay.	To-bacco.	Cotton
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
44 Grand Trunk Western Ry. Co	287,062	26,880	9,229	5,928	1,795	8,360
45 Grand Trunk Junction Ry. Co						
46 Galesburg & Great Eastern R. R. Co	7,206	88				
47 Illinois Central R. R. Co	1,757,494	219,788	120,316	115,182	6,739	60,852
48 Blue Island R. R. Co						
49 Chicago & Springfield R. R. Co						
50 Chicago & Texas R. R. Co						
51 Chicago, H. & Western R. R. Co						
52 Chicago, Madison & N. R. R. Co						
53 Illinois & Indiana R. R. Co						
54 Kankakee & Southw. R. R. Co						
55 Mound City Ry. Co						
56 Peoria, Decatur & M. R. R. Co						
57 Rantoul R. R. Co						
58 Riverside & Harlem R. R. Co						
59 South Chicago R. R. Co						
60 St. L., Alton & T. H. R. R. Co						
61 Illinois Southern Ry. Co	16,749	20,715	3,493	823		
62 Illinois Terminal R. R. Co	3,606	3,667	568	70		
63 Indiana, Decatur & W. Ry. Co	72,834	2,431	7,109	7,191	17	494
64 Ind., Illinois & Iowa R. R. Co. (The)	105,812	60,250	82,090	9,516	176	36,004
65 Iowa Central Ry. Co	244,756	51,345	1,083	24,917		
66 Jacksonville & St. Louis Ry. Co	12,734	2,009	468	20,674		
67 Chi., Greenville & S. Ry. Co. (The)						
68 Lake Erie & Western R. R. Co	60,099	15,492	3,894	7,595	3	4,780
69 Lake Shore & Mich. S. Ry. Co	287,896	90,757	21,809	32,500	3,841	1,770
70 LaSalle & Bureau Co. R. R. Co	4,895			120		
71 Louisville & Nashville R. R. Co	182,558	84,741		21,236	5,645	1,512
72 Michigan Central R. R. Co	197,105	118,821	68,579	32,140	3,234	41,582
73 Joliet & N. Indiana R. R. Co						
74 Terminal R. R. Co						
75 Mobile & Ohio R. R. Co. (The)	186,069					17,252
76 St. Louis & Cairo R. R. Co						
77 N. Y., Chi. & St. L. R. R. (The)	268,605	110,958	64,297	596	4,384	8,752
78 Chicago & S. L. R. R. Co. (The)						
79 Pawnee R. R. Co	4,910			7,796		
80 Pennsylvania Co	43,839	30,698	16,853	5,840	204	33
81 P., Ft. Wayne & Chi. Ry. Co						
82 S. Chi. & S. R. R. Co. (The)						
83 P. C. C. & St. Louis Ry. Co	19,122	5,320	6,135	2,506	1,111	720
84 Englewood Connecting Ry. Co						
85 Peoria & Pekin Union Ry. Co	11,129	343	4,038	1,549		
86 Quincy, Carrollton & St. L. Ry	7,072	529	90	566	4	
87 Quincy, O. & K. C. R. R. Co	2,140	6,085	560	1,640		
88 Rock Island & Peoria Ry. Co	181,161	7,444	1,473	4,833	121	3,093
89 St. L. Mer. Bridge Term. Ry. Co	72,276	8,069		15,253		
90 Madison, Ill. & St. Louis Ry. Co						
91 St. Louis Merchants' Bridge Co						
92 St. Louis Valley Ry. Co						
93 St. Clair, M. & St. Louis B. R. R. Co						
94 St. L., Belleville & S. Ry. Co						
95 St. Louis, Troy & Eastern R. R. Co	405			200		
96 Collinsville & T. R. R. Co. (The)						
97 Southern Ry. Co	142,958	35,889	5,724	6,191	15,510	8,260
98 Terminal R. R. Assn. of St. Louis	115,140	11,774		53,503		
99 East St. Belt R. R. Co						
100 Illinois Transfer R. R. Co						
101 St. Louis Bridge Co						
102 Terre Haute & Indpls. R. R. Co	255,075	80,957	45,033	39,210	6,709	18,450
103 St. L., V. & T. H. R. R. Co. (The)						
104 Terre Haute & Peoria R. R. Co						
105 Terre Haute & Indpls. R. R. Co., Agt						
106 E. St. L. & Carondelet Ry. Co						
107 Toluca & Eastern R. R. Co		15				

STEAM

TABLE VIII.—Classified Freight Traffic for

1		2	3	4	5	4	7
NAME OF COMPANY.		PRODUCTS OF AGRICULTURE.					
		Grain.	Flour.	Other mill products.	Hay.	To-bacco.	Cotton
108	Toluca, Marquette & N. R. R. Co....	<i>Tons.</i> 1,484	<i>Tons.</i> 25	<i>Tons.</i> 1	<i>Tons.</i> 470	<i>Tons.</i> 1	.....
109	Toledo, Peoria & Western Ry. Co...	282,492	11,264	8,995	11,208	444	121
110	Toledo, St. Louis & Western R. R. Co	69,844	18,231	7,912	24,556	.....	16,075
111	Wabash R. R. Co.....	358,892	48,025	74,576	47,066	1,137	16,438
112	Hannibal Bridge Co.....	.....	.....	.....	.....	.....	.....
113	Louisiana & Pike County R. R. Co	.....	.....	.....	.....	.....	.....
114	Waukegan & Miss. Valley Ry. Co...	.....	.....	.....	.....	.....	.....
115	American Steel & Wire Co.....	.....	.....	.....	.....	.....	.....
116	Wabash, Chest. & W. R. R. Co.(The)	7,809	21,811	4,851	1,279	.....	.....
117	Wisconsin Central Ry. Co	7,852	167,975	18,023	3,842	443	.....
Total		9,853,426	2,164,197	1,123,681	825,698	96,373	372,610

RAILROADS.

the year ending June 30, 1902—Illinois—Continued.

8	9	10	11	12	13	14	15	16	
PRODUCTS OF ANIMALS.									
Fruits and vegetables	Other articles.	Live stock.	Dressed meats.	Other packing house products	Poultry, game and fish.	Wool.	Hides and leather.	Other articles.	
<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
19		484	4		2		2		108
5,676		40,135	2,397	2,422	1,226	102	910		109
13,882		15,611	20,213	11,351	794	906	3,242		110
57,920		113,354	37,808	62,096		2,795	19,838		111
									112
									113
									114
									115
563		922	14		193	2			116
82,343		17,068	9,156	8,130	1,535	438	10,702		117
1,645,210	226,888	2,738,599	1,113,209	1,283,230	147,075	89,247	265,522	104,674	

STEAM

TABLE VIII—Classified Freight Traffic of Steam Railroads

	17	18	19	20	21	22
NAME OF COMPANY.	MANUFACTURES					
	Oils.	Sugar.	Naval stores.	Iron, pig and bloom.	Iron and steel rails.	
	Tons.	Tons.	Tons.	Tons.	Tons.	
1 Atchison, Topeka & Santa Fé Ry. Co. (The)	17,861	11,793		4,008	14,589	
2 Baltimore & Ohio R. R. Co.	40,351	13,074	7,201	84,961	58,068	
3 Belt Ry. Co. of Chicago (The)						
4 Calumet Western Ry. Co.						
5 Chicago Great Western Ry. Co.	17,620	12,448		6,672	1,610	
6 Chicago Heights Terminal Trans. R. R. Co.						
7 Chicago Junction Ry. Co.	11,491	21		110,138	2,251	
8 Union Stock Yard & Transit Co.						
9 Chicago Short Line Ry. Co.						
10 Chicago Terminal Transfer R. R. Co.						
11 Chi., W. Pullman & So. Ry. Co. (The)						
12 Chicago Union Transfer Ry. Co.						
13 Chicago & Alton Ry. Co. (The)	49,391	23,300	3,333	82,720	92,113	
14 Chicago & Alton R. R. Co. (The)						
15 Joliet & Chicago R. R. Co. (The)						
16 Chicago & Eastern Illinois R. R. Co.	105,169	4,071		59,388	44,963	
17 Chicago & Erie R. R. Co.	7,393	1,518	103	2,343	1,150	
18 Chicago & Illinois Southern R. R. Co.						
19 Chicago & North Western Ry. Co.	162,500	129,481	183	259,948	137,420	
20 Chicago & Western Indiana R. R. Co.						
21 Chicago, Burlington & Quincy Ry. Co.						
22 Chicago, Burlington & Quincy R. R. Co.						
23 Chicago, Indianapolis & Louisville Ry. Co.						
24 Chicago, Lake Shore & Eastern Ry. Co.	7,099			299,523	731,954	
25 Chicago & Kenosha Ry. Co.						
26 Chicago & Southeastern Ry. Co.						
27 Joliet & Blue Island Ry. Co.						
28 Chicago, Milwaukee & St. Paul Ry. Co.	25,055	654	36	30,578	19,992	
29 Chicago, Peoria & St. Louis Ry. Co. of Ill.	10,262	7,373		19,963	5,773	
30 Alton Terminal Ry. Co.						
31 Litchfield & Madison Ry. Co.						
32 Chicago, Peoria & Western Ry. Co.						
33 Chicago, Rock Island & Pacific Ry. Co.	47,830	49,449		42,345	21,744	
34 Peoria & Bureau Valley R. R. Co.						
35 Cleve., Cin., Chi., & St. Louis Ry. Co.	39,001	20,119	9,889	107,512	8,956	
36 Kankakee & Seneca Ry. Co.	1,907	435	497	7,970	3,076	
37 Peoria & Eastern Ry. Co.	3,790	9,627	900	19,645	1,962	
38 Davenport, R. I. & Northwestern Ry. Co.			57			
39 DePue, Ladd & Eastern R. R. Co.						
40 East St. Louis Connecting Ry. Co.						
41 Elgin, Joliet & Eastern Ry. Co.	160,776	16,640		520,523	230,369	
42 Fulton County Narrow Gauge Ry. Co.	72	254		18	2	
43 Fulton Co. Extension Ry. Co.						

RAILROADS.

for the year ending June 30, 1902—Illinois—Continued.

23	24	25	26	27	28	29	30	31	32
TURNS.									
Castings and machinery.	Bar and sheet metal.	Wire goods.	Cement, brick and lime	Agricultural implements.	Wagons, carriages, tools, etc.	Wines, liquors and beers.	Household goods and furniture.	Tile.	Other manufactured articles.
<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
32,140	14,836	.....	65,956	6,735	8,177	9,528	15,331	.....	.....
334,034	18,523	.....	141,025	9,100	7,190	36,576	16,845	.....	.....
.....
7,562	1,625	.....	20,180	2,260	3,010	2,552	3,676	.....	.....
.....
61,204	55,938	.....	46,229	4,580	14,861	899	3,432	.....	.....
.....
.....
.....
51,275	94,668	.....	97,547	10,181	13,124	47,871	13,769	.....	.....
.....
.....
22,939	21,090	.....	151,894	11,332	8,662	14,823	7,447	.....	.....
3,822	5,797	.....	2,572	1,642	205	1,516	466	.....	13,330
.....
234,947	348,996	.....	267,040	155,271	297,933	18,743	59,250	12,382	.....
.....
.....
.....
6,568	146,654	.....	110,187	.....	.....	.....	.....	.....	456,423
.....
.....
.....
23,290	14,668	.....	69,682	27,008	9,410	69,506	14,558	.....	156,486
53,774	42,888	.....	106,139	4,730	3,380	22,580	4,694	.....	.....
.....
.....
.....
117,880	.....	.....	253,453	40,438	14,115	33,190	31,282	.....	.....
.....
.....
106,879	110,400	.....	97,996	22,795	9,450	27,958	11,362	14,618	.....
37,060	52,382	.....	23,567	16,593	7,097	4,893	2,389	1,453	.....
23,980	23,845	.....	31,391	17,027	2,864	11,255	2,538	4,179	.....
16	5	.....	143	50	26	44	9	.....	.....
.....
.....
22,478	.....	193,872	24,134	.....	.....	3,132	1,292	.....	36,426
244	4	.....	173	134	23	82	139	1	.....
.....
.....

TABLE VIII—Classified Freight Traffic of Steam Railroads

		17	18	19	20	21	22
		MANUFACTURES					
NAME OF COMPANY.		Oils.	Sugar.	Naval stores.	Iron, pig and bloom.	Iron and steel rails.	
		Tons.	Tons.	Tons.	Tons.	Tons.	
44	Grand Trunk Western Ry. Co.....	11,250	11,321	1,612	8,426	5,409	
45	Grand Trunk Junction Ry. Co.....						
46	Galesburg & Great Eastern R. R. Co.....	12	66		30		
47	Illinois Central R. R. Co.....	113,942	155,657	28,981	119,107	97,393	
48	Blue Island R. R. Co.....						
49	Chicago & Springfield R. R. Co.....						
50	Chicago & Texas R. R. Co.....						
51	Chicago, Havana & Western R. R. Co.....						
52	Chicago, Madison & Northern R. R. Co.....						
53	Illinois & Indiana R. R. Co.....						
54	Kankakee & Southwestern R. R. Co.....						
55	Mound City Ry. Co.....						
56	Peoria, Decatur & Mattoon R. R. Co.....						
57	Rantoul R. R. Co.....						
58	Riverside & Harlem R. R. Co.....						
59	South Chicago R. R. Co.....						
60	St. Louis, Alton & Terre Haute R. R. Co.....						
61	Illinois Southern Ry. Co.....	549	4		3,177	7,948	
62	Illinois Terminal R. R. Co.....		143	228	85	696	
63	Indiana, Decatur & Western Ry. Co.....	1,542	1,803	864	1,353	2,879	
64	Indiana, Illinois & Iowa R. R. Co. (The).....	14,954	8,644		6,818	11,257	
65	Iowa Central Ry. Co.....	15,265	4,600		8,649	229	
66	Jacksonville & St. Louis Ry. Co.....	594	657		2,844	19	
67	Chicago, Greenville & So. Ry. Co. (The).....						
68	Lake Erie & Western R. R. Co.....	19,866	648		5,445	368	
69	Lake Shore & Michigan Southern Ry. Co.....	108,458	8,084		30,410	46,549	
70	LaSalle & Bureau County R. R. Co.....			40		45	
71	Louisville & Nashville R. R. Co.....	4,363	11,290	915	38,143	21,669	
72	Michigan Central R. R. Co.....	15,522	32,531		21,920	3,825	
73	Joliet & Northern Indiana R. R. Co.....						
74	Terminal R. R. Co.....						
75	Mobile & Ohio R. R. Co. (The).....						
76	St. Louis & Cairo R. R. Co.....						
77	N. Y., Chicago & St. Louis R. R. Co. (The).....	5,931	36,415	443	4,842	29,430	
78	Chicago & State Line R. R. Co. (The).....						
79	Pawnee R. R. Co.....					94	
80	Pennsylvania Co.....	16,036	591	4	42,601	7,454	
81	Pittsburg, Ft. Wayne & Chicago Ry. Co.....						
82	South Chicago & So. R. R. Co. (The).....						
83	Pittsburg, Cin., Chi. & St. Louis Ry. Co.....	3,242	697	1	21,714	4,977	
84	Englewood Connecting Ry. Co.....						
85	Peoria & Pekin Union Ry. Co.....	83	137		1,255		
86	Quincy, Carrollton & St. Louis Ry.....	35	3		25		
87	Quincy, Omaha & Kansas City R. R. Co.....	716	7	22	659		
88	Rock Island & Peoria Ry. Co.....	4,603	984		13,771	1,905	
89	St. Louis Merchants Bridge Term. Ry. Co.....	9,199		45	118,534		
90	Madison, Illinois & St. Louis Ry. Co.....						
91	St. Louis Merchants Bridge Co.....						
92	St. Louis Valley Ry. Co.....						
93	St. Clair, Madison & St. L. Belt R. R. Co.....						
94	St. Louis, Belleville & Southern Ry. Co.....					11	
95	St. Louis Troy & Eastern R. R. Co.....	1		166		636	
96	Collinsville & Troy R. R. Co. (The).....						
97	Southern Ry. Co.....	1,785	2,310	493	37,265	5,768	
98	Terminal Railroad Association of St. Louis.....	36,658			2,408	260,712	
99	East St. Louis Belt R. R. Co.....						
100	Illinois Transfer R. R. Co.....						
101	St. Louis Bridge Company.....						
102	Terre Haute & Indianapolis R. R. Co.....	12,974	5,300		31,408	75,383	
103	St. L., Van. & Terre Haute R. R. Co. (The).....						
104	Terre Haute & Peoria R. R. Co.....						
105	Terre Haute & Indianapolis R. R. Co. Agt.....						

STEAM

TABLE VIII—*Classified Freight Traffic of Steam Railroads*

17		18	19	20	21	22
NAME OF COMPANY.		MANUFAC				
		Oils.	Sugar.	Naval stores.	Iron, pig and bloom.	Iron and steel rails.
		<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
106	East St. Louis & Carondelet Ry. Co.....	.....	.....	.....	.....	.....
107	Toluca & Eastern R. R. Co.....	.....	.....	.....	.....	.....
108	Toluca, Marquette & Northern R. R. Co....	16	21	.....	.....	.....
109	Toledo, Peoria & Western Ry. Co.....	7,855	2,998	.....	1,038	403
110	Toledo, St. Louis & Western R. R. Co.....	12,160	1,693	.....	12,333	2,797
111	Wabash R. R. Co.....	27,843	15,053	.....	15,050	34,894
112	Hannibal Bridge Co.....	.....	.....	.....	.....	.....
113	Louisiana & Pike County R. R. Co.....	.....	.....	.....	.....	.....
114	Waukegan & Mississippi Valley Ry. Co....	.....	.....	.....	.....	.....
115	American Steel & Wire Co.....	.....	.....	.....	.....	.....
116	Wabash, Chester & West. R. R. Co., (The)	12	56	.....	332	1,934
117	Wisconsin Central Ry. Co.....	27,645	3,945	.....	12,209	10,223
Total.....		1,180,680	609,102	55,956	2,220,166	2,011,467

RAILROADS.

for the year ending June 30, 1901—Illinois—Concluded.

23	24	25	26	27	28	29	30	31	32
----	----	----	----	----	----	----	----	----	----

TURES.

Castings and machinery.	Bar and sheet metal.	Wire goods.	Cement, brick and lime	Agri-cultural imple-ments.	Wag-ons, car-riages, tools, etc.	Wines, liquors and beers.	House-hold goods and furni-ture.	Tile.	Other manu-factured articles.	
<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
.....	.....	.....	392	.....	.....	2	12	.....	.....	106
.....	.....	.....	353	12	7	2	40	.....	.....	107
7,166	3,235	.....	18,073	4,623	1,680	10,103	6,862	.....	.....	108
9,731	67,272	.....	30,058	1,469	2,489	4,873	659	3,327	9,300	109
39,949	.....	.....	74,261	16,429	4,864	26,177	9,460	.....	.....	110
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	111
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	112
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	113
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	114
1,623	.....	.....	7,732	202	36	690	299	.....	.....	115
13,144	8,396	.....	13,653	8,457	7,841	3,146	5,494	.....	.....	116
1,952,834	2,015,667	285,836	2,460,398	594,473	572,503	558,542	296,949	36,687	1,246,898	117

STEAM RAILROADS.

TABLE VIII.—Classified freight traffic for the year ending June 30, 1902—Illinois—Continued.

NAME OF COMPANY.	PRODUCTS OF MINES.						PRODUCTS OF FOREST.			Ice.	Miscellaneous.	Total tonnage.
	Althracite coal.	Bituminous coal.	Coke.	Ores.	Stone, sand and other articles.	Salt.	Lumber.	Other articles.	Tons.			
33	34	35	36	37	38	39	40	41	42	43	44	45
1 A. T. & S. F. Ry. Co. (The).....	Tons. 7,274	Tons. 330,143	Tons. 43,421	Tons. 62,404	Tons. 110,931	Tons.	Tons. 96,131	Tons.	Tons. 79,256	Tons.	Tons. 67,862	Tons. 1,551,855
2 Baltimore & Ohio R. Co.	124,478	1,716,625	700,512	21,364	488,701	.....	302,092	.....	88,680	.....	470,829	5,623,405
3 Belt Ry. Co. of Chicago (The).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15,217,020
4 Chamnet Western Ry. Co. ....	.....	123,157	.....	3,200	30,928	.....	50,649	25,871	50,190	.....	76,005	826,102
5 Chicago Great Western Ry. Co. ....	.....	386,218	6,677	182,267	323,306	.....	95,624	69	.....	.....	274,038	2,271,156
6 Chicago Heights Ter. I. R. R. Co.	6,975	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 Chicago Junction Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 Union Stock Yard & Transit Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9 Chicago Short Line Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10 Chicago Terminal Trans. R. R. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11 Chicago, W. P. & S. Ry. Co. (The).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12 Chicago Union Transfer Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13 Chicago & Alton Ry. Co. (The).....	94,624	1,956,826	11,258	56,849	89,171	.....	300,829	.....	211,087	.....	691,328	4,767,743
14 Chicago & Alton R. R. Co. (The).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15 Joliet & Chicago R. R. Co. (The).....	42,848	3,177,506	7,999	14,257	181,327	.....	612,317	.....	114,444	.....	197,846	5,323,630
16 Chicago & Eastern Illinois R. R. Co.	18,870	38,215	20,463	771	2,892	937	5,962	1,745	13,657	.....	11,364	224,354
17 Chicago & Erie R. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18 Chicago & Illinois South. R. R. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19 Chicago & Northwestern Ry. Co.	351,991	1,568,558	233,344	57,556	439,358	30,012	668,556	.....	863,893	92,473	708,558	8,627,278
20 Chicago & Western Indiana R. R. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21 Chicago, Burlington & Quincy Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22 Chicago, Bur. & Quincy R. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23 Chicago, Indps. & Louis. Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24 Chicago, LaSalle Shore & East. Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25 Chicago & Kenosha Ry. Co. ....	.....	995,534	1,671,552	340,310	880,824	.....	16,170	.....	.....	.....	.....	.....
26 Chicago & Southeastern Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27 Joliet & Blue Island Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28 Chicago, Milwaukee & St. P. Ry. Co.	78,516	217,381	30,617	149,131	84,492	11,696	236,323	233,048	191,003	53,799	.....	2,533,422

29	Chicago, Peo. & St. L. Ry. Co. of Ill.	17,941	930,190	5,174	106	94,833	108,220	41,589	27,397	258,803	2,146,206	29
30	Alton Terminal Ry. Co.											30
31	Litchfield & Madison Ry. Co.											31
32	Chicago, Peoria & Western Ry. Co.											32
33	Chicago, Rock Island & Pac. Ry. Co.	121,695	666,843	6,447	44,253	213,572	20,600	76,679	338,618	274,297	3,814,895	33
34	Peoria & Bureau Valley R. R. Co.											34
35	Cleve., Cin., Chi. & St. L. Ry. Co.	46,955	642,943	68,460	11,888	169,106	11,486	317,797	376,920	57,567	3,074,530	35
36	Kankakee & Seneca Ry. Co.	450	37,757	21,138	6,739	16,956	125	28,906	49,695	9,282	508,943	36
37	Peoria & Eastern Ry. Co.	12,708	118,103	32,648	6,719	24,363	1,819	56,361	74,761	9,931	704,354	37
38	Day., Rock Island & N. W. Ry. Co.		3,230					30	269	257	4,528	38
39	DePue, Leado & Eastern R. R. Co.											39
40	East St. Louis Connecting Ry. Co.										(13,648,750	40
41	Edin. Joliet & Eastern Ry. Co.	94,202	1,480,928	407,574	106,740	636,155	39,105	67,507	45,107	1,243,948	5,678,833	41
42	Fulton County Narrow G'ce Ry. Co.	68	22,571				158	822	520	840	37,918	42
43	Fulton County Extension Ry. Co.											43
44	Grand Trunk Western Ry. Co.	19,122	565	20	8,219	37,041			392,814	109,578	1,415,328	44
45	Grand Trunk Junction Ry. Co.											45
46	Galesburg & Great East. R. R. Co.		35,396			281	765	4,116	384	374	50,934	46
47	Illinois Central R. R. Co.	180,066	4,722,691	126,776	71,633	244,229	2,245,149		718,872	960,669	13,904,545	47
48	Blue Island R. R. Co.											48
49	Chicago & Springfield R. R. Co.											49
50	Chicago & Texas R. R. Co.											50
51	Chicago, Havana & West. R. R. Co.											51
52	Chicago, Madison & North. R. R. Co.											52
53	Illinois & Indiana R. R. Co.											53
54	Kankakee & Southwestern R. R. Co.											54
55	Mound City Ry. Co.											55
56	Peoria, Decatur & Mattoon R. R. Co.											56
57	Rantoul R. R. Co.											57
58	Riverside & Harlem R. R. Co.											58
59	South Chicago R. R. Co.											59
60	St. Louis Alton & T. H. R. R. Co.											60
61	Illinois Southern Ry. Co.		31,545	682		8,406	10,652	9,514	664	13,664	145,956	61
62	Illinois Terminal R. R. Co.	981	44,706	6,206	17	4,912	48,681		9,479	61,079	143,888	62
63	Indiana, Decatur & Western Ry. Co.	1,523	40,951	4,415	194	5,730	12,214		12,352	3,934	232,533	63
64	Indiana, Ill. & Iowa R. R. Co. (The)	32,261	863,716	30,942	59,111	111,053	47,387	15,055	10,234	208,911	1,916,464	64
65	Iowa Central Ry. Co.	24,254	283,642	22,950	29	6,673	50,456		23,711	65,468	934,043	65
66	Jacksonville & St. Louis Ry. Co.	11,312	39,521			8,704	3,266		11,502	8,986	162,266	66
67	Chicago, G. & S. Ry. Co. (The)			1,945	652	40,544			26,470	125,982	533,514	67
68	Lake Erie & Western R. R. Co.	8,200	63,126	74,066	35,028	569,426	8,923	211,529	90	590,547	4,048,561	68
69	Lake Shore & Mich. South. Ry. Co.	389,897	259,750	1,260	38,460	2,545	500		90	141,685	70	69
70	LaSalle & Bureau C. R. Co.	18,430							848	250	1,300,756	70
71	Louisville & Nashville R. R. Co.		608,616	2,271	61	6,094	1,109	30,973		130,747	2,882,535	71
72	Michigan Central R. R. Co.		113,722	3,490	974	140,011	50,334	191,224	12,794	658,438	2,882,535	72
73	Joliet & Northern Ind. R. R. Co.											73
74	Terminal R. R. Co.											74
75	Mobile & Ohio R. R. Co. (The)		255,198				545,280		779,698		1,876,461	75
76	St. Louis & Cairo R. R. Co.											76
77	N. Y. Chi. & St. L. R. R. Co. (The)	152,402	17,434	1,740	16,765	2,563	26,565		17,136	23,774	1,064,316	77
78	Chi. & State Line R. R. Co. (The)											78
79	Pawnee R. R. Co.	555	105,333			1,958	8,772		1,978		129,956	79

STEAM RAILROADS.

TABLE VIII.—Classified freight traffic for the year ending June 30, 1902—Illinois—Continued.

NAME OF COMPANY.	PRODUCTS OF MINES.										PRODUCTS OF FOREST.				Miscellaneous.	Ice.	Merchandise.	Total tonnage.
	Anthracite coal.	Bituminous coal.	Coke.	Ores.	Stone, sand and other articles.	Salt.	Lumber.		Other articles.	Merchandise.	Ice.	Miscellaneous.	Total tonnage.					
							Tons.	Tons.										
33	34	35	36	37	38	39	40	41	42	43	44	45						
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Pennsylvania Co.	9,366	166,713	119,901	58,579	381,993	6,948	26,325	623	8,143	24,178	1,241,279	80						
Pittsburg, Ft. Wayne & C. Ry. Co.													81					
South Chi. & So. R. Co. (The)													82					
Pitts., Cin., Chi. & St. Louis Ry. Co.	6,770	156,363	23,618	13,337	41,315	4,282	29,177	398	3,230	31,617	500,553	83						
Englewood Connecting Ry. Co.													84					
Peoria & Pekin Union Ry. Co.	1,835	212,684	2,373		3,560		2,758	122	6,629	12,816	270,581	85						
Quincy, Carrollton & St. Louis Ry.		6,962					1,715		1,310	1,802	23,575	86						
Quincy, Omaha & K. C. R. Co.	93	3,720			60	640	2,660	3,350	8,570	1,740	43,720	87						
Rock Island & Peoria Ry. Co.	14,469	258,581	9,256	16	7,018	956	58,198	6,720	22,543	66,739	757,379	88						
St. Louis Mer. Bridge Tr. Ry. Co.	8,799	419,494		93	26,126		88,300		34,805	185,812	1,062,030	89						
Madison, Illinois & St. L. Ry. Co.												90						
St. Louis Merchants' Bridge Co.												91						
St. Louis Valley Ry. Co.												92						
St. Clair, Mad. & St. L. Belt R. R. Co.												93						
St. Louis, Belleville & So. Ry. Co.		43,853										94						
St. Louis, Troy & Eastern R. R. Co.		575,213	5		1,131		959		98	17	43,861	94						
Collinsville & T. R. Co. (The)										164	590,230	95						
Southern Ry. Co.	9,463	739,508	42,475	3,874	17,480		96,763	2,612	71,073	92,125	1,497,125	97						
Terminal R. R. Assn. of St. Louis.	108,253	1,986,179		11,504	87,851		83,800		93,338	639,916	3,576,548	98						
East St. Louis Belt R. R. Co.												99						
Illinois Transfer R. R. Co.												100						
St. Louis Bridge Co.	33,407	522,818	49,691	10,525	73,873	9,449	71,293	235,296	122,015	71,293	2,362,221	101						
Terre Haute & Indianapolis R. R. Co.												102						
St. L., V. & T. H. R. R. Co. (The)												103						
Terre Haute & Peoria R. R. Co.												104						
T. H. & Indns. R. R. Co. Argent												105						
E. St. Louis & Carondelet Ry. Co.												106						
Toluca & Eastern R. R. Co.		750			364		35		4	71	1,638	107						

108	Toiuca, Marquette & North, R. R. Co.	27,667	283,364	20,228	1,387	99,428	2,449	6,302	152	18	132,687,108
109	Toledo, Peoria & Western Ry. Co.	23,743	60,720	317	6,856	19,541	23,647	28,814	9,414	48,344	867,393,109
110	Toledo, St. Louis & West. R. R. Co.	7,887	86,346	9,654	9,523	45,484	58,214	28,814	47,665	40,033	663,171,110
111	Wabash R. R. Co.	86,346	732,500			59,497	181,100	61,331	188,016	427,339	2,859,534,111
112	Hannibal Bridge Co.										
113	Louisiana & Pike Co. R. R. Co.										112
114	Waukegan & Miss. Valley Ry. Co.										113
115	American Steel & Wire Co.	142	30,193			3,103	7,835	13,430	4,671	3,456	373,440,114
116	Wabash, Ches. & W. R. R. Co. (The)	8,406	45,758	2,244		55,091	154,135	18,962	73,163	391,650	113,280,116
117	Wisconsin Central Ry. Co.	2,318,996	27,313,657	3,819,813	1,900,446	5,897,167	7,417,074	843,379	5,360,105	9,600,996	1,189,508,117
	Total										
		2,318,996	27,313,657	3,819,813	1,900,446	5,897,167	7,417,074	843,379	5,360,105	226,087	125,387,678

TABLE IX—Number of *Employés* and *Salaries* for the

1		2	3	4	5	6	7	8	9	10	11
NAME OF COMPANY.		ILLINOIS.									
		General officers	Other officers	General office clerks	Station agents	Other stationmen...	Enginemen	Firemen	Conductors.....	Other trainmen....	Machinists
102	Terre Haute & Indianapolis R. R. Co..	6	16	40	68	219	80	85	40	160	25
103	St. L., V. & T. H. R. R. Co. (The)...	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
104	Terre Haute & Peoria R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
105	T. H. & Indianapolis R. R. Co., Agent	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
106	East St. Louis & Carondelet Ry. Co.	4	8	10	1	3	4	8	.....	13	2
107	Toluca & Eastern R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108	Toluca, Marquette & North'n R. R. Co.	2	3	1	4	3	4	2	2	.....	.....
109	Toledo, Peoria & Western Ry. Co.....	3	3	17	41	33	30	30	22	47	14
110	Toledo, St. Louis & Western R. R. Co.	.....	1	.....	37	34	32	33	20	47	9
111	Wabash R. R. Co.....	10	8	110	129	350	181	179	132	260	307
112	Hannibal Bridge Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
113	Louisiana & Pike County R. R. Co..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
114	Waukegan & Miss. Valley R. R. Co....	.....	1	.....	.....	.....	5	3	.....	.....	.....
115	American Steel & Wire Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
116	Wabash, C. & W. R. R. Co. (The)....	2	.....	4	12	3	7	4	3	6	4
117	Wisconsin Central Ry. Co.....	.....	.....	.....	17	135	23	23	15	55	.....
Total		320	289	4,129	2,339	11,257	3,692	3,754	2,399	5,997	2,816

RAILROADS.

Year ending June 30, 1902—Illinois and Whole Line.

12	13	14	15	16	17	18	19	20	21	22	23	
ILLINOIS.										WHOLE LINE.		
Carpenters	Other shopmen	Section foremen	Other trackmen	Switchmen, flagmen and watchmen	Telegraph operators and dispatchers	Employers' account—floating equipment	All other employes and laborers	Total—Cols. 2 to 19, inclusive	Total yearly compensation.	Grand total.	Total yearly compensation.	
									<i>Dollars.</i>		<i>Dollars.</i>	
32	180	58	232	56	66	.....	450	1,807	1,104,297 30	2,670	1,769,550 86	102
.....	.....	.....	.....	.....	.....	.....	.....	1	250 00	1	250 00	103
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	104
.....	4	2	8	4	2	.....	25	98	31,816 66	98	31,816 66	105
.....	.....	.....	.....	.....	.....	.....	.....	.....	3,798 08	.....	3,798 08	106
.....	6	1	72	1	.....	.....	.....	101	8,636 89	101	8,636 89	107
27	76	39	225	3	33	.....	122	765	449,828 08	765	449,828 08	108
76	41	34	233	40	26	.....	157	820	388,654 38	2,254	1,140,738 56	109
132	366	120	583	208	105	.....	353	3,533	2,352,745 05	10,600	7,058,235 16	110
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	111
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	112
.....	.....	.....	.....	12	.....	.....	.....	.....	.....	.....	.....	113
.....	.....	.....	.....	.....	.....	.....	.....	21	12,225 13	21	12,225 13	114
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	115
7	1	9	19	2	1	.....	6	90	47,497 36	90	47,497 36	116
.....	.....	9	41	6	13	.....	14	351	238,166 65	3,804	2,364,783 79	117
4,210	10,007	2,413	18,267	6,044	1,978	185	11,799	91,895	55,277,682 77	393,881	224,994,235 77	

28	Chicago, Milwaukee & St. P. Ry. Co.	23 10	10 16	2 35	1 65	1 47	3 45	2 28	3 31	1 90	2 40	1 88	1 80	1 77	1 26	2 10	2 14	1 98
29	Chicago, Peoria & St. L. Ry. Co. of Ill.	13 01	5 57	1 85	1 66	1 66	4 03	2 32	3 48	2 36	2 02	1 71	1 79	1 35	1 19	1 33	1 58	1 64
30	Alton Terminal Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	Litchfield & Madison Ry. Co.	7 71	.....	2 35	2 42	1 79	4 05	2 67	3 74	2 62	2 45	2 11	1 65	1 96	1 33	1 40	2 28	2 47
32	Chicago, Peoria & Western Ry. Co.	20 13	7 56	2 83	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33	Chicago, Rock Island & Pacific Ry. Co.	4 00	7 27	2 08	1 98	1 62	4 16	2 46	3 51	2 62	2 67	1 97	1 38	1 79	1 31	2 12	1 87	1 86
34	Peoria & Bureau Valley R. R. Co.	21 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35	Clev., Cin., Chi. & St. Louis Ry. Co.	2 58	.....	2 62	1 62	1 59	4 34	2 34	3 53	2 00	2 61	1 75	1 67	1 72	1 38	1 30	1 90	1 07
36	Kankakee & Seneca Ry. Co.	12 40	4 73	2 62	1 62	1 59	4 34	2 34	3 53	2 00	2 61	1 75	1 67	1 72	1 38	1 30	1 90	1 90
37	Peoria & Eastern Ry. Co.	6 41	.....	1 81	1 86	1 51	3 06	1 97	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38	Davenport, R. I. & Northwest'n Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39	DePue, Laad & Eastern R. R. Co.	8 83	.....	1 75	4 11	1 43	3 34	1 93	3 26	2 64	2 88	2 30	1 75	2 25	1 41	1 59	.....	1 94
40	East St. Louis Connecting Ry. Co.	10 97	5 61	2 04	1 86	1 53	2 59	2 20	3 45	2 01	2 02	1 69	1 38	2 11	2 12	.....	.....	2 14
41	Elgin, Joliet & Eastern Ry. Co.	3 09	.....	1 49	1 86	1 51	2 59	1 37	1 97	1 31	2 47	1 77	1 28	1 32	1 14	1 25	.....	1 46
42	Fulton County Narrow Gauge Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
43	Fulton County Extension Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44	Grand Trunk Western Ry. Co.	21 58	.....	2 08	2 39	1 62	3 57	2 19	3 39	2 08	2 51	1 95	2 22	1 82	1 37	1 75	1 60	1 67
45	Grand Trunk Junction Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46	Galesburg & Great Eastern R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
47	Illinois Central R. R. Co.	20 08	6 75	2 15	1 57	1 50	3 71	2 16	3 43	2 08	2 30	2 17	1 86	1 69	1 36	2 22	1 97	1 85
48	Blue Island R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49	Chicago & Springfield R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	Chicago & Texas R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51	Chicago, Havana & West'n R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52	Chicago, Madison & North'n R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
53	Illinois & Indiana R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54	Kankakee & Southwestern R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55	Mound City Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
56	Peoria, Decatur & Mattoon R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
57	Rantoul R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58	Riverside & Harlem R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59	South Chicago R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
60	St. Louis, Alton & I. H. R. R. Co.	2 55	3 12	1 43	1 36	65	3 00	1 74	2 45	1 75	2 50	1 75	1 25	1 50	1 10	1 16	1 97	1 65
61	Illinois Southern Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
62	Illinois Terminal R. R. Co.	6 07	7 58	2 02	1 46	1 32	3 79	2 12	3 73	1 94	2 15	1 96	1 61	1 62	1 15	1 45	1 86	1 77
63	Indiana, Decatur & Western Ry. Co.	9 72	8 59	1 56	1 57	1 49	3 50	1 98	3 05	2 19	2 75	1 99	1 66	1 49	1 30	1 21	2 04	1 49
64	Indiana, Ill. & Iowa R. R. Co. (The)	2 81	1 24	38	1 59	1 74	3 69	2 24	2 86	1 83	2 08	.....	.....	.....	.....	.....	.....	1 65
65	Iowa Central Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 56
66	Jacksonville & St. Louis Ry. Co. (The)	5 75	3 67	1 53	1 45	96	3 19	1 91	2 90	1 92	2 01	1 70	1 51	1 51	1 12	1 74	1 77	1 12
67	Chi. Green & South'n Ry. Co. (The)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
68	Lake Erie & Western R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
69	Lake Shore & Mich. Southern Ry. Co.	10 27	3 60	4 18	1 86	3 87	2 31	2 85	2 17	2 52	2 16	2 08	2 77	1 43	1 30	1 90	1 82	1 82
70	LaSalle & Bureau County R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71	Louisville & Nashville R. R. Co.	6 60	.....	1 73	1 78	1 82	4 46	2 30	3 89	2 02	3 89	2 08	1 69	1 69	2 22	1 69	.....	2 26
72	Michigan Central R. R. Co.	13 15	.....	2 89	3 10	1 83	2 78	1 62	3 25	2 65	2 49	2 02	.....	.....	.....	.....	.....	1 61
73	Joliet & Northern Indiana R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74	Terminal R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
75	Mobile & Ohio R. R. Co. (The)	13 99	3 94	2 28	1 74	1 85	5 09	2 84	3 35	2 26	2 62	2 20	1 74	1 56	1 18	2 39	1 75	1 44
76	St. Louis & Cairo R. R. Co.	7 99	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
77	New York, Chi. & St. L. R. R. Co. (The)	.....	.....	.....	3 76	71	3 02	1 97	2 92	2 60	2 35	1 96	2 06	1 97	1 37	1 47	2 05	1 93

STEAM RAILROADS.

TABLE XI--Description of Equipment for the year ending June 30, 1902--Whole Line--Continued.

NAME OF COMPANY.	CARS OWNED AND LEASED.																																			
	CARS IN FREIGHT SERVICE.					CARS IN COMPANY SERVICE.																														
	No.	Flat cars.....	Stock cars.....	Coal cars.....	Tank cars.....	Refrigerator cars.....	Others.....	Total--Cols. 31 to 27, inclusive.....	Equipped with train brake..	Equipped with automatic coupler.....	Officers' and pay cars.....	Gravel cars....	Derrick cars...	Caboose cars..	Other road cars.....	Total--Cols. 31 to 35, inclusive.....	Equipped with train brake..	Equipped with automatic coupler.....																		
20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38																		
77 N. Y. Chi. & St. L. R. R. Co. (The)	No.	817	No.	34	No.	703	No.	141	No.	258	No.	8,342	No.	3,962	No.	8,342	No.	5	No.	8,342	No.	2	No.	4	No.	115	No.	28	No.	149	No.	11	No.	149	No.	77
78 Chi. & State Line R. R. Co. (The)	No.	1,107	No.	2,150	No.	24,054	No.	1,253	No.	46,983	No.	46,983	No.	5	No.	46,983	No.	6	No.	5	No.	6	No.	16	No.	339	No.	48	No.	409	No.	54	No.	409	No.	78
79 Pennsylvania Co.	No.	18,418	No.	1,107	No.	24,054	No.	1,253	No.	46,983	No.	46,983	No.	5	No.	46,983	No.	6	No.	5	No.	6	No.	16	No.	339	No.	48	No.	409	No.	54	No.	409	No.	79
80 Pittsb., Ft. Wayne & C. Ry. Co.	No.	7,038	No.	1,231	No.	3,206	No.	200	No.	13,308	No.	13,308	No.	5	No.	13,308	No.	5	No.	5	No.	5	No.	11	No.	315	No.	25	No.	359	No.	29	No.	359	No.	80
81 Pittsb., Ft. Wayne & C. Ry. Co.	No.	5	No.	1	No.	288	No.	294	No.	294	No.	170	No.	170	No.	170	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	81
82 S. Chi. & South. R. R. Co. (The)	No.	4	No.	2	No.	18	No.	24	No.	24	No.	793	No.	793	No.	793	No.	1	No.	1	No.	1	No.	11	No.	12	No.	46	No.	58	No.	34	No.	58	No.	82
83 Pittsb., Cin., Chi. & St. L. Ry. Co.	No.	202	No.	17	No.	279	No.	293	No.	293	No.	554	No.	392	No.	554	No.	19	No.	19	No.	19	No.	2	No.	2	No.	2	No.	23	No.	23	No.	83		
84 Englewood Connecting Ry. Co.	No.	278	No.	21	No.	50	No.	205	No.	205	No.	205	No.	205	No.	205	No.	19	No.	19	No.	19	No.	2	No.	2	No.	2	No.	23	No.	23	No.	84		
85 Peoria & Pekin Union Ry. Co.	No.	5	No.	1	No.	288	No.	294	No.	294	No.	170	No.	170	No.	170	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	85
86 Quincy, Carrollton & St. Louis Ry.	No.	4	No.	2	No.	18	No.	24	No.	24	No.	793	No.	793	No.	793	No.	1	No.	1	No.	1	No.	11	No.	12	No.	46	No.	58	No.	34	No.	58	No.	86
87 Quincy, Omaha & K. C. R. R. Co.	No.	202	No.	17	No.	279	No.	293	No.	293	No.	554	No.	392	No.	554	No.	19	No.	19	No.	19	No.	2	No.	2	No.	2	No.	23	No.	23	No.	87		
88 Rock Island & Peoria Ry. Co.	No.	278	No.	21	No.	50	No.	205	No.	205	No.	205	No.	205	No.	205	No.	19	No.	19	No.	19	No.	2	No.	2	No.	2	No.	23	No.	23	No.	88		
89 St. Louis Mer. Bridge Ter. Ry. Co.	No.	90	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	89
90 Madison, Ill. & St. Louis Ry. Co.	No.	90	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	90
91 St. Louis Merchants Bridge Co.	No.	91	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	91
92 St. Louis Valley Ry. Co.	No.	92	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	92
93 St. Clair, M. & St. V. Belt R. R. Co.	No.	93	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	93
94 St. Louis, Bellev. & South Ry. Co.	No.	94	No.	20	No.	100	No.	120	No.	73	No.	120	No.	73	No.	120	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	1	No.	94
95 St. L., Troy & Eastern R. R. Co.	No.	95	No.	12	No.	499	No.	24	No.	537	No.	523	No.	523	No.	523	No.	9	No.	9	No.	9	No.	1	No.	1	No.	9	No.	10	No.	1	No.	1	No.	95
96 Collinsv. & Iroy R. R. Co. (The)	No.	96	No.	2,965	No.	13,263	No.	201	No.	34,241	No.	34,114	No.	30,521	No.	34,114	No.	18	No.	18	No.	18	No.	107	No.	441	No.	610	No.	1,176	No.	179	No.	1,178	No.	96
97 Southern Ry. Co.	No.	97	No.	16,871	No.	761	No.	201	No.	34,241	No.	34,114	No.	30,521	No.	34,114	No.	18	No.	18	No.	18	No.	103	No.	441	No.	610	No.	1,176	No.	179	No.	1,178	No.	97
98 Terminal R. R. Assn. of St. Louis.	No.	98	No.	22	No.	22	No.	22	No.	22	No.	22	No.	22	No.	22	No.	1	No.	1	No.	1	No.	1	No.	3	No.	32	No.	139	No.	139	No.	139	No.	98
99 East St. Louis Belt R. R. Co.	No.	99	No.	22	No.	22	No.	22	No.	22	No.	22	No.	22	No.	22	No.	1	No.	1	No.	1	No.	1	No.	3	No.	32	No.	139	No.	139	No.	139	No.	99
100 Illinois Transfer R. R. Co.	No.	100	No.	22	No.	22	No.	22	No.	22	No.	22	No.	22	No.	22	No.	1	No.	1	No.	1	No.	1	No.	3	No.	32	No.	139	No.	139	No.	139	No.	100

STEAM RAILROADS.

TABLE XI.—Description of Equipment for the year ending June 30, 1902—Whole Line—Continued.

NAME OF COMPANY.	TOTAL CARS OWNED AND LEASED.				TOTAL CARS AND LOCOMOTIVES OWNED AND LEASED.				TOTAL CARS AND LOCOMOTIVES OWNED.				CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.			
	Equip'd with train brake.		Equip'd with automatic coupler.		Number.		Equip'd with train brake.		Equip'd with automatic coupler.		Number.		Equip'd with train brake.		Equip'd with automatic coupler.	
	Number.	Equip'd with automatic coupler.	Number.	Equip'd with automatic coupler.	Number.	Equip'd with automatic coupler.	Number.	Equip'd with automatic coupler.	Number.	Equip'd with automatic coupler.	Number.	Equip'd with automatic coupler.	Number.	Equip'd with automatic coupler.	Number.	Equip'd with automatic coupler.
1 A. T. & S. F. Ry. Co. (The).....	31,641	31,641	32,681	32,681	32,681	32,681	32,681	32,681	32,681	32,681	32,681	32,681	32,681	32,681	32,681	32,681
2 Baltimore & Ohio R. R. Co.....	60,682	49,169	61,877	50,342	60,418	52,408	42,176	52,360	52,360	52,408	42,176	52,360	52,360	52,408	42,176	52,360
3 Belt Ry. Co. of Chicago (The)....	143	59	189	100	189	189	100	189	189	189	100	189	189	189	100	189
4 Calumet & Western Ry. Co.....	6,851	5,069	7,069	5,287	7,069	7,069	5,287	7,069	7,069	7,069	5,287	7,069	7,069	7,069	5,287	7,069
5 Chicago Great Western Ry. Co....	441	441	488	488	488	488	488	488	488	488	488	488	488	488	488	488
6 Chi. H. Term. Tr. R. Co.....	441	441	488	488	488	488	488	488	488	488	488	488	488	488	488	488
7 Chicago Junction Ry. Co.....	441	441	488	488	488	488	488	488	488	488	488	488	488	488	488	488
8 Union Stock Yard & T. Co.....	441	441	488	488	488	488	488	488	488	488	488	488	488	488	488	488
9 Chicago Short Line Ry. Co.....	429	45	471	87	471	471	87	471	471	471	87	471	471	471	87	471
10 Chi. Term. Tr. R. Co.....	429	45	471	87	471	471	87	471	471	471	87	471	471	471	87	471
11 C. W. P. & S. Ry. Co. (The)....	10	10	18	18	18	18	18	18	18	18	18	18	18	18	18	18
12 Chicago Union Transfer Ry. Co..	10,044	6,685	10,044	6,889	10,248	10,248	6,889	10,248	10,248	10,248	6,889	10,248	10,248	10,248	6,889	10,248
13 Chi. & Alton Ry. Co. (The)....	10,044	6,685	10,044	6,889	10,248	10,248	6,889	10,248	10,248	10,248	6,889	10,248	10,248	10,248	6,889	10,248
14 Chi. & Alton R. R. Co. (The)....	10,044	6,685	10,044	6,889	10,248	10,248	6,889	10,248	10,248	10,248	6,889	10,248	10,248	10,248	6,889	10,248
15 Joliet & Chi. R. R. Co. (The)....	10,715	6,292	10,864	6,421	10,781	10,864	6,421	10,781	10,864	10,864	6,421	10,781	10,864	10,864	6,421	10,781
16 Chi. & Eastern Illinois R. R. Co.	1,784	940	1,847	1,003	1,847	1,847	1,003	1,847	1,847	1,847	1,003	1,847	1,847	1,847	1,003	1,847
17 Chicago & Erie R. Co.....	1,784	940	1,847	1,003	1,847	1,847	1,003	1,847	1,847	1,847	1,003	1,847	1,847	1,847	1,003	1,847
18 Chi. & Eastern Illinois R. R. Co.	1,784	940	1,847	1,003	1,847	1,847	1,003	1,847	1,847	1,847	1,003	1,847	1,847	1,847	1,003	1,847
19 Chi. & Ill. Southern R. R. Co....	44,589	36,587	44,589	37,655	45,609	45,609	37,655	45,609	45,609	45,609	37,655	45,609	45,609	45,609	37,655	45,609
20 Chi. & Northwestern Ry. Co....	44,589	36,587	44,589	37,655	45,609	45,609	37,655	45,609	45,609	45,609	37,655	45,609	45,609	45,609	37,655	45,609
21 Chi. & W. Indiana R. R. Co.....	23	7	23	10	26	26	10	26	26	26	10	26	26	26	10	26
22 Chi., Burl. & Quincy Ry. Co....	46,254	30,468	47,429	31,600	47,100	47,249	31,600	47,100	47,249	47,249	31,600	47,100	47,249	47,249	31,600	47,100
23 Chi., Burl. & Quincy R. R. Co..	46,254	30,468	47,429	31,600	47,100	47,249	31,600	47,100	47,249	47,249	31,600	47,100	47,249	47,249	31,600	47,100
24 Chi., Indpls. & L. Ry. Co.....	46,254	30,468	47,429	31,600	47,100	47,249	31,600	47,100	47,249	47,249	31,600	47,100	47,249	47,249	31,600	47,100

STEAM RAILROADS.

TABLE XII.—*Rails, Ties, Bridges, Ballast, Crossings, etc., for the year ending June 30, 1902—Illinois.*
—Continued.

1	2	RAILS.		4	5	6	7	8	9	10	11	12	13	14	15		
		IRON.	Number of miles— main line and branches.....													STEEL.	
																Number of miles— main line and brches.	Tons relaid during year.
	NAME OF COMPANY.				Number of ties relaid during year.	No. of sta- tions on road.	Len'gth of road un- fenced —In miles.	Miles of stone, gravel.	Miles of cin- ders.	Miles of slag.	Miles of gumbo.....	Miles of chatts.....	M'les of sand.	Miles of earth.			
75	Mobile & Ohio R. R. Co. (The)	158.60	1,800.00	97,666	33	64.00	23.46	24.16	4.25	105.50				75			
76	St. Louis & Cairo R. R. Co.	9.96	299.50	5,155	4	4.32	9.96	3.00	2.00				1.23	76			
77	New York, Chi. & St. L. R. R. Co. (The)	9.00			2	1.00								77			
78	Chicago & State Line R. R. Co. (The)	31.00	1,055.79	37,381	14	24.16	15.36	8.96	6.68	2.00			4.00	78			
79	Pawnee R. Co.													79			
80	Pennsylvania Co.													80			
81	Pittsburg, Ft. Wayne & Chicago Ry. Co.	27.69	2,126.05	23,583	9	8.27	4.40	18.46	5.13					81			
82	South Chicago & South R. R. Co. (The)	2.35												82			
83	Pittsburg, Chi. & St. Louis Ry. Co.	18.14	679.06	18,518	15	6.00		18.14	2.35					83			
84	Peoria & Pekin Union Ry. Co.	51.50	7.00	6,461	17	10.00	1.00							84			
85	Englewood Connecting Ry. Co.													85			
86	Quincy, Carrollton & St. Louis Ry.													86			
87	Quincy, Omaha & Kansas City R. R. Co.	118.00	4,480.80	85,886	26		64.30	53.70					50.80	87			
88	Rock Island & Peoria Ry. Co.													88			
89	St. Louis Merchants Bridge Term. Ry. Co.	4.80												89			
90	Madison, Illinois & St. Louis Ry. Co.	1.13												90			
91	St. Louis Merchants Bridge Co.	100.00												91			
92	St. Louis Valley Ry. Co.	13.00		565	4	12.00	10.50						100.00	92			
93	St. Clair, Madison & St. L. Belt R. R. Co.	13.08		1,200	3	10.00							29.93	93			
94	St. Louis, Belleville & Southern Ry. Co.	6.86											2.50	94			
95	St. Louis, Troy & Eastern R. R. Co.												13.08	95			
96	Collinsville & Troy R. R. Co. (The)												6.36	96			

97	Southern Ry. Co.	154.77	50,344	36	22.00	6.00	2.00	122.50	24.27	97
98	Terminal R. R. Association of St. Louis.	4.27	1	1	4.27		4.27			98
99	East St. Louis Belt R. R. Co.									99
100	Illinois Transfer R. R. Co.	5.78					5.78			100
101	St. Louis Bridge Co.	1,339.77	130,536	67	56		299.66			101
102	Terre Haute & Indianapolis R. R. Co.	299.66								102
103	Terre Haute & Peoria R. R. Co. (The)		43,259							103
104	Terre Haute & Peoria R. R. Co.									104
105	Terre Haute & Indps. R. R. Co. Argent.									105
106	East St. Louis & Carondelet Ry. Co.	12.74		1	9		9.07		3.67	106
107	Toiaca & Eastern R. R. Co.		50							107
108	Toiaca, Marquette & Northern R. R. Co.	20.74		4	1.00		20.74			108
109	Toledo, Peoria & Western Ry. Co.	230.40	91,209	56	61.16		16.90		129.94	109
110	Toledo, St. Louis & Western R. R. Co.	179.49	115,971	42	28.00		174.49			110
111	Wabash R. R. Co.	662.00	252,842	178	157.00	10.00	286.00		162.00	111
112	Hannibal Bridge Co.	2.00				2.00				112
113	Louisiana & Pike County R. R. Co.	6.20		1	3.00				6.20	113
114	Waukegan & Mississippi Valley Ry. Co.	3.75	990						3.75	114
115	American Steel & Wire Co.		19,331	17						115
116	Wabash, Chester & West. R. R. Co. (The)	64.83	11,507	18					64.83	116
117	Wisconsin Central Ry. Co.	48.72					48.72			117
	Total.....	11,073.59	4,699,439	2,888	1,759.33	1,142.32	5,963.96	1,383.35	120.07	1,672.97
		66.95	84,512.64					412.84	168.07	

94	St. Louis, Belleville & Southern Ry. Co.	2	10.0	4	352.0	1	5	5	84
95	St. Louis, Troy & Eastern R. R. Co.			8	1,416.0		5	5	12
96	Collinsville & Troy R. R. Co. (The)								96
97	Southern Ry. Co.	16	1,957.0	138	14,286.0	5	23	17	185
98	Terminal Railroad Association of St. Louis	1	2,533.1	1	1,882.4			8	7
99	East St. Louis Belt R. R. Co.							2	98
100	Illinois Transfer R. R. Co.							5	99
101	St. Louis Bridge Co.							2	5
102	Terre Haute & Indianapolis R. R. Co.	7	1,944.0	215	20,909.0	12	25	29	361
103	St. Louis, Vandalia & T. H. R. R. Co. (The)							3	4
104	Terre Haute & Peoria R. R. Co.	2	349.0	134	10,938.0				103
105	Terre Haute & Indianapolis R. R. Co., Agent								104
106	East St. Louis & Carondelet Ry. Co.								105
107	East St. Louis & Eastern R. R. Co.	2		3	988.0	1	12	15	14
108	Toluca, Marquette & Northern R. R. Co.	2	80.0	4	299.0				106
109	Toledo, Peoria & Western Ry. Co.	18	5,897.9	17	964.0		1	1	5
110	Toledo, St. Louis & Western R. R. Co.	2	1,203.3	56	6,234.7		16	21	311
111	Wabash R. R. Co.	49	10,504.1	876	46,288.0	2	60	93	988
112	Hannibal Bridge Co.								111
113	Louisiana & Pike County R. R. Co.								112
114	Waukegan & Mississippi Valley Ry. Co.								113
115	American Steel & Wire Co.								114
116	Wabash, Chester & Western R. R. Co. (The)	4	250.0	100	9,650.0		4	5	64
117	Wisconsin Central Ry. Co.	2	457.0	43	1,797.0	1	2	4	63
	Total	444	288,646.4	7,899	672,506.5	189	335	384	1,119
	Deduct one half number of steam railroad crossings on account of duplication						955	2,257	14,418
							482	1,128	
							488	1,129	

STEAM RAILROADS.

TABLE XIII—Consumption of Fuel by Locomotives for the year ending June 30, 1902—Illinois.

NAME OF COMPANY.	PASSENGER SERVICE.							FREIGHT SERVICE.					
	Coal.	WOOD.		Total fuel consumed.	Miles run.	Av'ge consumption per mile.	Coal.	WOOD.		Total fuel consumed.	Miles run.	Av. consumption per mile.	
		Hard.	Soft.					Hard.	Soft.				
	Tons.	Cords.	Tons.	Number.	Lbs.	Tons.	Cords.	Tons.	Cords.	Tons.	Number.	Pounds.	
1 Atchison, Topeka & S. Fé Ry. Co. (The)	68,430	1,133	69,185	968,704	142.84	94,499	1,564	95,541	1,649,025	115.87			
2 Baltimore & Ohio R. R. Co.	46,827	180	46,917	891,870	105.00	50,023	340	50,193	593,536	169.00			
3 Belt Ry. Co. of Chicago (The)													
4 Calumet Western Ry. Co.													
5 Chicago Great Western Ry. Co.	21,140	105	21,792	524,675	82.87	39,243	510	39,498	784,105	100.74			
6 Chicago Heights Term. Trans. R. R. Co													
7 Chicago Junction Ry. Co.						8,390	37	8,408	126,128	133.33			
8 Union Stock Yard & Transit Co													
9 Chicago Short Line Ry. Co.													
10 Chicago Terminal Transfer R. R. Co.	11,138		11,138	145,182	153.48								
11 Chl., W. Pullman & So. Ry. Co. (The)													
12 Chicago Union Transfer Ry. Co.													
13 Chicago & Alton Ry. Co. (The)	109,951	1,359	110,857	2,279,910	97.25	199,059	1,370	199,972	2,272,782	175.97			
14 Chicago & Alton R. R. Co. (The)													
15 Joliet & Chicago R. R. Co. (The)													
16 Chicago & Eastern Illinois R. R. Co.	45,154		45,154	1,083,616	83.34	156,479		156,479	1,439,606	211.90			
17 Chicago & Erie R. Co.	3,048	57	3,076	60,767	101.23	11,439	137	11,508	134,761	170.78			
18 Chicago & Illinois Southern R. R. Co													
19 Chicago & Northwestern Ry. Co.	202,031	406	202,689	4,530,555	80.48	287,264	303	287,766	3,451,967	165.14			
20 Chicago & Western Indiana R. R. Co.													
21 Chicago & Burlington & Quincy Ry. Co.													
22 Chl., Burlington & Quincy R. R. Co.	128,231	1,673	129,068	3,666,601	73.13	314,752	4,126	316,815	4,727,943	134.02			
23 Chl., Indianapolis & Louisville Ry. Co.													
24 Chicago, Lake Shore & Eastern Ry. Co													
25 Chicago & Kenosha Ry. Co.						85,061		85,061	375,432	202.76			
26 Chicago & Southeastern Ry. Co													
27 Joliet & Blue Island Ry. Co.													
28 Chicago, Milwaukee & St. Paul Ry. Co.	53,205	222	53,316	1,442,850	73.90	157,304	660	157,634	2,728,033	115.57			

RAILROADS.

for the year ending June 30, 1902—Illinois.

21	22	23	24	25	26	27	28	29	30	31
CONSTRUCTION SERVICE.						Grand total fuel consumption.	Grand total miles run.	Average consumed per mile.....	Average cost of coal per ton at distribution point.....	Average cost of wood per cord at distribution point.....
Coal.	Wood.		Total fuel consumed.	Miles run.	Average consumed per mile.....					
	Hard	Soft.								
<i>Tons.</i>	<i>Cds.</i>	<i>Cds.</i>	<i>Tons.</i>	<i>Number.</i>	<i>Lbs.</i>	<i>Tons.</i>	<i>Number.</i>	<i>Lbs.</i>	<i>Dils.</i>	<i>Dils.</i>
2,096	35		2,119	38,671	109.58	183,000	3,046,464	120.14	1.43	1.86
2,257			2,257	50,762	89.00	125,401	2,108,601	119.00	1.03	1.24
2,218			2,218	58,584	75.75	70,209	1,035,520	135.63	1.53	
2,034		30	2,049	37,730	108.61	75,931	1,566,716	96.93		
8		2	9	272	66.66	59,751	1,634,120	268.08	1.66	1.50
3,444			3,444	28,560	241.18	70,067	636,374	220.21	1.45	4.87
11,396	114		11,472	188,033	122.02	374,830	5,831,703	128.33	94	1.86
4,090			4,090	104,782	78.06	252,061	3,356,556	150.19	94	
175		1	176	2,693	130.70	16,821	242,933	138.31	1.63	76
16,714	34	71	16,772	408,132	82.19	603,554	11,564,357	104.38	1.72	2.63
11,195			11,195	328,872	68.08	11,195	328,872	68.08	1.53	
9,120		141	9,191	283,905	64.75	546,478	10,939,989	99.90	1.53	1.38
						96,923	2,729,967	71.01	1.19	2.55
8,777		34	8,794	259,192	67.87	245,543	5,112,218	96.06	1.88	1.93
6,081			6,081	86,796	140.12	89,493	1,821,035	98.28	89	
3,075	28		3,094	122,968	50.32	195,948	4,691,082	83.54	1.71	2.40
5,259	20		5,272	75,896	138.96	249,298	4,295,899	116.01	1.37	1.83
2,776	12		2,784	35,219	158.10	4,306	65,450	131.60	1.45	1.92
623	3	4	626	4,304	291.02	2,333	38,234	122.07	1.08	1.84
8,578		103	8,630	131,600	131.15	13,896	547,215	50.79	1.02	
						113,745	1,904,935	119.42	1.43	2.50
						2,219	75,850	56.29	1.00	2.00
356		5	358	9,560	75.00	31,330	599,407	104.54	1.63	1.15
						932				

TABLE XIII—Consumption of Fuel by Locomotives for

		14	15	16	17	18	19	20
NAME OF COMPANY.		SWITCHING SERVICE.						
		Coal.	WOOD.		Total fuel consumed.	Miles run.	Average con- sumed per mile.....	Average con- sumed per mile.....
			Hard	Soft.				
		Tons.	Cds.	Cds.	Tons.	Number.	Lbs.	Lbs.
47	Illinois Central R. R. Co.....	226,872	1,442	.....	.....	227,533	3,782,933	120.45
48	Blue Island R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
49	Chicago & Springfield R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
50	Chicago & Texas R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
51	Chicago, Havana & Western R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
52	Chicago, Madison & Northern R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
53	Illinois & Indiana R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
54	Kankakee & Southwestern R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
55	Mound City Ry. Co.....	.....	.....	.....	.....	.....	.....	.....
56	Peoria, Decatur & Mattoon R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
57	Rantoul R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
58	Riverside & Harlem R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
59	St. Louis, Alton & Terre Haute R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
60	Illinois Southern Ry. Co.....	.....	.....	.....	.....	.....	.....	.....
61	Illinois Terminal R. R. Co.....	933	.....	.....	.....	933	28,600	85.25
62	Indiana, Decatur & Western Ry. Co.....	4,172	.....	.....	.....	4,172	102,396	81.48
63	Indiana, Illinois & Iowa R. R. Co. (The).....	12,980	55	.....	.....	13,017	263,906	99.41
64	Iowa Central Ry. Co.....	1,469	.....	16	.....	1,477	64,851	46.55
65	Jacksonville & St. Louis Ry. Co.....	.....	.....	.....	.....	.....	.....	.....
66	Chi., Greenville & South'n Ry. Co. (The).....	.....	.....	.....	.....	.....	.....	.....
67	Lake Erie & Western R. R. Co.....	5,068	82	.....	.....	5,123	106,712	96.00
68	Lake Shore & Michigan Southern Ry. Co.....	36,020	10	.....	.....	36,026	792,450	90.92
69	LaSalle & Bureau County R. R. Co.....	947	.....	.....	.....	947	7,925	226.90
70	Louisville & Nashville R. R. Co.....	14,606	.....	39	.....	14,626	354,683	82.47
71	Michigan Central R. R. Co.....	19,491	.....	.....	.....	19,491	638,789	61.02
72	Joliet & Northern Indiana R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
73	Terminal R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
74	Mobile & Ohio R. R. Co. (The).....	13,227	.....	.....	.....	13,227	415,781	63.62
75	St. Louis & Cairo R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
76	New York, Chi. & St. L. R. R. Co. (The).....	9,456	92	.....	.....	9,518	234,717	81.10
77	Chicago & State Line R. R. Co. (The).....	.....	.....	.....	.....	.....	.....	.....
78	Pawnee R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
79	Pennsylvania Co.....	6,045	22	.....	.....	6,060	134,243	90.29
80	Pittsburg, Ft. Wayne & Chicago Ry. Co.....	.....	.....	.....	.....	.....	.....	.....
81	South Chi. & Southern R. R. Co. (The).....	.....	.....	.....	.....	.....	.....	.....
82	Pittsburg, Cin., Chi. & St. L. Ry. Co.....	4,912	31	.....	.....	4,933	113,332	87.05
83	Englewood Connecting Ry. Co.....	.....	.....	.....	.....	.....	.....	.....
84	Peoria & Pekin Union Ry. Co.....	27,281	.....	324	.....	27,443	715,302	76.70
85	Quincy, Carrollton & St. Louis Ry. Co.....	.....	.....	.....	.....	.....	.....	.....
86	Quincy, Omaha & Kansas City R. R. Co.....	18	.....	1	.....	19	421	87.00
87	Rock Island & Peoria Ry. Co.....	1,640	.....	.....	.....	1,640	61,591	53.25
88	St. L. Merchants' Bridge Terminal Ry. Co.....	.....	.....	.....	.....	.....	.....	.....
89	Madison, Illinois & St. Louis Ry. Co.....	.....	.....	.....	.....	.....	.....	.....
90	St. Louis Merchants' Bridge Co.....	.....	.....	.....	.....	.....	.....	.....
91	St. Louis Valley Ry. Co.....	.....	.....	.....	.....	.....	.....	.....
92	St. Clair, Madison & St. L. Belt R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
93	St. Louis, Belleville Southern Ry. Co.....	.....	.....	.....	.....	.....	.....	.....
94	St. Louis, Troy & Eastern R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
95	Collinsville & Troy R. R. Co. (The).....	.....	.....	.....	.....	.....	.....	.....
96	Southern Ry. Co.....	9,909	.....	125	.....	9,971	220,236	90.55
97	Terminal Railroad Ass'n of St. Louis.....	.....	.....	.....	.....	.....	.....	.....
98	East St. Louis Belt R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
99	Illinois Transfer R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
100	St. Louis Bridge Co.....	.....	.....	.....	.....	.....	.....	.....
101	Terre Haute & Indianapolis R. R. Co.....	19,594	.....	.....	.....	19,594	467,370	83.85
102	St. L., Vandalia & T. H. R. R. Co. (The).....	.....	.....	.....	.....	.....	.....	.....
103	Terre Haute & Peoria R. R. Co.....	4,380	.....	.....	.....	4,380	101,429	86.37
104	Terre Haute & Indianap. R. R. Co., Agent.....	.....	.....	.....	.....	.....	.....	.....
105	Terre Haute & Indianap. R. R. Co., Agent.....	.....	.....	.....	.....	.....	.....	.....
106	East St. Louis & Carondelet Ry. Co.....	5,835	30	.....	.....	5,855	100,734	116.00

STEAM

TABLE XIII—Consumption of Fuel by Locomotives for

		14	15	16	17	18	19	20
NAME OF COMPANY.		SWITCHING SERVICE.						
		Coal.	WOOD.		Total fuel consumed.	Miles run.	Average consumed per mile.	
			Hard	Soft.				
		Tons.	Cds.	Cds.	Tons.	Number.	Lbs.	
107	Toluca & Eastern R. R. Co.....							
108	Toluca, Marquette & Northern R. R. Co..							
109	Toledo, Peoria & Western Ry. Co.....							
110	Toledo, St. Louis & Western R. R. co.....	8,558			8,558	213,980	79.99	
111	Wabash R. R. Co.....	60,429	780		60,948	1,214,217	100.39	
112	Hannibal Bridge Co.....							
113	Louisiana & Pike County R. R. Co.....							
114	Waukegan & Mississippi Valley Ry. Co..	844			844	2,078	81.30	
115	American Steel & Wire Co.....							
116	Wabash, Chester & West'n R.R. Co. (The)							
117	Wisconsin Central Ry. Co.....	9,686		157	9,714	226,673	85.76	
	Total	1,303,117	4,730	3,630	1,308,083	29,818,254	87.74	

RAILROADS.

for the year ending June 30, 1902—Illinois—Concluded.

21	22	23	24	25	26	27	28	29	30	31	
CONSTRUCTION SERVICE.						Grand total fuel con- sumption.	Grand total miles run.	Average consumed per mile.....	Average cost of coal per ton at distribu- tion point.....	Average cost of wood per cord at distribu- tion point.....	
Coal.	Wood.		Total fuel con- sumed.	Miles run.	Average con- sumed per mile.....						
	Hard	Soft.									
<i>Tons.</i>	<i>Cds.</i>	<i>Cds.</i>	<i>Tons.</i>	<i>Number.</i>	<i>Lbs.</i>	<i>Tons.</i>	<i>Number.</i>	<i>Lbs.</i>	<i>Dlrs.</i>	<i>Dlrs.</i>	
.....	.....	.....	.....	.....	.....	363	6,564	110.60	1 45	.....	107
.....	.....	.....	.....	.....	.....	1,268	12,468	203.42	1 45	1 00	108
1,500	27	.....	1,518	46,779	64.70	45,020	1,050,599	87.47	1 15	1 67	109
1,895	.....	.....	1,895	28,148	134.68	71,898	1,204,862	119.35	1 21	.....	110
.....	.....	.....	.....	.....	.....	350,789	6,442,065	108.91	1 10	1 31	111
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	112
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	113
.....	.....	.....	.....	.....	.....	844	2,078	252.00	.....	.....	114
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	115
.....	.....	.....	.....	.....	.....	4,487	107,572	83.41	.....	.....	116
88	.....	.....	88	1,910	92.49	33,148	652,891	110.51	1 83	98	117
145,035	542	395	145,593	3,103,502	93.83	5,968,922	110,035,388	108.47	1 22	1 68	

STEAM

TABLE XIV—Accidents for year end-

		2	3	4	5	6	7	8	9	10
NAME OF COMPANY,		PASSENGERS.			EMPLOYES.			OTHERS		
		Killed..	Injured	Total...	Killed..	Injured	Total...	Killed..	Injured	Total...
102	Terre Haute & Indianapolis R. R. Co.....	1	10	11	...	74	74	6	19	25
103	St. L., Van. & Terre H. R. R. Co.(The).....	..	..	..	..	..	..	..	..	..
104	Terre Haute & Peoria R. R. Co.....	..	..	..	..	..	..	..	..	..
105	Terre Haute & Ind'apolis R. R. Co., agent.....	..	..	..	..	..	..	..	..	..
106	East St. Louis & Carondelet Ry. Co.....	..	..	..	..	1	1	1	..	1
107	Toluca & Eastern R. R. Co.....	..	..	..	..	..	..	..	..	..
108	Toluca, Marquette & Northern R. R. Co.....	..	..	..	..	3	3	1	1	2
109	Toledo, Peoria & Western Ry. Co.....	..	..	..	3	5	8	4	1	5
110	Toledo, St. Louis & Western R. R. Co.....	1	7	8	1	58	59	2	4	6
111	Wabash R. R. Co.....	1	19	20	11	33	44	32	20	52
112	Hannibal Bridge Co.....	..	..	..	..	..	..	..	..	..
113	Louisiana & Pike County R. R. Co.....	..	..	..	..	..	..	..	..	..
114	Waukegan & Mississippi Valley Ry. Co.....	..	..	..	..	..	..	..	..	..
115	American Steel & Wire Co.....	..	..	..	..	..	..	..	..	..
116	Wabash, Chester & West'n R.R.Co.(The).....	..	..	..	..	3	3	..	..	..
117	Wisconsin Central Ry. Co.....	..	..	..	..	8	8	2	..	2
Total		39	304	343	219	2,190	2,409	514	542	1,056

STEAM RAILROADS.

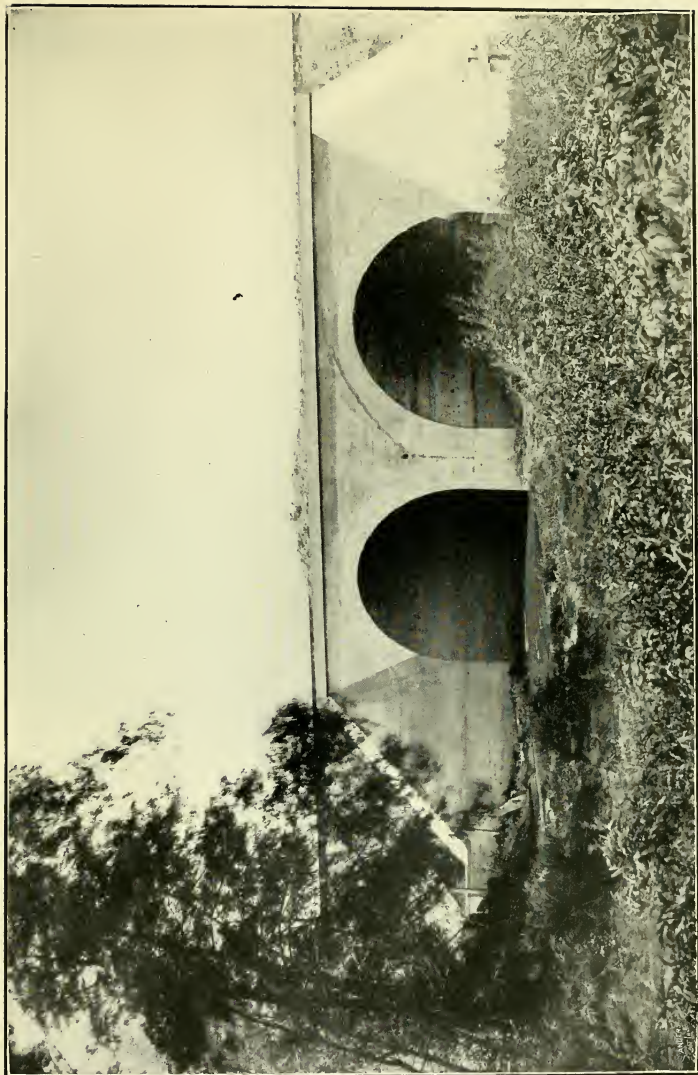
TABLE XV—Comparative statement of Taxes paid in Illinois.
Ten years, 1892–1902, with last three consecutive years.

	1	2	3	4	5	
	NAME OF COMPANY.					
	1892.	1900.	1901.	1901.	1902.	
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
1 Atchison, Top. & S. F. Ry. Co. (The)	97,049 82	97,836 67	126,395 71	110,124 64	1	
2 Baltimore & Ohio R. R. Co.....	15,222 75	14,876 98	114,863 50	114,674 05	2	
3 Belt Ry. Co. of Chicago (The)	33,300 00	42,000 00	62,794 46	44,555 54	3	
4 Calumet Western Ry. Co.					4	
5 Chicago Great Western Ry. Co.		67,275 67	81,604 00	83,042 44	5	
6 Chicago Heights Ter. Tr. R. R. Co.					6	
7 Chicago Junction Ry. Co.		14,940 55	15,849 20	13,866 40	7	
8 Union Stock Yard & Transit Co.					8	
9 Chicago Short Line Ry. Co.					9	
10 Chicago Term. Transfer R. R. Co.		110,646 81	81,438 89	101,889 70	10	
11 Chi., W. Pull. & S. Ry. Co. (The)					11	
12 Chicago Union Transfer Ry. Co.				4,197 96	12	
13 Chicago & Alton Ry. Co. (The).....			273,713 86	265,550 32	13	
14 Chicago & Alton R. R. Co. (The)	205,459 72	250,873 59			14	
15 Joliet & Chicago R. R. Co. (The)					15	
16 Chicago & Eastern Ill. R. R. Co....	75,750 01	126,292 77	144,759 90	144,054 50	16	
17 Chicago & Erie R. R. Co.		26,612 17	34,534 49	22,897 92	17	
18 Chicago & Ill. Southern R. R. Co.			176 15	119 05	18	
19 Chicago & North Western Ry. Co.	238,626 94	261,156 19	289,914 79	271,214 90	19	
20 Chicago & W. Indiana R. R. Co.		84,221 81	120,330 43	79,569 01	20	
21 Chicago, Burl'n & Quincy Ry. Co.					21	
22 Chicago, Burl'n & Quincy R. R. Co	330,999 58	477,699 30	511,333 08	489,652 60	22	
23 Chicago, Ind. & Louisville Ry. Co.					23	
24 Chicago, L. Shore & Eastern Ry. Co		4,407 90	3,882 30	5,190 56	24	
25 Chicago & Kenosha Ry. Co.					25	
26 Chicago & Southeastern Ry. Co.					26	
27 Joliet & Blue Island Ry. Co.					27	
28 Chicago, Mil. & St. Paul Ry. Co.	99,364 20	148,837 90	146,226 67	148,854 66	28	
29 Chi., Peoria & St. L. Ry. Co. of Ill.		30,533 34	53,701 32	53,979 53	29	
30 Alton Terminal Ry. Co.					30	
31 Litchfield & Madison Ry. Co.					31	
32 Chicago, Peoria & Western Ry. Co.					32	
33 Chi., Rock Island & Pacific Ry. Co.	151,647 32	146,875 48	195,194 00	168,104 18	33	
34 Peoria & Bureau Valley R. R. Co					34	
35 Cleve., Cin., Chi. & St. L. Ry. Co.	143,127 33	130,391 07	137,449 74	132,063 55	35	
36 Kankakee & Seneca Ry. Co.	10,065 49	6,957 58	7,381 75	5,143 61	36	
37 Peoria & Eastern Ry. Co.	33,567 71	25,069 64	29,419 89	27,748 75	37	
38 Dav., R. Island & North'n Ry. Co.			1,329 94	5,415 75	38	
39 DePue, Ladd & Eastern R. R. Co.	249 28		261 57	260 57	39	
40 East St. Louis Connecting Ry. Co.	1,727 29	2,094 55	21,075 90	2,447 62	40	
41 Elgin, Joliet & Eastern Ry. Co.	28,002 12	46,637 68	55,538 41	54,107 61	41	
42 Fulton Co. Narrow Gauge Ry. Co.	2,170 10	2,601 04	2,916 63	2,529 73	42	
43 Fulton Co. Extension Ry. Co.					43	
44 Grand Trunk Western Ry. Co.			33,595 87	49,409 93	44	
45 Grand Trunk Junction Ry. Co.					45	
46 Galesburg & Great East. R. R. Co.		440 27	453 29	449 65	46	
47 Illinois Central R. R. Co.	645,905 80	950,663 91	1,035,790 52	1,163,926 56	47	
48 Blue Island R. R. Co.					48	
49 Chicago & Springfield R. R. Co.					49	
50 Chicago & Texas R. R. Co.					50	
51 Chicago, Havana & W. R. R. Co.					51	
52 Chi., Madison & North'n R. R. Co.					52	

STEAM RAILROADS.

TABLE XV—Taxes paid in Illinois—Concluded.

1		2	3	4	5
NAME OF COMPANY.		1892.	1900.	1901.	1902.
		Dollars.	Dollars.	Dollars.	Dollars.
53	Illinois & Indiana R. R. Co.....				53
54	Kankakee & South'n R. R. Co..				54
55	Mound City Ry. Co.....				55
56	Peo., Decatur & Mattoon R. R. Co.				56
57	Rantoul R. R. Co.....				57
58	Riverside & Harlem R. R. Co....				58
59	South Chicago R. R. Co.....				59
60	St. L., Alton & Terre H R. R. Co.				60
61	Illinois Southern R. R. Co.....			5,012 69	5,139 29
62	Illinois Terminal R. R. Co.....			2,259 30	2,225 77
63	Ind., Decatur & Western R. R. Co.		21,967 51	23,891 36	22,453 40
64	Ind., Ill. & Iowa R. R. Co. (The)...	9,957 69	14,148 26	21,820 42	24,450 81
65	Iowa Central Ry. Co.....	14,445 19	17,923 10	14,854 27	16,091 90
66	Jacksonville & St. Louis Ry. Co.		14,005 39	14,940 58	14,095 24
67	Chi., Greenv. & So. Ry. Co. (The)				67
68	Lake Erie & Western R. R. Co.....	21,326 78	24,086 67	29,932 54	27,950 03
69	Lake Shore & Mich. So. R. R. Co....	61,609 74	67,117 45	56,118 02	38,046 92
70	LaSalle & Bureau Co. R. R. Co.....		679 15	630 48	877 60
71	Louisville & Nashville R. R. Co....	45,140 25	47,189 71	50,186 72	51,280 14
72	Michigan Central R. R. Co.....	19,093 90	47,343 34	45,119 38	39,488 23
73	Joliet & Northern Ind. R. R. Co....				73
74	Terminal R. R. Co.....				74
75	Mobile & Ohio R. R. Co. (The)....	32,390 59	40,046 18	42,447 91	42,728 70
76	St. Louis & Cairo R. R. Co.....				76
77	N. Y., Chi. & St. L. R. R. Co. (The)	22,975 13	14,332 35	17,518 75	12,134 02
78	Chi. & State Line R. R. Co. (The)				78
79	Pawnee R. R. Co.....	379 00	631 82	746 26	650 52
80	Pennsylvania Co.....		83,279 12	115,951 30	87,334 59
81	Pitts., Ft. Wayne & Chi. Ry. Co....	71,315 85			81
82	S. Chi. & South. R. R. Co. (The)...	2,639 16			82
83	Pitts., Cin., Chi. & St. L. Ry. Co....		79,563 95	105,804 39	68,667 98
84	Englewood Connecting Ry. Co....				84
85	Peoria & Pekin Union Ry. Co.....	24,182 94	36,000 00	37,050 00	38,100 00
86	Quincy, Carrollton & St. Louis Ry.		4,476 88	5,038 71	4,702 49
87	Quincy, Omaha & K. City Ry. Co....		1,117 22	7,134 43	9,482 67
88	Rock Island & Peoria Ry. Co.....	27,154 99	37,014 90	41,777 24	40,831 82
89	St. Louis Mer. Bridge Ter. Ry. Co....		12,384 18	11,549 22	12,936 69
90	Madison, Ill. & St. Louis Ry. Co....				90
91	St. Louis Merchants' Bridge Co....				91
92	St. Louis Valley Ry. Co.....				92
93	St. Clair, Mad. & St. L. Belt R. R. Co		1,990 00	2,851 04	2,146 25
94	St. Louis, Belleville & S. Ry. Co....		1,733 91	2,163 30	2,174 08
95	St. Louis, Troy & East'n R. R. Co....			890 37	2,657 95
96	Collinsville & Troy R.R.Co.(The)				96
97	Southern Ry. Co.....			16,515 70	34,101 60
98	Terminal R. R. Ass'n of St. Louis.	31,604 86	47,415 90	53,630 95	47,592 40
99	East St. Louis Belt R. R. Co.....				99
100	Illinois Transfer R. R. Co.....				100
101	St. Louis Bridge Co.....				101
102	Terre H. & Indianapolis R. R. Co....		82,643 87		102
103	St. L., V. & T. H. R. R. Co. (The)	55,964 13		44,043 69	66,903 21
104	Terre Haute & Peoria R. R. Co....	15,007 95		21,871 89	20,002 06
105	Terre Haute & Ind. R. R. Co., Agt.		3,595 95	4,049 86	
106	East St. L. & Carondelet Ry. Co....				4,197 70
107	Toluca & Eastern R. R. Co.....		612 60	793 40	895 54
108	Toluca, Marquette & N. R. R. Co....				223 72
109	Toledo, Peoria & Western Ry. Co....	36,246 88	43,229 61	48,522 29	45,775 43
110	Toledo, St. L. & Western R. R. Co....	25,125 87		38,430 41	37,516 34
111	Wabash R. R. Co.....	200,029 59	220,621 00	217,865 69	239,555 18
112	Hannibal Bridge Co.....				112
113	Louisiana & Pike Co. R. R. Co....				113
114	Waukegan & Miss. Valley Ry. Co....		785 85	469 74	722 18
115	American Steel & Wire Co.....				115
116	Wabash, Ches. & W. R. R. Co.(The)	2,822 85	6,349 09	6,892 13	6,618 52
117	Wisconsin Central Ry. Co.....		16,441 81	16,067 85	18,328 69
	Unclassified taxes.....	498,605 72	320,701 56	26,184 83	
	Total.....	3,357,662 96	4,379,611 10	4,725,332 37	4,662,110 46



COMPARATIVE TABLES

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

COMPARATIVE TABLES—SURFACE AND ELEVATED
ELECTRIC RAILWAYS.

TABLE I.—*Mileage.*

“A.”

The following is a statement of the mileage of surface and elevated electric railways owned in the State of Illinois by such companies as report to this commission:

Classification.	Miles owned.
Main line and branches.....	211.40
Second, third, fourth and additional main tracks.....	117.39
Industrial tracks.....	2.75
Yard tracks and sidings.....	20.81
Total.....	352.35

“B.”

The following is a comparison of the mileage of surface and elevated electric railways in the State of Illinois ending with the fiscal years as of June 30, 1901, and June 30, 1902, respectively:

Year.	Main line and branches.	Additional main tracks.	Industrial tracks.	Yard tracks and sidings.	Total.
1901.....	105.69	99.37	.....	13.93	218.99
1902.....	211.40	117.39	2.75	20.81	352.35
Total increase	105.71	18.02	2.75	6.88	133.36

TABLE II.—*Capitalization.*

“A.”

The following is a comparison of the capitalization of surface and elevated electric railway companies representing the entire mileage of such companies as report to this commission, ending with the fiscal years as of June 30, 1901, and 1902, respectively:

Year.	Capital stock.	Funded debt.	Total.
1901.....	\$56,273,800	\$32,321,650	\$ 88,595,450
1902.....	59,048,800	48,379,550	106,428,350
Total increase	\$1,775,000	\$16,057,900	\$17,832,900

*Comparative Tables—Surface and Elevated Electric
Railways—Continued.*

"B."

The following is a comparison of capitalization per mile of road, ending with the fiscal years as of June 30, 1901, and 1902, respectively:

Classification.	1901.	1902.
Capital stock per mile of road	\$499,362	\$262,534
Funded debt per mile of road	286,819	218,803
Total capitalization per mile of road	\$786,187	\$481,337

TABLE III.—*Income Account—Whole Line.*

"A."

The following statistics are gathered from this table, and a comparison is made with the fiscal years as of June 30, 1901, and 1902, respectively:

Classification.	1901.	1902.
Gross earnings from operation	\$5,060,473	\$6,204,804
Operating expenses	2,501,463	2,895,552
Income from operation	2,559,010	3,309,252
Income from property and other sources	576,066	119,871
Total income	3,135,076	3,429,123
Expenses assignable to fixed charges	2,107,750	2,692,606
Net income	1,030,926	736,517

"B."

The following is a comparison of dividends paid ending with the fiscal years as of June 30, 1901, and 1902, respectively:

Name of Company.	1901.	1902.	Per cent on common stock.	Per cent on preferred stock.
Metropolitan W. Side Elevated Ry. Co.	\$304,784	\$261,243	.....	3
South Side Elevated R. R. Co.	304,714	412,952	4	.....
Union Elevated R. R. Co.	100,000	.....	.....	.....
Total	\$714,498	\$674,195	.....	.....
Decrease .....	.....	40,479	.....	.....

*Comparative Tables—Surface and Elevated Electric
Railways—Continued.*

TABLE IV—*Comparative Summary of Earnings and Income—Illinois.*

Classification.	1901.	1902.
Passenger service—		
Cash fares.....		\$5,567,090
Ticket sales.....		34,815
Chartered cars.....		1,404
Total.....	\$4,965,492	\$5,603,309
Other earnings—		
Freight revenue.....		\$ 16,611
Mail.....		453
Express.....		5,780
Miscellaneous.....		440,385
Total.....	\$85,360	\$463,229
Total earnings from operation.....	\$5,050,852	\$6,066,538
Income from property.....	579,666	119,871
Unclassified earnings.....		125,900
Total earnings and income.....	\$5,630,518	\$6,311,409
Increase for the year.....		\$680,891

TABLE V—*Comparative Summary of Expenditures—Illinois.*

Classification.	1901.	1902.
Maintenance—		
Way and structure.....		\$ 210,850
Equipment.....		329,728
Transportation—		
Operation of power plant.....		438,369
Operation of cars.....		1,507,144
General expenses.....		318,950
Total operating expenses.....	\$2,493,177	\$2,885,041
Total fixed charges.....	2,101,555	2,687,606
Total operating expenses and fixed charges.....	\$4,594,732	\$5,572,647

TABLE VI.

The following is a comparative statement of assets and liabilities for the years ending June 30, 1901 and 1902, respectively:

Classification.	1901.	1902.	Increase.
Total amount of assets.....	\$88,806,107	\$109,461,954	\$20,661,847
Total amount of liabilities.....	87,916,377	109,029,028	21,112,651
Net surplus.....	\$592,785	\$432,926	* \$450,804

* NOTE.—Surplus for year ending June 30, 1902, shows a decrease of \$450,804.

*Comparative Tables—Surface and Elevated Electric
Railways—Continued.*

TABLE VII—*Comparative Summary of Traffic and Miscellaneous Items for the
fiscal year ending June 30, 1902.*

Classification.	1901.	1902.
Passenger Traffic—		
Number of passengers carried earning revenue	99,271,552	112,553,962
Number carried per mile of road operated		463,318
Number of transfer passengers carried		1,183,850
Number carried per mile of road operated		4,873
Freight Traffic—		
Number of tons of freight carried earning revenue	24,054	42,205
Miscellaneous—		
Number of stations on road operated	197	182
Number of highways crossed at grade	431	525
Number of under highway crossings	323	362
Number of overhead highway crossings .....		.....
Number of overhead railroad crossings	12	14
Number of electric railways crossed at grade	32	31
Number of single track crossings (crossing frogs)	112	81
Number of steam railroads crossed at grade	48	74
Number of single track crossings (crossing frogs)	185	198

TABLE IX.

The following table shows the classification of employes in service, and a comparison is made with the fiscal years as of June 30, 1901, and June 30, 1902.

Classification.	1901.	1902.
General officers		34
Other officers		23
General office clerks		87
Train clerks and dispatchers		32
Conductors		407
Other trainmen		266
Station agents		255
Motormen		359
Starters		164
Watchmen		62
Switchmen		72
Roadmen		83
Hostlers		33
Linemen		14
Engineers		15
Firemen		55
Electricians		25
Machinists and mechanics		149
All other employes and laborers		396
Total	2,278	2,560

NOTE.—Owing to a change in the classification a comparison can not be made in detail.

The table above shows an increase of 282 employes over the number employed during the fiscal year ending June 30, 1901.

In compensation there was paid during the fiscal year ending June 30, 1902, a total of \$1,538,080.95, an increase of \$201,370.33 over the amount paid during the previous year.

*Comparative Tables—Surface and Elevated Electric
Railways—Continued.*

TABLE X.

The following table shows a comparison of the average daily compensation paid to all employes on surface and elevated electric railways in the State of Illinois during the fiscal years ending June 30, 1901, and 1902, respectively:

Classification.	1901	1902
General officers.....		\$8 38
Other officers.....		4 86
General office clerks.....		1 92
Train clerks and dispatchers.....		1 97
Conductors.....		1 75
Other trainmen.....		1 60
Station agents.....		1 44
Motormen.....		2 17
Starters.....		1 75
Watchmen.....		1 89
Switchmen.....		2 03
Roadmen.....		1 91
Hostlers.....		1 74
Linemen.....		2 14
Engineers.....		2 87
Firemen.....		1 93
Electricians.....		2 39
Machinists and mechanics.....		2 56
All other employes and laborers.....		1 78
Average rate per day of all employes.....		\$1 98

NOTE—Owing to a change in the classification no comparison can be made in detail.

TABLE XI—*Description of Equipment—Entire Line.*

Classification.	Number.	Number fitted with fenders.	Number fitted with train brake.
Motor cars in service.....	491		
Other cars in service.....	890		
Total.....	1,381	156	1,286

*Comparative Tables—Surface and Elevated Electric
Railways—Continued.*

TABLE XII—*Rails, ties, ballast and bridges.*

Tons of steel rail relaid during year.....	151.90
Number of ties relaid during the year.....	65,873
Ballast—	
Miles of stone.....	46.44
Miles of gravel.....	5.50
Miles of cinders.....	7.52
Miles of slag.....	
Miles of gumbo.....	
Miles of chatts.....	
Miles of sand.....	
Miles of earth.....	89.10
Miles of pavement.....	21.88
Miles of superstructure.....	40.96
Total mileage in Illinois.....	211.40
Bridges—	
Number of masonry.....	2
Number of iron.....	1
Number of steel.....	32
Number of wooden.....	1
Number of combination.....	2
Aggregate length in feet.....	2,607.0
Trestles—	
Number of pile and frame.....	19
Aggregate length in feet.....	2,994.0

TABLE XIV.

The following data is obtained from the statistics concerning accidents in Illinois:

“A”

Classification.	1901.		1902.	
	Killed.	Injured.	Killed.	Injured.
Passengers.....	2	59	7	180
Employés.....	4	20	7	29
Others.....	2	26	6	26
Total.....	8	104	20	235

“B”

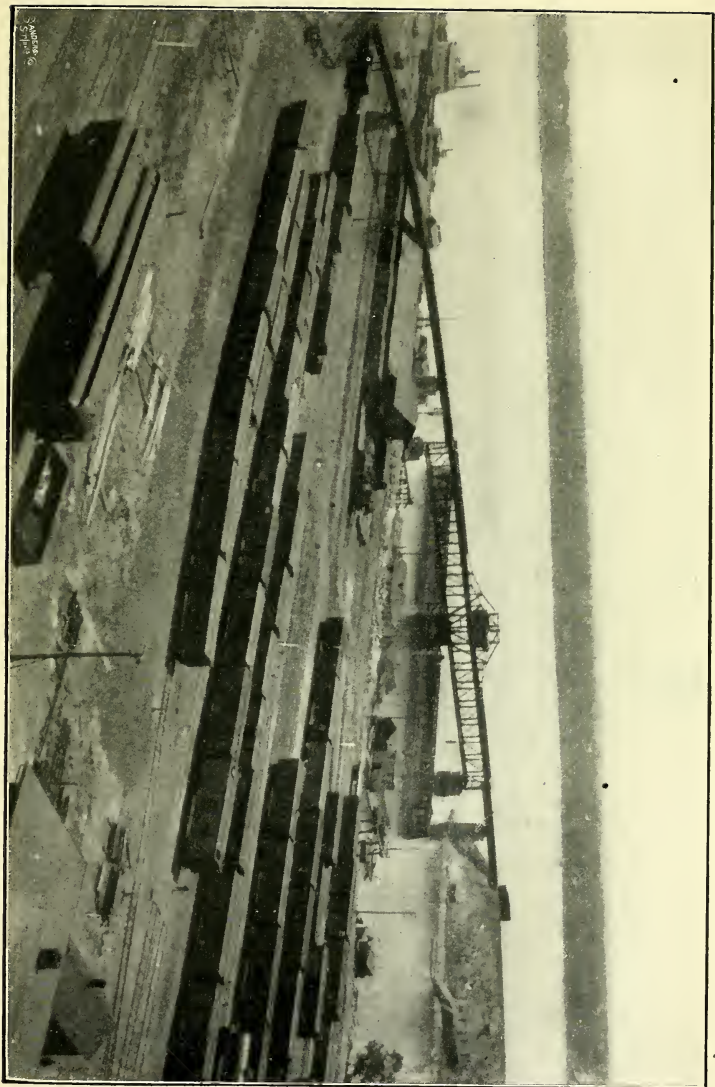
Classification.	1902.		1901.	
	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	1	8		6
Falling from trains and engines.....	1	8	1	9
Overhead obstructions.....		2	1	1
Collisions.....		36	6	124
Derailments.....				4
Other train accidents.....	1	15	4	31
At highway crossings.....	1	14	2	19
At stations.....	2	17	3	8
Other causes.....	2	4	3	33
Total.....	8	104	20	187

*Comparative Tables—Surface and Elevated Electric
Railways—Concluded.*

TABLE XV.

The following is a comparative statement of taxes paid in the State of Illinois ending with the fiscal years as of June 30, 1900, 1901 and 1902, respectively:

1900.....	\$ 91,239 61
1901.....	153,169 05
1902.....	439,485 75



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STATISTICAL TABLES

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE I.—Classification of Mileage for the year ending June 30, 1902.

NAME OF COMPANY.	LENGTH OF LINE OPERATED, EXCLUSIVE OF TRACKAGE RIGHTS.					LENGTH OF LINE USED UNDER TRACKAGE RIGHTS.					MILEAGE OWNED.										
	2		3		4		5		6		7		8		9		10		11		
	Whole line.	Illinois.	Whole line.	Illinois.	Whole line.	Illinois.	Whole line.	Illinois.	Whole line.	Illinois.	Whole line.	Illinois.	Second, third, and additional main tracks in Illinois.	Indus-trial tracks in Illinois.	Yard tracks, sidings and spurs in Illinois.	New line built during year in Illinois, exclusive of side tracks.	Miles.	Miles.	Miles.	Miles.	
1 Chicago General Ry. Co.	6.73	6.73	6.73	0.87	0.87	10.86	10.86	8.72	8.72	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56	1.56
2 Chicago & Joliet Electric Ry. Co.	45.92	45.92	45.92	0.87	0.87	27.40	27.40	10.60	10.60	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
3 Chicago & Desplaines Valley Electric Co. (1)	11.00	5.50	5.50	.....	.....	18.62	18.62	4.00	4.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4 Chicago, Harvard and Geneva Lake Ry. Co.	17.00	17.00	17.00	.....	.....	11.00	11.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5 Coal Belt Electric Ry. Co. (1)	42.16	42.16	42.16	2.31	2.31	17.00	17.00	10.02	10.02	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42
6 East St. Louis & Suburban Ry. Co.	10.11	10.11	10.11	3.16	3.16	10.51	10.51	9.72	9.72	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54	1.54
7 Lake Street Elevated R. R. Co.	16.86	16.86	16.86	2.00	2.00	16.67	16.67	20.29	20.29	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
8 Metropolitan West Side Elevated Ry. Co.	8.42	8.42	8.42	.....	.....	8.20	8.20	19.24	19.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9 Union Consolidated Elevated Ry. Co.	7.73	7.73	7.73	16.00	16.00	7.73	7.73	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10 Northwestern Elevated R. R. Co.	14.87	14.87	14.87	.....	.....	13.39	13.39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11 Peoria & Pekin Terminal Ry.	8.72	8.72	8.72	1.98	1.98	8.72	8.72	10.22	10.22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12 Rockford & Belvidere Electric Ry. Co. (1)	21.94	21.94	21.94	1.00	1.00	14.90	14.90	14.90	14.90	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13 South Side Elevated R. R. Co.	9.65	9.65	9.65	.....	.....	9.65	9.65	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14 Suburban R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15 St. Louis & Belleville Electric Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	221.11	215.61	215.61	27.32	27.32	216.90	211.40	117.39	117.39	20.81	20.81	20.81	20.81	20.81	20.81	20.81	20.81	20.81	20.81	20.81	20.81

Chicago & Desplaines Valley Electric Ry. Co.—(1). Road completed and placed in operation during month of September, 1901.

Coal Belt Electric Ry. Co.—(1). Portion of this line placed in operation Sept. 1, 1901. Entire line completed June 20, 1902.

Rockford & Belvidere Electric Ry. Co.—(1). Road completed and placed in operation May 1, 1902. Report covers period of two months ending June 30, 1902.

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE II.—Railway Capital at the close of the year ending June 30, 1902.

1	2	3	4	5	6	7	8	9	10	11	SUMMARY.	
												FUNDED DEBT.				DESIGNATION.
STOCKS.			FUNDED DEBT.									SUMMARY.
NAME OF COMPANY.			Amount out-standing.	Amount per mile of line.	Amount out-standing. Cols. 6+7+8+9.	Amount per mile of line.	Mortgage bonds.	Miscellaneous obligations.	Income bonds.	Equip-ment trust obligations.	Total railway capital. Cols. 2+4.		Amount per mile of line.
			Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1	Chicago General Ry. Co.	500,000	46,040	1,739,500	160,175	1,727,500	12,000	.....	.....	.....	2,239,500	206,215
2	Chicago & Joliet Electric Ry. Co. (1)	2,300,000	79,585	2,000,000	(1)69,204	1,600,000	400,000	.....	.....	.....	4,300,000	(1) 148,789
3	Chicago & Desplaines Val. Elec. Ry. Co.	1,100,000	59,460	1,000,000	54,054	1,000,000	.....	.....	.....	.....	2,100,000	113,514
4	Chicago, Harvard & Geneva Lake Ry. Co.	150,000	13,636	125,000	12,273	125,000	.....	.....	.....	.....	275,000	25,909
5	Coal Belt Electric Ry. Co.	300,000	17,647	228,000	13,412	228,000	.....	.....	.....	.....	528,000	31,059
6	East St. Louis & Suburban Ry. Co.	2,975,000	70,564	2,900,000	68,786	2,900,000	.....	.....	.....	.....	5,875,000	139,350
7	Lake Street Elevated R. R. Co.	10,000,000	951,475	6,728,050	545,009	4,702,000	.....	.....	.....	.....	15,728,050	1,496,484
8	Metropolitan West Side Elevated Ry. Co.	16,500,000	989,802	11,500,000	689,862	11,500,000	.....	.....	.....	.....	28,000,000	1,679,664
9	Union Consolidated Elevated Ry. Co.	1,000,000	5,263,153	407,000	2,142,102	11,407,000	.....	.....	.....	.....	1,407,000	7,405,263
10	Northwestern Elevated R. R. Co.	10,000,000	1,218,512	18,357,000	2,242,317	18,357,000	.....	.....	.....	.....	28,387,000	3,461,829
11	Peoria & Pekin Terminal Ry.	700,000	90,566	665,000	80,028	665,000	.....	.....	.....	.....	1,365,000	176,584
12	Rockford & Belvidere Electric Ry. Co.	200,000	14,536	200,000	14,896	200,000	.....	.....	.....	.....	400,000	29,872
13	South Side Elevated R. R. Co.	40,323,800	1,183,922	1,500,000	172,018	1,500,000	.....	.....	.....	.....	11,823,800	1,353,940
14	Suburban R. R. Co.	1,250,000	83,892	1,250,000	83,892	1,250,000	.....	.....	.....	.....	2,500,000	167,783
15	St. Louis & Belleville Electric Ry. Co.	750,000	77,720	750,000	77,720	750,000	.....	.....	.....	.....	1,500,000	155,440
Total.....			59,048,800	262,634	48,379,550	218,903	46,941,500	412,000	1,026,050	.....	106,423,350	481,337

Chicago & Joliet Electric Ry. Co.—(1). Based on mileage of main line and other tracks owned.

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE III—Income Account for the year ending June 30, 1902—Whole Line.

NAME OF COMPANY.	INCOME FROM PROPERTY OWNED.										
	Gross earnings from operations	Operating expenses, —Col. 2—Col. 3.	SOURCE OF INCOME.					Inter-est and dividends on securities owned.	Miscellaneous, includ- ing interest on de- posits.	Total income from property Cols. 5+6+7+8+9+10.	
			Income from operation, —Col. 2—Col. 3.	Lease of road.	Adver- tising.	Rent of land and build- ings.	Rent of tracks and termi- nals.				
1	2	3	4	5	6	7	8	9	10	11	
1 Chicago General Ry. Co.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
2 Chicago & Joliet Electric Ry. Co.	89,217	82,821	6,396	285	.....	.....	.....	.....	4,390	4,675
3 Chicago & Desplaines Valley Electric Ry. Co.	222,783	128,193	94,590	694	.....	.....	.....	.....	819	1,513
4 Chicago, Harvard & Geneva Lake Ry. Co.	.....	.....	.....	.....	25,164	.....	.....	.....	.....	25,164
5 Coal Belt Electric Ry. Co.	16,582	13,138	3,444	.....	.....	.....	.....	.....	.....	.....
6 East St. Louis & Suburban Ry. Co.	14,164	9,342	4,822	.....	.....	.....	.....	.....	.....	.....
7 Lake Street Elevated R. R. Co.	775,774	147,745	93,734	.....	.....	.....	.....	.....	5,356	18,288
8 Metropolitan West Side Elevated Ry. Co.	1,827,953	409,155	366,619	12,912	868	.....	.....	.....	4,810	5,678
9 Northwestern Elevated R. R. Co.	.....	.....	.....	20,350	.....	.....	.....	.....	5,600	20,350
10 Peoria & Pekin Terminal Ry.	1,484,444	435,061	1,039,383	15,191	13,779	.....	.....	.....	.....	34,570
11 Rockford & Belvidere Electric Ry. Co.	125,000	80,000	45,000	.....	.....	.....	.....	.....	.....	.....
12 South Side Elevated R. R. Co.	8,565	4,305	4,260	.....	.....	.....	.....	.....	.....	.....
13 Suburban R. R. Co.	1,359,448	760,212	599,236	5,486	.....	.....	.....	1,836	42,045	53,261
14 St. Louis & Belleville Electric Ry. Co.	40,185	47,313	7,128	729	.....	.....	.....	6,000	.....	6,729
15 Total.....	19,210	7,037	12,153	.....	.....	.....	.....	.....	.....	.....
Total.....	6,204,804	2,895,552	3,309,252	4,814	35,298	14,647	10,384	1,336	63,020	119,871	

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE III—Income Account for the year ending June 30, 1902—Whole Line—Continued

NAME OF COMPANY.	EXPENSES ASSIGNABLE TO FIXED CHARGES.											Net income— Col. 12— Col. 20.	Net deficit— Col. 20— Col. 12.
	Total income Cols. 4+11.	DESIGNATION.						Total fixed charges, Cols. 14 +15+16+ 17+18.	Net in- come— Col. 12— Col. 20.				
		Interest on funded debt accrued.	Inter- est on float- ing debt.	Inter- est on real estate mort- gages.	Rents paid for lease of road.	Taxes.	Other deduc- tions.						
12	13	14	15	16	17	18	19	20	21	22			
1 Chicago General Ry. Co.	Dollars.	Dollars.	Dols.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	1		
2 Chicago & Joliet Electric Ry. Co.	11,071	1,180	720	5,001	3,807	1,257	11,995	924	2,216	924	2		
3 Chicago & Desplaines Valley Electric Ry. Co.	95,103	200	.....	11,140	8,464	.....	93,857	.....	.....	.....	3
4 Chicago, Harvard & Geneva Lake Ry. Co.	25,164	74,053	.....	.....	170	.....	6,420	.....	.....	.....	4
5 Coal Belt Electric Ry. Co.	3,444	6,250	.....	.....	.....	.....	1,900	.....	.....	.....	5
6 East St. Louis & Suburban Ry. Co.	4,822	11,900	.....	.....	.....	.....	102,374	.....	.....	.....	6
7 Lake Street Elevated R. R. Co.	384,887	96,250	.....	.....	.....	.....	1,767	.....	.....	.....	7
8 Metropolitan West Side Elevated Ry. Co.	1,052,421	235,031	60,979	83,407	197,062	175,333	831,917	3,633	214,604	.....	8	
9 Union Consolidated Elevated Ry. Co.	20,350	406,569	20,350	197,062	.....	.....	20,350	.....	.....	.....	9
10 Northwestern Elevated R. R. Co.	1,073,953	742,386	.....	5,355	15,241	159,340	922,322	.....	151,631	.....	10
11 Peoria & Pekin Terminal Ry.	45,000	.....	.....	45,000	.....	.....	.....	.....	45,000	.....	11
12 Rockford & Belvidere Electric Ry. Co.	4,260	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13 South Side Elevated R. R. Co.	652,497	33,750	.....	.....	.....	.....	177,918	.....	474,579	.....	13
14 Suburban R. R. Co.	408	62,500	5,812	20,001	.....	.....	98,168	.....	.....	.....	14
15 St. Louis & Belleville Electric Ry. Co.	12,153	26,041	.....	.....	.....	.....	25,261	.....	.....	.....	15
Total.....	3,429,123	1,715,120	68,171	6,075	332,352	459,272	2,632,606	895,953	159,466	.....		

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE III.—Income Account for the year ending June 30, 1901—Whole Line—Concluded.

NAME OF COMPANY.	PAYMENTS FROM NET INCOME.				Surplus from operation of year ending June 30, 1902.	Deficit from operation of year ending June 30, 1902.	Surplus on June 30, 1901.	Deficit on June 30, 1901.	Additions for year.	Deductions for year.	Surplus on June 30, 1902.	Deficit on June 30, 1902.
	DIVIDENDS DECLARED.		Total payments from net income, including miscellaneous.									
	PREFERRED STOCK.	COMMON STOCK.	Total payments from net income, including miscellaneous.									
			Amount.	Rate.								
Amount.	Rate.	Amount.	Rate.	Dollars.	Dols.	Dollars.	Dols.	Dols.	Pols.	Dollars.	Dollars.	
1 Chicago General Ry. Co.	Dollars.	Per ct.	Dollars.	Dollars.	Dols.	Dollars.	Dols.	Dols.	Dols.	Dollars.	Dollars.	
2 Chicago & Joliet Electric Ry. Co.	261,243	3	412,952	268,427	206,105	1,245,169	898,339	.....	.....	1,418,071	1,009,319
3 Chi. & Des Plaines Val. E. Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4 Chi. Har. & Geneva Lake Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5 Coal Belt Electric Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6 E. St. Louis & Suburban Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 Lake Street Elevated R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 Metropolitan W. Side Elev. Ry. Co.	261,243	3	412,952	268,427	206,105	1,245,169	898,339	.....	.....	1,418,071	1,009,319
9 Union Consolidated Elev. Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10 Northwestern Elevated R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11 Peoria & Pekin Terminal Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12 Rockford & Belvidere El. Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13 Rockford & Beloit Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14 South Side Elevated R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15 Suburban R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16 St. Louis & Belleville El. Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	261,243	3	412,952	268,427	206,105	1,245,169	898,339	.....	.....	1,418,071	1,009,319

SURFACE AND ELEVATED

TABLE IV.—*Earnings and Income for the*

1	2	3	4	5	6	7	8
A.—EARNINGS FROM OPERATION.							
EARNINGS ARISING FROM PASSENGER SERVICE.							
NAME OF COMPANY.	Cash fares	Rate of fare per passenger.	Ticket sales	Chartered cars	Total passenger earnings	Per car mile.	Proportion to total earnings, 100×6÷col. 11,....
	<i>Dollars.</i>	<i>Cents.</i>	<i>Dols.</i>	<i>Dols.</i>	<i>Dollars.</i>	<i>Dols.</i>	<i>P. ct.</i>
1 Chicago General Ry. Co.....	87,502	5,000	1,435	.....	88,937	0.17738	99.7
2 Chicago & Joliet Electric Ry. Co..	221,487	(1).....	.....	976	222,463	0.16520	99.9
3 Chi. & Des Plaines Val. E. Ry. Co..	.....	.....	.....	.....	.....	.....	.....
4 Chi., Har. & Gen. Lake Ry. Co.....	2,363	(1) 10,000	.....	.....	2,363	0.08019	71.3
5 Coal Belt Electric Ry. Co.....	14,104	(1) 5,000	.....	.....	14,104	.....	99.6
6 E. St. Louis & Suburban Ry. Co..	208,279	3,860	26,352	428	235,059	0.20688	86.3
7 Lake Street Elevated Ry. Co.....	772,461	(1) 5,000	3,313	.....	775,774	0.18512	100.0
8 Met W. Side Elevated Ry. Co.....	1,768,525	5,000	.....	.....	1,768,525	0.18003	96.7
9 Union Cons. Elevated Ry. Co.....	.....	.....	.....	.....	.....	.....	.....
10 Northwestern Elevated R. R. Co..	1,084,927	5,000	3,340	.....	1,088,267	0.20283	74.3
11 Peoria & Pekin Terminal Ry.....	.....	.....	.....	.....	.....	.....	.....
12 Rockford & Belvidere El. Ry. Co.	7,809	(1) 5,000	375	.....	8,184	0.23960	95.6
13 South Side Elevated R. R. Co.....	(1)1,359,448	5,000	.....	.....	1,359,448	0.17485	100.0
14 Suburban R. R. Co.....	40,185	5,000	.....	.....	40,185	0.08199	100.0
15 St. Louis & Belleville El. Ry. Co..	.....	.....	.....	.....	.....	.....	.....
Total.....	5,567,090	.....	34,815	1,404	5,603,309	0.18193	92.4

C., H. & G. L. Ry. Co.—(1). Ten (10) cents is the average amount of fare.

C. & J. Elec. Ry. Co.—(1). Fares vary from 2½ to 35 cents, according to distance traveled.

C. B. E. Ry. Co.—(1). Passengers carried on the zone system at the rate of 5 cents per passenger.

L. St. E. R. R. Co.—(1). Fare is 5 cents per passenger, except as follows: City employes, 4 cents; transfer passengers with Cicero & Proviso Ry. Co., 4 cents and 4¾ cents; and charge of 25 cents for round trip to Harlem race track during racing season.

R. & B. E. Ry. Co.—(1). Rate of fare per passenger is 5 cents for each three miles or fraction thereof.

S. S. E. Ry. Co.—(1). Includes receipts from ticket sales.

ELECTRIC RAILWAYS.

year ending June 30, 1902—Illinois.

9	10	11	12	13	14	15	16	17	18	19
A.—EARNINGS FROM OPERATION.										
OTHER EARNINGS FROM OPERATION.							SUMMARY OF EARNINGS.			
Freight.	Earnings per ton per mile.....	Mail.	Express.	Miscellaneous.	Total other earnings	Per car mile.	Proportion to total earnings, 100×col. 14÷col. 17.....	Total earnings from operation, col. 6+14.	Total earnings per car mile.	Proportion to total earnings and income, 100×col. 17÷col. 20.....
<i>Dollars.</i>	<i>Cts.</i>	<i>Dols.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dols.</i>	<i>P. ct.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>P. ct.</i>
.....
133	187	.....	280	.....	0.3	89,217	0.17794	95.0
.....	320	.....	0.1	222,783	0.16544	99.3
.....
868	85	.....	.....	953	0.04747	28.7	3,316	0.07990	100.0
60	60	.....	0.4	14,164	.....	100.0
.....	368	5,212	840	6,420	0.15507	13.7	241,479	0.20507	90.7
.....	775,774	0.18512	97.7
.....	59,428	59,428	.....	3.3	1,827,953	0.18607	99.7
.....
.....	376,177	376,177	.....	25.7	1,464,444	0.27294	97.7
.....
.....	381	.....	381	.....	4.4	8,565	0.25073	100.0
.....	1,359,448	0.17485	96.2
.....	40,185	0.08199	85.7
15,550	3,660	19,210	0.54823	100.0	19,210	0.54825	100.0
.....
16,611	453	5,780	440,385	463,229	0.22800	7.6	6,066,538	0.19626	96.1

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE IV—Earnings and Income for the year ending June 30, 1902—Illinois—Continued.

B—INCOME FROM PROPERTY OWNED.

NAME OF COMPANY.	20	21	22	23	24	25	26	27	28	29
	SOURCE OF INCOME.									
	Lease of road.	Advertising.	Rent of land and buildings.	Rent of tracks and terminals.	Interest and dividends on securities owned.	Miscellaneous, including interest on deposits.	Total income from property described.	Proportion to total earnings and income, 100×col. 27÷col. 28.	Total earnings and income, col. 17+27.	
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Dollars.	
1 Chicago General Ry. Co.			285		4,380	4,675	4,675	0.5	93,892	
2 Chicago & Joliet Electric Ry. Co.		684			819	1,513	1,513	0.7	224,296	
3 Chicago & Desplains Valley Electric Ry. Co.	-25,164					-25,164	-25,164	100.0	-25,164	
4 Chicago, Harvard & Geneva Lake Ry. Co.								0.0	3,316	
5 Coal Belt Electric Ry. Co.								0.0	14,161	
6 East St. Louis & Suburban Ry. Co.		12,912			5,356	18,268	18,268	0.0	241,479	
7 Lake Street Elevated R. R. Co.			868		4,810	5,678	5,678	2.3	784,012	
8 Metropolitan West Side Elevated Ry. Co.	20,350					20,350	20,350	0.3	1,833,631	
9 Union Consolidated Elevated Ry. Co.		15,191	13,779			5,600	34,570	100.0	20,350	
10 Northwestern Elevated R. R. Co.								2.3	1,489,014	
11 Peoria & Pekin Terminal Ry.								0.0	125,000	
12 Rockford & Belvidere Electric Ry. Co.		5,496			1,336	42,045	53,261	0.0	8,565	
13 South Side Elevated R. R. Co.		6,720			4,384		6,000	3.8	1,412,709	
14 Suburban R. R. Co.					6,000		6,720	14.3	46,905	
15 St. Louis & Belleville Electric Ry. Co.								0.0	19,210	
Total	-4,814	35,013	14,932	10,384	1,336	63,020	119,871	3.9	6,311,409	

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE V—Expenditures for the year ending June 30, 1902—Illinois—Concluded.

NAME OF COMPANY.		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.										SUMMARY OF EXPENDITURES.			
		DESIGNATION.										Total operating expenses and fixed charges, Cols. 2+11.	Proportion assignable to operation, 100×Col. 2. +Col. 19.	Proportion assignable to fixed charges, 100×Col. 11. +Col. 19.	
		Amount, Cols. 12+13+14+15+16+17+18	Salaries and maintenance of organization.	Interest on funded debt accrued.	Interest on floating debt.	Interest on real-estate mortgages.	Rents paid for lease of road.	Taxes.	Other deductions.	Dollars.	Dollars.				Dollars.	Per Cent.	Per Cent.
11	12	13	14	15	16	17	18	19	20	21					
1	Chicago General Ry. Co.	11,995											94,816	87.3	12.7
2	Chicago & Joliet Electric Ry. Co.	93,887		74,033	1,200	1,140	3,807	1,287					222,080	57.7	42.3
3	Chicago & Desplaines Valley Electric Ry. Co.														
4	Chi., Harvard & Geneva Lake Ry. Co.	1,420		1,250			170						4,047	64.1	35.9
5	Coal Belt Electric Ry. Co.	11,900		11,900									21,242	44.0	56.0
6	East St. Louis & Suburban Ry. Co.	102,374		96,250			6,124						250,119	59.1	40.9
7	Lake Street Elevated R. R. Co.	381,194		235,041	60,979	83,407	1,767						790,349	51.8	48.2
8	Metropolitan W. Side Elev. Ry. Co.	837,817		406,569	60,979	197,562	175,353	58,353					1,613,027	48.3	51.7
9	Union Consolidated Elev. Ry. Co.	20,350		20,350									20,350	0.0	100.0
10	Northwestern Elevated R. R. Co.	922,822		742,356		5,355	159,340						1,347,383	31.5	68.5
11	Peoria & Pekin Terminal Ry.												80,000	100.0	0.0
12	Rockford & Belvidere Elec. Ry. Co.	177,918		33,750			94,168	50,000					938,130	81.1	18.9
13	South Side Elevated R. R. Co.	98,169		62,500	6,812	20,001	9,646	209					145,411	32.5	67.5
14	Suburban R. R. Co.	28,261		26,041			2,220						35,318	20.0	80.0
15	St. Louis & Belleville Elec. Ry. Co.														
	Total	2,087,606		1,710,120	68,171	332,352	459,272	111,616					5,572,647	51.8	48.2

SURFACE AND ELEVATED

TABLE VI—General Balance Sheet

1	2	3	4	5	6
NAME OF COMPANY.	ASSETS.				
	Cost of road, construction and equipment	Stocks owned.	Bonds owned.	Real estate and lands.	Cash and current assets.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1 Chicago General Railway Co.....	.....	.....	.....	.....	14,319
2 Chicago & Joliet Electric Ry. Co.....	4,326,507	.....	.....	.....	41,183
3 Chicago & Desplaines Valley Electric Ry. Co.....	2,100,000	.....	.....	3,500	.....
4 Chi., Harvard & Geneva Lake Ry. Co	292,560	.....	.....	.....	.....
5 Coal Belt Electric Ry. Co.....	.....	.....	.....	.....	320,432
6 East St. Louis & Suburban Ry. Co.....	5,697,377	.....	.....	.....	176,682
7 Lake Street Elevated R. R. Co.....	17,992,758	.....	1,253,050	.....	334,011
8 Metropolitan W. Side Elev. Ry. Co....	28,087,072	291,900	192,000	.....	.....
9 Union Consolidated Elev. Ry. Co.....	1,407,000	.....	.....	.....	.....
10 Northwestern Elevated R. R. Co.....	28,208,738	.....	.....	455,587	500,104
11 Peoria & Pekin Terminal Ry.....	.....	.....	.....	.....	.....
12 Rockford & Belvidere Elec. Ry. Co.....	402,820	.....	.....	.....	3,887
13 South Side Elevated R. R. Co.....	11,804,708	92,390	.....	.....	87,114
14 Suburban R. R. Co.....	2,509,839	.....	.....	.....	1,442
15 St. Louis & Belleville Elec. Ry. Co....	1,456,488	.....	.....	.....	29,506
Total.....	104,285,867	384,290	1,445,050	459,087	1,508,680

ELECTRIC RAILWAYS.

for the year ending June 30, 1902.

7	8	9	10	11	12	13	14	15
ASSETS.		Total assets (or liabilities, Cols. 2+3 +4+5+6+7 +8; or Cols. 10+11 +12+13+ 14+15.	LIABILITIES.					
Miscel- laneous.	Profit and loss.		Capital stock.	Funded debt.	Real estate mort- gages.	Current liabili- ties.	Miscel- laneous.	Profit and loss.
<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
11,742	7 31	26,792	.....	.....	.....	26,792	.....	.....
14,281	.....	4,381,971	2,300,000	2,000,000	.....	41,815	.....	40,156
.....	25,164	2,128,664	1,100,000	1,000,000	.....	28,664	.....	.....
.....	1,491	294,051	150,000	125,000	.....	19,051	.....	.....
140,009	8,640	6,166,458	2,975,000	2,900,000	.....	130,912	160,546	.....
.....	308,958	19,731,448	10,000,000	6,981,100	13,038	2,737,310	.....	.....
34,451	.....	28,939,434	16,500,000	11,500,000	.....	800,757	.....	138,677
.....	.....	1,407,000	1,000,000	407,000	.....	.....	.....	.....
181,318	.....	29,345,747	10,000,000	18,387,000	119,000	360,939	61,694	417,114
.....	.....	406,707	200,000	200,000	.....	2,447	.....	4,260
12,034	.....	11,996,246	10,323,800	750,000	.....	104,582	.....	817,864
.....	532,075	3,043,356	1,250,000	1,250,000	.....	543,356	.....	.....
.....	108,086	1,594,080	750,000	750,000	.....	29,408	64,672	.....
393,835	985,145	109,461,954	56,548,800	46,250,100	132,038	4,826,033	286,912	1,418,071

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE VII—Traffic and Miscellaneous Items for the year ending June 30, 1902—Illinois.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	MISCELLANEOUS.									
																PASSENGER TRAFFIC.					FREIGHT TRAFFIC.	STREET RY. CROSSINGS.					STEAM R. R. CROSSINGS.		Miles of line equipment with block signals.....
NAME OF COMPANY.	PASSENGER TRAFFIC.					FREIGHT TRAFFIC.	STREET RY. CROSSINGS.					STEAM R. R. CROSSINGS.		Miles of line equipment with block signals.....											
	Number of revenue paying passengers carried.....	Number carried per mile of line operated.	Number of transfer passengers carried.	Number per mile of line operated.....	Number of tons of freight carried earning revenue.....	Number of stations on line operated.....	Number of highways crossed at grade....	Number of under highway crossings..	Number of overhead highway crossings..	Number of overhead railway crossings...	Number crossed at grade.....	Number of (sin. track) crossing frogs.....	Number crossed at grade.....	Number of (sin. track) crossing frogs.....	Miles of line equipment with block signals.....										
1 Chicago General Railway Co.....	1,805,665	237,587	359,212	47,264	.....	.....	132	.....	.....	.....	15	40	22	96	1					
2 Chicago & Joliet Electric Ry. Co.....	4,433,692	96,653	575,220	12,527	.....	.....	.....	.....	.....	1	1	1	17	50	18.50					
3 Chicago & Desplaines Valley Electric Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4 Chi. Harv'd & Geneva Lake Ry. Co.	23,627	4,236	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....		
5 Coal Belt Electric Ry. Co.....	282,085	16,590	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6 East St. Louis & Suburban Ry. Co.	5,386,653	128,253	249,448	5,939	.....	.....	182	.....	.....	.....	.....	.....	.....	.....	.....		
7 Lake Street Elevated R. R. Co.	15,481,591	1,465,661	.....	.....	.....	.....	38	.....	.....	.....	.....	.....	.....	.....	.....		
8 Metropolitan W. Side Elev. Ry. Co.	35,372,909	1,875,552	.....	.....	.....	.....	54	196	.....	.....	.....	.....	.....	.....	.....			
9 Union Consolidated Elev. R. R. Co.	.....	.....	.....	.....	.....	.....	55	.....	.....	.....	.....	.....	.....	.....	.....		
10 Northwestern Elevated R. R. Co.	21,763,081	2,685,399	.....	.....	.....	.....	31	98	.....	.....	.....	.....	.....	.....	.....			
11 Peoria & Pekin Terminal Ry.	.....	.....	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....		
12 Rockford & Belvidere Elec. Ry. Co.	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....		
13 South Side Elevated R. R. Co.	27,198,965	2,541,025	.....	.....	.....	.....	9	.....	.....	.....	.....	.....	.....	.....	.....		
14 Suburban R. R. Co.	803,694	35,034	.....	.....	.....	.....	23	66	.....	.....	.....	.....	.....	.....	.....			
15 St. Louis & Belleville Elec. Ry. Co.	.....	.....	.....	.....	42,205	.....	29	.....	.....	.....	.....	.....	.....	.....	.....		
Total.....	112,553,962	463,318	1,183,880	4,873	42,205	182	525	362	.....	14	31	81	74	198	47.36									

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE IX.—Number of Employés and Salaries for the year ending June 30, 1902—Illinois and Whole Line.

NAME OF COMPANY.	ILLINOIS.																								WHOLE LINE.						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total compensation paid during year.	Grand total.....	Total compensation paid during year.	Grand total.....			
1 Chicago General Ry. Co.....	1	4	4	4	4	4	4	4	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	79	\$ 52,321 04	79	\$ 52,321 04	79	\$52,321 04
2 Chicago & Joliet Electric Ry. Co.....	4	6	6	6	6	6	6	6	6	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	131	75,334 16	131	75,334 16	131	75,334 16
3 Chicago & DesPlaines Valley Electric Co.....	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	12	3,060 40	12	3,060 40	12	7,650 76
4 Chicago, Harvard & Geneva Lake Ry. Co.....	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	12	5,418 90	12	5,418 90	12	5,418 90
5 Coal Belt Electric Ry. Co.....	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	218	119,740 19	218	119,740 19	218	119,740 19
6 East St. Louis & Suburban Ry. Co.....	4	4	4	4	4	4	4	4	4	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	360	205,656 47	360	205,656 47	360	205,656 47
7 Lake Street Elevated R. R. Co.....	4	213	5	5	5	5	5	5	5	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	834	501,610 00	834	501,610 00	834	501,610 00
8 Metropolitan West Side Elevated Ry. Co.....	7	537	1	1	1	1	1	1	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	380	205,656 47	380	205,656 47	380	205,656 47
9 Union Consolidated Elevated Ry. Co.....	1	537	1	1	1	1	1	1	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	384	501,610 00	384	501,610 00	384	501,610 00
10 Northwestern Elevated R. R. Co.....	3	310	4	4	4	4	4	4	4	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	358	211,887 18	358	211,887 18	358	211,887 18
11 Peoria & Pekin Terminal Ry.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	.....	11	.....	11	.....
12 Rockford & Belvidere Electric Ry. Co.....	6	5	5	5	5	5	5	5	5	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	121	380,067 00	121	380,067 00	121	380,067 00
13 South Side Elevated R. R. Co.....	1	1	1	1	1	1	1	1	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	33	27,254 11	33	27,254 11	33	27,254 11
14 Suburban R. R. Co.....	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	19	5,731 50	19	5,731 50	19	5,731 50
15 St. Louis & Belleville Electric Ry. Co.....	34	23	23	23	23	23	23	23	23	256	256	256	256	256	256	256	256	256	256	256	256	256	256	256	256	149	396	149	396	149	396
Total.....	34	23	23	23	23	23	23	23	23	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	164	2,560	\$1,588,080 95	2,560	\$1,588,080 95	2,560	\$1,588,080 95

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE X.—Average Daily Compensation of Employés for the year ending June 30, 1902—Illinois.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	General officers	Other officers	General office clerks..	Train clerks and dispatchers.....	Conductors.....	Other trainmen.....	Station agents	Motormen.....	Starters	Watchmen and towermen.....	Switchmen	Roadmen.....	Hostlers.....	Linemen	Engineers.....	Firemen	Electricians.....	Machinists and mechanics.....	All other employés and laborers
NAME OF COMPANY.																			
1 Chicago General Ry. Co.....	\$ 8 22	.....	\$2 47	.....	2 09	.....	.....	\$2 10	\$1 64	\$1 75	.....	\$1 82	.....	\$1 89	\$2 38	\$1 80	\$2 04	\$2 82	\$1 86
2 Chicago & Joliet Electric Ry. Co.....	9 04	.....	1 76	.....	1 48	.....	.....	1 41	1 70	1 48	.....	2 31	.....	.....	.....	2 51	2 03	1 45	.....
3 Chi. & DesPlaines Val. El. Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4 Chi. Har. & Geneva Lake Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5 Coal Belt Electric Ry. Co.....	4 10	\$3 29	2 00	.....	1 67	.....	.....	1 67	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6 East St. Louis & Suburban Ry. Co.....	4 33	2 27	1 97	.....	1 50	.....	.....	1 50	2 46	1 64	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 Lake Street Elevated R. R. Co.....	6 27	3 05	98	2 28	1 64	1 20	1 22	2 40	1 65	1 37	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 Metropolitan W. Side Elev. Ry. Co.....	12 60	6 52	2 15	.....	1 75	1 57	1 50	2 41	2 63	2 63	\$2 50	1 87	1 63	.....	.....	.....	.....	.....	.....
9 Union Consolidated Elev. Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10 Northwestern Elevated R. R. Co.....	11 10	4 87	2 06	2 45	1 75	.....	1 50	2 23	1 65	1 20	2 19	2 14	2 61	.....	.....	.....	.....	.....	.....
11 Peoria & Pekin Terminal Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12 Rockford & Belvidere El. Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13 South Side Elevated R. R. Co.....	9 75	6 63	2 24	2 31	1 76	2 07	1 50	2 63	.....	2 00	2 20	2 16	.....	.....	.....	.....	.....	.....	.....
14 Suburban R. R. Co.....	2 50	3 33	.....	1 50	2 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15 St. Louis & Belleville El. Ry. Co.....	95	2 85	2 28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	\$8 38	\$4 86	\$1 92	\$1 97	\$1 75	\$1 60	\$1 41	\$2 17	\$1 75	\$1 89	\$2 03	\$1 91	\$1 74	\$2 14	\$2 87	\$1 93	\$2 39	\$2 56	\$1 78

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE XI—Description of Equipment for the year ending June 30, 1902—Whole Line—Continued.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	GRAND TOTAL MOTORS AND CARS OWNED AND LEASED.		
															Number.....	Equipped with fenders.....	Equipped with train brake..
															Total number owned and leased.....		
NAME OF COMPANY.	CARS IN SERVICE.														GRAND TOTAL MOTORS AND CARS OWNED AND LEASED.		
	CARS OWNED.																
	Box cars.....	Open cars.....	Mail cars.....	Express cars..	Freight cars...	Service cars...	Snow plows ...	Sweepers.....	Other cars.....	Total.....							
1 Chicago General Railway Co.....								1		4	4	25	20	1			
2 Chicago & Toilet Electric Ry. Co.....	16					2	1			16	16	59		2			
3 Chicago & Des Plaines Valley Electric Ry. Co.....												8		3			
4 Chicago, Harvard & Geneva Lake Ry. Co.....	1	3			1					5	6	12	8	4			
5 Coal Belt Electric Ry. Co.....												6	6	5			
6 East St. Louis & Suburban Ry. Co.....	2									2	2	22	20	6			
7 Lake Street Elevated R. R. Co.....	102				2					104	104	141		7			
8 Metropolitan West Side Elevated Ry. Co.....	262									270	270	359		8			
9 Union Consolidated Elevated Ry. Co.....									8	270	270	359		9			
10 Northwestern Elevated R. R. Co.....	160								1	151	151	203		10			
11 Peoria & Pekin Terminal Ry.....	10					59				69	69	74	57	11			
12 Rockford & Belvidere Electric Ry. Co.....										32	32	212	6	12			
13 South Side Elevated R. R. Co.....									32	32	32	39	39	13			
14 Suburban R. R. Co.....	21							1		1	23	215	39	14			
15 St. Louis & Belleville Electric Ry. Co.....					209				4	213	213	215		15			
Total.....	548	19			212	61	1	2	46	889	890	1,381	156	1,286			

SURFACE AND ELEVATED

TABLE XIV—Accidents for year

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NAME OF COMPANY.	PASSENGERS.			EMPLOYEES.			OTHERS.			TOTAL.		(Grand total.....)	COUPLING AND UN-COUPLING.	
	Killed	Injured.....	Total.....	Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....	Killed.....	Injured.....		Killed.....	Injured.....
1 Chicago General Ry. Co.		4	4		2	2	2	7	9	2	13	15		
2 Chi. & Joliet Elec. Ry. Co. ...	1	55	56	3	10	13	2	8	10	6	73	79		
3 C. & D. V. Elec. Ry. Co.														
4 C., H. & G. L. Ry. Co.						1								
5 Coal Belt Electric Ry. Co.						1	1					1	1	
6 E. St. L. & S. Ry. Co.														
7 Lake St. Elev. R. R. Co.	1	65	66	1	8	9	1	6	7	3	79	82		3
8 Met. W. S. Elev. Ry. Co.	1	22	23	1		1				2	22	24		
9 Union Con. Elev. Ry. Co.														
10 Northwestern Elev. R. R. Co.	2	31	33	1	2	3		1	1	3	34	37		2
11 Peoria & Pekin Term. Ry.		1	1		1	1					2	2		1
12 Rockf. & Bel. Elec. Ry. Co.														
13 S. Side Elevated R. R. Co.	2	1	3	1	5	6		1	1	3	7	10		
14 Suburban R. R. Co.		1	1					1	3	4	1	4	5	
15 St. L. & Bellev. Elec. Ry. Co.														
Total	7	180	187	7	29	36	6	26	32	20	235	255		6

ELECTRIC RAILWAYS.

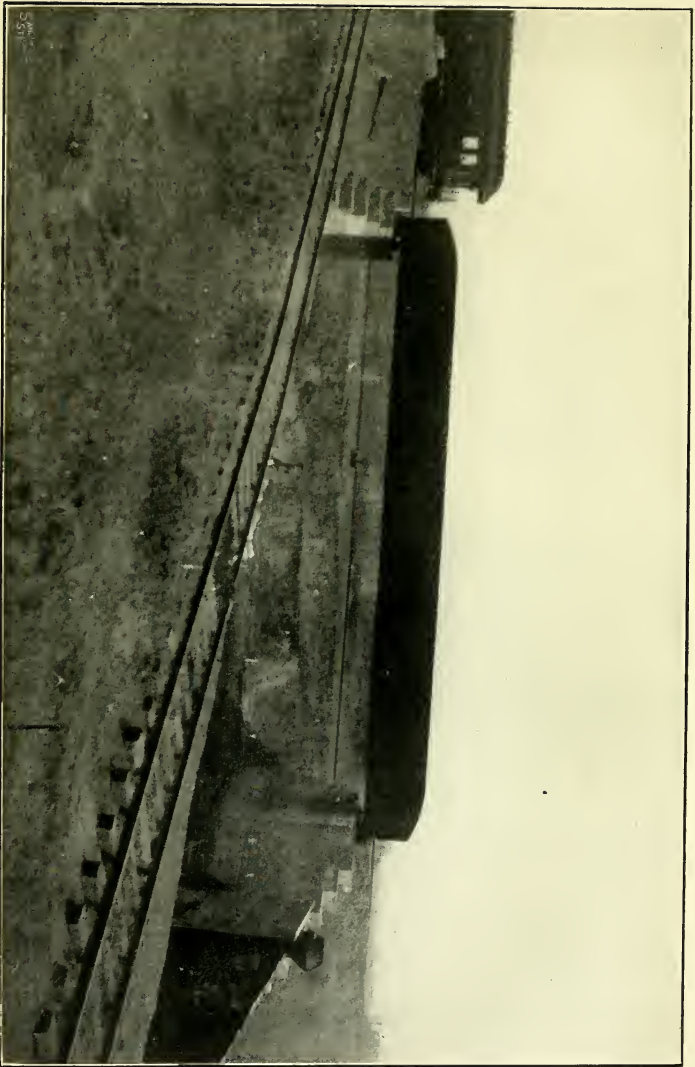
ending June 30, 1902—Illinois.

16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KIND OF ACCIDENT.															
FALLING FROM TRAINS. ENGINES.		OVERHEAD OBSTRUCTIONS.		COLLISIONS.		DERAILMENTS.		OTHER TRAIN ACCIDENTS		AT HIGHWAY CROSSINGS		AT STATIONS.		OTHER CAUSES	
Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
.....	5	.....	.....	.....	6	.....	.....	2	2	.....	.....	.....	.....	.....	1
.....	2	.....	.....	4	31	.....	4	.....	26	2	6	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	1	1	.....	.....	56	.....	.....	.....	3	.....	5	2	8	.....	7
.....	.....	.....	.....	2	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	8	.....	.....	.....	.....	.....	8	.....	.....	.....	9
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
1	9	1	1	6	124	.....	4	4	31	2	19	2	8	3	33

SURFACE AND ELEVATED ELECTRIC RAILWAYS.

TABLE XV—Comparative Statement of Taxes Paid in Illinois.

1	2	3	4	5	
NAME OF COMPANY.	1892	1900	1901	1902	
		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
1 Chicago General Railway Co.....		2,628 71	14,467 10	3,807 24	1
2 Chicago & Joliet Electric Ry. Co.....				7,070 41	2
3 Chicago & Desplaines Valley Elec. Ry. Co.....				151 90	3
4 Chicago, Harvard & Geneva Lake Ry. Co.....			143 69	169 26	4
5 Coal Belt Electric Ry. Co.....					5
6 East St. Louis & Suburban Ry. Co.....				6,123 44	6
7 Lake Street Elevated R. R. Co.....		11,178 58	17,074 75	44,841 11	7
8 Metropolitan West Side Elevated Ry. Co.....		45,940 87	60,000 00	131,213 63	8
9 Union Consolidated Elevated Ry. Co.....					9
10 Northwestern Elevated R. R. Co.....		16 67	18,457 87	140,074 74	10
11 Peoria & Pekin Terminal Ry.....			2,266 00		11
12 Rockford & Belvidere Electric Ry. Co.....					12
13 South Side Elevated R. R. Co.....		22,332 30	32,357 13	94,167 84	13
14 Suburban R. R. Co.....			4,228 82	9,646 04	14
15 St. Louis & Belleville Electric Ry. Co.....		7,463 49	2,065 00	2,220 14	15
Total.....		89,560 62	151,060 36	439,485 75	
Add unclassified taxes.....		1,678 99	2,098 69		
Grand total.....		91,239 61	153,159 05	439,485 75	



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O., B. & Q. R. R. Co.—BRIDGE OVER ILLINOIS AND MISSISSIPPI CANAL AT ROCK FALLS.

LIST
OF
OFFICERS AND DIRECTORS
OF
STEAM AND ELECTRIC RAILWAYS.

ALTON TERMINAL RAILWAY COMPANY.

(Operated by C., P. & St. L. Ry. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Chas. E. Kimball.....	New York, N. Y.....
Vice President.....	Thomas Carmichael.....	..do
Secretary and Treasurer	Ralph Blaisdell.....	Springfield, Ill.....
Agent in Illinois for transfer of stock.....	..do .....	..do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Chas. E. Kimball.....	New York, N. Y.....	April 25, 1903.....
Chas. Carmichael .....	..do .....	..do
Ralph Blaisdell.....	Springfield, Ill.....	..do
Curtiss Millard.....	..do .....	..do
Bluford Wilson .....	..do .....	..do

ATCHISON, TOPEKA & SANTA FE RAILWAY CO. (THE).

OFFICERS.

Title.	Name.	Location of Office.
President	E. P. Ripley.....	Chicago
Assistant to President.....	W. B. Jansen.....	..do
..do	A. H. Payson.....	San Francisco.....
First Vice President.....	E. D. Kenna.....	Chicago
Second Vice President.....	Paul Morton.....	..do
Third Vice President.....	J. W. Kendrick.....	..do
Secretary and Treasurer	E. Wilder.....	Topeka
Assistant Secretary.....	L. C. Deming.....	New York
Assistant Treasurer.....	H. W. Gardiner.....	..do
General Counsel.....	Victor Morawetz.....	..do
Comptroller.....	D. L. Gallup.....	..do
Deputy Comptroller.....	D. J. Sheehan.....	..do
General Auditor.....	H. C. Whitehead.....	Chicago
Assistant General Auditor.....	W. E. Bailey.....	..do
Auditor of Disbursements	I. S. Lauck.....	Topeka
Freight Auditor.....	W. J. Healey.....	..do
Ticket Auditor.....	J. F. Mitchell.....	..do
General Manager.....	H. U. Mudge.....	..do
Chief Engineer.....	James Dun.....	Chicago
..do	W. B. Storey, Jr.....	Topeka
General Superintendent.....	J. E. Hurley.....	..do
..do	D. E. Cain.....	Lafajunta.....
Superintendent of Telegraph.....	C. H. Gaunt.....	Topeka
Signal Engineer.....	T. S. Stevens.....	..do
Superintendent of Transportation.....	C. W. Kouns.....	..do
Superintendent of Motive Power	G. R. Henderson.....	..do
Assistant Supt. of Motive Power	W. A. Nettleton.....	..do
General Purchasing Agent.....	W. E. Hodges.....	Chicago
Assistant General Purchasing Agent	M. J. Collins.....	..do
General Solicitor.....	E. D. Kenna.....	..do
General Attorney.....	Robert Dunlap.....	..do
..do	F. T. A. Junkin.....	..do
Claims Attorney.....	J. D. M. Hamilton.....	Topeka
Tax Commissioner.....	E. T. Cartledge.....	..do
Chief Surgeon.....	J. P. Kaster.....	..do
Freight Traffic Manager.....	W. B. Biddle.....	Chicago
Passenger Traffic Manager.....	G. T. Nicholson.....	..do
Assistant Traffic Manager.....	W. A. Bissell.....	San Francisco.....
General Freight Agent.....	J. E. Gorman.....	Chicago
Assistant General Freight Agent.....	F. C. Meagley.....	Topeka
..do	J. W. Tedford.....	Chicago
General Passenger Agent.....	W. J. Black.....	Topeka
General Baggage Agent.....	P. Walsh.....	..do
Agent in Illinois for transfer of stock.....	F. A. Morton.....	Chicago

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Edward P. Ripley.....	Chicago	1902
Charles Steele.....	New York	1902
Byron L. Smith.....	Chicago	1902
Howell Jones.....	Topeka	1902
H. Rieman Duval.....	New York	1903
Thomas P. Fowler.....	..do	1903
Chas. S. Glead.....	Topeka	1903
Victor Morawetz.....	New York	1903
Edward J. Berwind.....	..do	1904
E. D. Kenna.....	Chicago	1904
R. Somers Hayes.....	New York	1904
Andrew C. Jobes.....	Wichita	1904
George G. Haven.....	New York	1905
John G. McCullough.....	..do	1905
Benjamin P. Cheney.....	Boston	1905

NOTE—Term of director expires on second Thursday in December of year opposite name.

BALTIMORE & OHIO RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	L. F. Loree.....	Baltimore, Md.....
Vice President.....	O. G. Murray.....	..do
Secretary.....	C. W. Woolford.....	..do
Treasurer.....	J. V. McNeal.....	..do
General Counsel.....	John K. Cowen.....	..do
General Attorney.....	Hugh L. Bond, Jr.....	..do
Comptroller.....	H. D. Bulkley.....	..do
Assistant Comptroller.....	G. W. Booth.....	..do
General Auditor.....	J. T. Leary.....	..do
Auditor of Subsidiary Lines.....	J. L. Kirk.....	..do
Auditor of Revenue.....	J. M. Watkins.....	..do
Auditor of Disbursements.....	G. B. Howarth.....	..do
General Manager.....	G. L. Potter.....	..do
Assistant General Manager.....	Arthur Hale.....	..do
Chief Engineer.....	J. M. Graham.....	..do
General Superintendent.....	Thos. Fitzgerald.....	..do
..do.....	L. G. Haas.....	Pittsburg, Pa.....
..do.....	C. S. Sims.....	New York, N. Y.....
Assistant General Superintendent.....	G. H. Campbell.....	Baltimore, Md.....
Division Superintendent.....	C. C. F. Bent.....	Philadelphia, Pa.....
..do.....	J. E. Spurrier.....	Baltimore, Md.....
..do.....	F. A. Husted.....	Grafton, W. Va.....
..do.....	Thos. C. Prince.....	Winchester, Va.....
..do.....	U. P. Williams.....	Wheeling, W. Va.....
..do.....	J. F. Irwin.....	Connellsville, Pa.....
..do.....	H. O. Dunkle.....	New Castle.....
..do.....	F. C. Batchellor.....	Newark, O.....
..do.....	J. T. English.....	Pittsburg, Pa.....
..do.....	C. S. Wight.....	Baltimore, Md.....
Manager Freight Traffic.....	F. W. Galleher.....	..do
General Freight Agent.....	L. R. Brockenbrough.....	Pittsburg, Pa.....
..do.....	C. V. Lewis.....	Baltimore, Md.....
..do.....	D. B. Martin.....	..do
Manager Passenger Traffic.....	B. N. Austin.....	Chicago, Ill.....
General Passenger Agent.....	B. E. Peddicord.....	Baltimore, Md.....
General Baggage Agent.....	F. D. Cassanave.....	..do
General Superintendent of Motive Power.....	Chas. Selden.....	..do
Superintendent of Telegraph.....	W. H. Brimson.....	Chillicothe, O.....
Superintendent, Ohio Division.....	L. C. Fritch.....	Cincinnati, O.....
Superintendent, Indiana Division.....	E. R. Scoville.....	Washington, Ind.....
Superintendent, Illinois Division.....	C. W. Galloway.....	Cumberland, Md.....
Division Superintendent.....	O. P. McCarty.....	Cincinnati, O.....
General Passenger Agent.....	C. W. Bassett.....	Baltimore, Md.....
..do.....	D. D. Carothers.....	Chicago, Ill.....
Agent in Illinois for transfer of stock.....		

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Edward R. Bacon	New York, N. Y.	3d Monday in Nov. 1902..
John K. Cowen	Baltimore, Md.	do
Martin Edmann	New York, N. Y.	do
John P. Green	Philadelphia, Pa.	do
Edw. H. Harriman	New York, N. Y.	do
James McCrea	Pittsburg, Pa.	do
Sutherland M. Provost	Philadelphia, Pa.	do
Samuel Rea	do	do
Norman B. Ream	New York, N. Y.	do
Jacob H. Schipp	do	do
Charles Steele	do	do
James Stillman	do	do
L. Victor Baughman	Frederick, Md.	Continued in office until successor appointed by Board of Public Works
Arthur P. Gorman	Laurel, Md.	

BELT RAILWAY OF CHICAGO (THE).

OFFICERS.

Title.	Name.	Location of Office.
President and General Manager	B. Thomas	Chicago, Ill.
Vice President and General Solicitor	E. A. Bancroft	do
Secretary and Auditor	M. J. Clark	do
Treasurer	J. E. Murphy	do
Engineer and General Roadmaster	E. H. Lee	do
Superintendent	J. M. Warner	do
Agent in Illinois for transfer of stock	M. J. Clark	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. J. Carpenter	Chicago, Ill.	June 2, 1903.
Chas. M. Hays	Montreal, Quebec	do
Jos. Ramsey, Jr.	St. Louis, Mo.	do
W. H. McDoel	Chicago, Ill.	do
W. O. Johnson	do	do

BLUE ISLAND RAILROAD COMPANY.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	New York, N. Y.
Vice President	J. C. Welling	Chicago, Ill.
Second Vice President	J. T. Harahan	do
Secretary	W. G. Bruen	do
Treasurer	E. T. H. Gibson	New York, N. Y.
Agent in Illinois for transfer of stock	W. G. Bruen	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer	Chicago, Ill	October, 1902
J. T. Harahan	do	do
Stuyvesant Fish	New York, N. Y.	October, 1903
J. C. Welling	Chicago, Ill	do
W. G. Bruen	do	do

CALUMET WESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Joseph Wood	Pittsburgh, Pa.
Vice President	W. G. Purdy	Chicago, Ill.
Secretary	S. B. Liggett	Pittsburgh, Pa.
Treasurer	T. H. B. McKnight	do
Auditor	Jno. W. Renner	do
Chief Engineer	Thos. Rodd	do
Agent in Illinois for transfer of stock	Wm. Borner	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. A. Spoor	Chicago, Ill	April, 1903
H. B. Ledyard	Detroit, Mich.	do
F. S. Winston	Chicago, Ill	April, 1904
W. G. Purdy	do	do
Joseph Wood	Pittsburgh, Pa.	April, 1905
J. J. Turner	do	do
R. Fitzgerald	Chicago, Ill	April, 1906
H. A. Parker	do	do

CHICAGO GENERAL RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	J. B. Black	Chicago, Ill.
Vice President and General Counsel	C. L. Bonney	do
Secretary and Treasurer	L. C. Bonney	do
Receiver	Frank H. Sellers	do
Receiver's Superintendent	Charles L. Hull	do
Agent in Illinois for transfer of stock	C. L. Bonney	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
L. C. Bonney	Chicago, Ill.	January, 1903
W. A. Goodman	do	do
J. P. Black	do	do
do	do	do
N. D. Lawton	New York, N. Y.	January, 1904
M. F. Driscoll	Chicago, Ill.	do
C. L. Bonney	do	January, 1905
L. M. Paine	do	do

CHICAGO GREAT WESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	A. B. Stickney	St. Paul, Minn.....
President.....	..do .....	..do
First Vice President.....	A. Oppenheim.....	..do
Secretary.....	R. Wight.....	..do
Treasurer.....	C. O. Kalman.....	..do
General Counsel.....	F. B. Kellogg.....	..do
General Attorney.....	A. G. Briggs.....	..do
Vice President and Auditor.....	W. B. Bend.....	..do
General Manager.....	Samuel C. Stickney.....	..do
Assistant General Manager.....	Tracy Lyons.....	..do
Chief Engineer.....	F. R. Coats.....	..do
General Superintendent.....	G. A. Goodell.....	..do
Division Superintendent.....	J. A. Kelley.....	..do
Division Superintendent.....	R. W. Edwards.....	Dubuque, Iowa.....
Division Superintendent.....	C. P. Stembel.....	Des Moines, Iowa.....
Traffic Manager.....	P. C. Stohr.....	St. Paul, Minn.....
General Freight Agent.....	S. O. Brooks.....	..do
Assistant General Freight Agent.....	W. B. Martin.....	..do
Assistant General Freight Agent.....	F. H. Tibbits.....	..do
Assistant General Freight Agent.....	S. E. Stohr.....	Chicago, Ill.....
General Passenger Agent.....	J. P. Elmer.....	..do
Assistant General Passenger Agent.....	R. F. Malone.....	..do
General Ticket Agent.....	J. P. Elmer.....	..do
Assistant General Ticket Agent.....	R. F. Malone.....	..do
General Baggage Agent.....	G. T. Spilman.....	..do
Agent in Illinois for transfer of stock.....	R. F. Malone.....	..do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. W. Lusk.....	St. Paul, Minn.....	September, 1903.....
Samuel C. Stickney.....	..do .....	..do
R. C. Wight.....	..do .....	..do
Frederick Weyerhauser.....	..do	September, 1904.....
A. B. Stickney.....	..do .....	..do
Wm. A. Read.....	New York, N. Y.....	..do
Ansel Oppenheim.....	St. Paul, Minn.....	September, 1905.....
T. H. Wheeler.....	New York, N. Y.....	..do
H. E. Fletcher.....	Minneapolis, Minn.....	..do

LONDON FINANCE COMMITTEE.

Name.	Postoffice Address.	Date of Expiration of Term.
*The Rt. Hon. Wm. Lidderdale.....	London, England.....	.....
Mr. Howard Gilliot.....	..do .....	.....
Mr. Alexander F. Wallace.....	..do .....	.....
Mr. Edwin Waterhouse.....	..do .....	.....
Sir Charles Tennant, Bart.....	..do .....	.....

* Died June 26, 1902.

CHICAGO HEIGHTS TERMINAL TRANSFER RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Charles H. Wacker.....	Chicago, Ill.....
Secretary.....	Francis Lackner.....	do.....
Treasurer.....	Chas. H. Wacker.....	do.....
General Manager.....	M. H. Kilgallen.....	do.....
Agent in Illinois for transfer of stock....	Chl. Heights Land Assn.....	do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Charles H. Wacker.....	Chicago.....	March, 1903.....
Rudolph Brand.....	do.....	do.....
Leo Fox.....	do.....	March, 1904.....
M. H. Kilgallen.....	do.....	do.....
Francis Lackner.....	do.....	March, 1905.....

CHICAGO JUNCTION RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	J. A. Spoor.....	Chicago, Ill.....
President.....	do.....	do.....
First Vice President.....	R. Fitzgerald.....	do.....
Secretary.....	C. D. Moyer.....	do.....
Treasurer.....	do.....	do.....
General Counsel.....	Winston, Babcock, Strawn & Shaw.....	do.....
Auditor.....	C. C. Chace.....	Chicago, Ill.....
Chief Engineer.....	J. B. Cox.....	do.....
General Superintendent.....	R. Fitzgerald.....	do.....
General Freight Agent.....	W. S. Weed.....	do.....
Agent in Illinois for transfer of stock....	C. D. Moyer.....	do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. S. Winston.....	Chicago, Ill.....	4th Monday March, 1903..
A. H. Veeder.....	do.....	do.....
N. Thayer.....	Boston, Mass.....	do.....
J. A. Spoor.....	Chicago, Ill.....	4th Monday March, 1904..
A. G. Leonard.....	do.....	do.....
F. A. Valentine.....	do.....	do.....
Wm. C. Lane.....	New York, N. Y.....	4th Monday March, 1905..
J. P. Lyman.....	Chicago, Ill.....	do.....
R. Fitzgerald.....	do.....	do.....

CHICAGO SHORT LINE RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	M. Cochrane Armour....	Chicago, Ill.....
Secretary	E. L. Billingslea .....	..do
General Manager.....	F. C. Wright	Cincinnati, O.....
Agent in Illinois for transfer of stock....	E. L. Billingslea.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. C. Armour	Chicago, Ill.....	Next meeting
E. L. Billingslea .....	..do .....	..do
C. L. Lingo .....	..do .....	..do

CHICAGO TERMINAL TRANSFER RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Henry W. DeForest	New York, N. Y.....
President	John N. Faithorn	Chicago, Ill.....
Secretary	W. T. Wisner, 2d.....	New York, N. Y.....
Treasurer.....	Herbert H. Hall.....	Chicago, Ill.....
General Attorney	Jesse B. Barton .....	..do
Comptroller	Samuel L. Prest .....	..do
General Manager.....	John N. Faithorn .....	..do
Chief Engineer.....	Frederick E. Paradis .....	..do
General Superintendent.....	Edward R. Knowlton .....	..do
General Freight Agent	William B. Barr .....	..do
General Passenger Agent .....	..do .....	..do
General Baggage Agent	N. B. Lasier.....	..do
Agent in Illinois for transfer of stock....	Herbert H. Hall.....	..do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Fred Y. Reighley.....	New York, N. Y.....	Annual meeting, 1902
Jesse E. Barton	Chicago, Ill.....	..do
Edward R. Knowlton .....	..do .....	..do
Kemper K. Knapp .....	..do	Annual meeting, 1903
Chas. T. Parker	New York, N. Y.....	..do
Myles Tierney .....	..do .....	..do
Charles W. Gould .....	..do	Annual meeting, 1904
Henry S. Hawley	Chicago, Ill.....	..do
Henry A. Rust .....	..do .....	..do
Otto T. Bannard.....	New York, N. Y.....	Annual meeting, 1905
John N. Faithorn.....	Chicago, Ill.....	..do
Henry R. Icklehelmer	New York, N. Y.....	..do
Joseph Cooper.....	Chicago, Ill.....	Annual meeting, 1906
Henry W. DeForest.....	New York, N. Y.....	..do
E. S. Layman	Chicago, Ill.....	..do

CHICAGO UNION TRANSFER RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	H. H. Porter, Jr.....	Chicago, Ill.....
First Vice President.....	M. J. Carpenter.....	..do.....
Secretary.....	Ralph Isham.....	..do.....
Treasurer.....	C. W. Hillard.....	..do.....
General Counsel.....	W. H. Lyford.....	..do.....
General Attorney.....	R. B. Mason.....	..do.....
Auditor.....	Ralph Isham.....	..do.....
Assistant Auditor.....	J. DeK. Towner.....	Clearing, Ill.....
Chief Engineer.....	M. E. Spire.....	Chicago, Ill.....
General Superintendent.....	C. J. Gallaher.....	Clearing, Ill.....
Agent in Illinois for transfer of stock....	Ralph Isham.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. H. Porter.....	New York, N. Y.....	Oct. 7, 1902.
J. T. Harahan.....	Chicago, Ill.....	..do.....
A. J. Earling.....	..do.....	..do.....
C. W. Hillard.....	..do.....	..do.....
E. P. Ripley.....	..do.....	..do.....
M. J. Carpenter.....	..do.....	..do.....
A. B. Stickney.....	St. Paul, Minn.....	..do.....
E. W. Winter.....	New York, N. Y.....	..do.....
H. H. Porter, Jr.....	Chicago, Ill.....	..do.....
W. H. Lyford.....	..do.....	..do.....
Ralph Isham.....	..do.....	..do.....

COAL BELT ELECTRIC RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Francis S. Peabody.....	Chicago, Ill.....
Secretary and Purchasing Agent.....	Arthur W. Underwood.....	..do.....
Treasurer.....	John D. Adams.....	..do.....
Cashier.....	Charles G. Thayer.....	..do.....
Auditor and Traffic Manager.....	— Russell.....	..do.....
Superintendent.....	Dennis Aper.....	Marion, Ill.....
Assistant Superintendent.....	Noah Payne.....	..do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Francis S. Peabody.....	Chicago, Ill.....	Annual meeting, 1903.....
John D. Adams.....	..do.....	..do.....
Arthur W. Underwood.....	..do.....	..do.....
John A. McKeown.....	..do.....	..do.....
Dennis Aper.....	Marion, Ill.....	..do.....

CHICAGO & ALTON RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Executive Committee.....	E. H. Harriman.....	New York, N. Y.....
President.....	S. M. Felton.....	Chicago, Ill.....
Vice President.....	W. D. Cornish.....	New York, N. Y.....
Secretary.....	Alex. Millar.....	do.....
Treasurer.....	Fred'k V. S. Crosby.....	do.....
Assistant Treasurer.....	H. E. R. Wood.....	Chicago, Ill.....
General Solicitor.....	Wm. Brown.....	do.....
Comptroller.....	Wm. Mahl.....	New York, N. Y.....
Assistant Comptroller.....	H. S. Bradt.....	do.....
General Auditor.....	Erastus Young.....	Omaha, Neb.....
Auditor.....	Charles H. Davis.....	Chicago, Ill.....
Chief Engineer.....	H. F. Baldwin.....	do.....
General Superintendent.....	Jas. H. Barrett.....	do.....
Division Superintendent.....	A. Griggs.....	Bloomington, Ill.....
Division Superintendent.....	Wm. M. Corbett.....	Springfield, Ill.....
Division Superintendent.....	E. Ryder.....	Kansas City, Mo.....
Superintendent of Telegraph.....	H. V. Miller.....	Bloomington, Ill.....
General Freight Agent.....	Fred A. Wann.....	Chicago, Ill.....
Assistant General Freight Agent.....	L. Faithorn.....	do.....
General Passenger Agent.....	Geo. J. Charlton.....	do.....
Assistant General Passenger Agent.....	D. Bowes.....	St. Louis, Mo.....
Assistant General Freight Agent.....	R. D. Yoakum.....	do.....
Assistant General Freight Agent.....	G. B. Simpson.....	Kansas City, Mo.....
Assistant General Freight Agent.....	C. J. Chisam.....	Peoria, Ill.....
Agent in Illinois for transfer of stock.....	H. E. R. Wood.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Jas. P. Forgan.....	Chicago, Ill.....	First Tuesday Oct., 1902.
Geo. J. Gould.....	New York, N. Y.....	do.....
E. H. Harriman.....	do.....	do.....
Norman B. Ream.....	Chicago, Ill.....	do.....
S. M. Felton.....	do.....	First Tuesday Oct., 1903.
D. R. Francis.....	St. Louis, Mo.....	do.....
J. J. Mitchell.....	Chicago, Ill.....	do.....
Jas. Stillman.....	New York, N. Y.....	do.....
C. H. Chappell.....	Chicago, Ill.....	First Tuesday Oct., 1904.
M. L. Schiff.....	New York, N. Y.....	do.....
F. S. Winston.....	Chicago, Ill.....	do.....

CHICAGO & DESPLAINES VALLEY ELECTRIC RAILWAY CO.

(Operated by C. & J. Electric Ry. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	Samuel G. DeCoursey.....	Philadelphia, Pa.....
Vice President.....	Henry J. Crowley.....	do.....
Secretary and Treasurer.....	C. L. S. Tingley.....	do.....
General Manager.....	F. E. Fisher.....	Joliet.....
Agent in Illinois for transfer of stock.....	.....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel G. DeCoursey	Philadelphia, Pa.....	Sept. 11, 1902
Henry J. Crowley	do	do
Clayton E. Crafts	Chicago, Ill.....	do
Wm. B. Mellvaine.....	do	do
Philip H. Gray.....	do	do

CHICAGO & EASTERN ILLINOIS RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Henry H. Porter.....	New York, N. Y.....
President	Myron J. Carpenter	Chicago, Ill.....
First Vice President	Oliver S. Lyford	do
Second Vice President.....	Charles W. Hillard	do
Secretary	Arthur M. Smith	do
Treasurer	Charles W. Hillard.....	do
General Counsel.....	Will H. Lyford.....	do
General Attorney.....	Edward H. Seneff	do
Assistant Treasurer.....	Frederick S. Flower.....	New York, N. Y.....
Auditor	Arthur M. Smith.....	Chicago, Ill.....
Assistant Auditor.....	John J. Duck.....	do
Chief Engineer.....	William S. Dawley	do
General Superintendent.....	Edmund P. Broughton.....	do
Assistant General Superintendent	William J. Jackson.....	do
Division Superintendent	John C. Muir.....	Danville, Ill.....
Division Superintendent.....	George H. Trenary	Brazil, Ind.....
Division Superintendent.....	Marshall W. Wells.....	St. Elmo, Ill.....
Superintendent of Telegraph.....	Frank H. VanEtten.....	Danville, Ill.....
Coal Traffic Manager.....	Henry H. Rhodes.....	Chicago, Ill.....
General Freight Agent.....	William Campbell.....	do
Assistant General Freight Agent.....	Samuel J. Cooke.....	do
General Passenger Agent.....	William H. Richardson.....	do
Supt. of Motive Power and Machinery.....	Thomas A. Lawes.....	Danville, Ill.....
Purchasing Agent.....	George J. Shappert.....	Chicago, Ill.....
Agent in Illinois for transfer of stock.....	A. M. Smith.....	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry H. Porter.....	New York, N. Y.....	June, 1903
Anson R. Flower	do	do
Henry Seibert	do	do
Myron J. Carpenter	Chicago, Ill.....	do
George H. Ball.....	Boston, Mass	June, 1904.....
Oliver S. Lyford	Chicago, Ill.....	do
George S. Brewster.....	New York, N. Y.....	do
Charles W. Hillard.....	Chicago, Ill.....	June, 1905.....
Richard M. Hoe.....	New York, N. Y.....	do
Joseph G. English	Danville, Ill.....	do
Frederick S. Flower.....	New York, N. Y.....	do

CHICAGO & ERIE RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	E. B. Thomas.....	New York, N. Y.....
President	F. D. Underwood	do
First Vice President.....	G. M. Cumming.....	do
Second Vice President.....	J. A. Middleton.....	do
Third Vice President.....	D. Willard.....	do
Secretary	D. Bosman.....	do
Treasurer	J. W. Platten.....	do
Auditor	J. T. Wann.....	do
Assistant Auditor.....	M. P. Blauvelt.....	do
Division Superintendent.....	C. C. Reynolds.....	Huntingdon, Ind.....
Superintendent of Telegraph.....	F. L. Blendinger.....	New York, N. Y.....
General Passenger Agent.....	D. W. Cooke.....	do
General Baggage Agent.....	E. C. Ensign.....	do
Tax Claim Agent.....	W. E. Talcott.....	Cleveland, O.....
Agent in Illinois for transfer of stock.....	.....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. G. McCullough.....	North Bennington, Vt..	*2d Tuesday in Nov., 1902
E. B. Thomas.....	New York, N. Y.....	do
G. M. Cumming.....	do	do
F. D. Underwood.....	do	do
A. S. Hewett.....	do	do
J. L. Welch.....	Philadelphia, Pa.....	do
Chas. Steele.....	New York, N. Y.....	do
F. L. Stetson.....	do	do
F. B. Jennings.....	do	do
S. Spencer.....	do	do
J. H. Benedict.....	do	do
M. A. Hanna.....	Cleveland, O.....	do
S. Perkins.....	Sharon, Pa.....	do

* Or until their successors are chosen.

CHICAGO & ILLINOIS SOUTHERN RAILROAD CO., (THE).

OFFICERS.

Title.	Name.	Location of Office.
President	W. T. Carrington.....	6 Sherman st., Chicago..
Secretary	G. M. Patch.....	do
Treasurer.....	S. B. Cadon.....	do
Agent in Illinois for transfer of stock.....	G. M. Patch.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
S. B. Cadon.....	6 Sherman st., Chicago..	Feb. 11, 1903.....
Wm. T. Carrington.....	do	do
J. T. Arthur.....	do	Feb. 11, 1904.....
F. C. Vincent.....	do	Feb. 11, 1905.....
G. M. Patch.....	do	do

CHICAGO & JOLIET ELECTRIC RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President	Samuel G. DeCoursey...	Philadelphia, Pa.....
Vice President	H. J. Crowley.....	do
Secretary and Treasurer	C. L. S. Tingley.....	do
General Manager.....	F. E. Fisher.....	Joliet, Ill
Agent in Illinois for transfer of stock....	.....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Sam'l G. DeCoursey	Philadelphia, Pa.....	Sept. 10, 1903.....
H. J. Crowley.....	do	do
T. A. Mason	Joliet, Ill	do
F. E. Fisher.....	do	do
Silas W. Pettit.....	Philadelphia, Pa.....	do
John S. Bivren	Riverton, N. J.....	do
C. L. S. Tingley	Philadelphia, Pa.....	do

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Marvin Hughitt.....	Chicago, Ill.....
First Vice President	Eugene E. Osborn.....	New York, N. Y.....
Second Vice President.....	Marshall M. Kirkman	Chicago, Ill.....
Third Vice President	Hiram R. McCullough.....	do
Secretary	Eugene E. Osborn.....	New York, N. Y.....
Treasurer	S. O. Howe.....	do
General Counsel.....	Lloyd W. Bowers.....	Chicago, Ill.....
General Attorney.....	Samuel A. Lynde.....	do
General Attorney	A. W. Pulver.....	do
Auditor	J. B. Redfield	do
General Manager.....	William A. Gardner	do
Chief Engineer.....	Edward C. Carter	do
General Superintendent.....	R. H. Aishron	do
Assistant General Superintendent	W. D. Cantellon.....	do
Division Superintendent in Illinois	Thomas A. Lawson	do
Division Superintendent in Illinois	S. M. Braden.....	do
Superintendent of Telegraph	G. H. Thayer	do
Traffic Manager	M. Hughitt, Jr	do
General Freight Agent	E. D. Brigham	do
General Passenger Agent	Warren B. Kniskern	do
General Ticket Agent.....	do	do
General Baggage Agent	Frank D. Taylor	do
Land Commissioner.....	J. F. Cleveland	do
Agent in Illinois for transfer of stock....	J. B. Redfield	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Albert Keep	Chicago, Ill.	June, 1903
Chauncey M. Depew	New York, N. Y.	do
Samuel F. Barger	do	do
James C. Fargo	do	do
M. L. Sykes	do	do
David P. Kimball	Boston, Mass	do
Marvin Hughitt	Chicago, Ill.	June, 1904
N. K. Fairbank	do	do
James Stillman	New York, N. Y.	do
Oliver Ames	Boston, Mass.	do
Zenas Crane	Dalton, Mass.	do
W. K. Vanderbilt	New York, N. Y.	June, 1905
F. W. Vanderbilt	do	do
H. McK. Twombly	do	do
Byron L. Smith	Chicago, Ill.	do
Cyrus H. McCormick	do	do
Marshall Field	do	do

CHICAGO & SPRINGFIELD RAILROAD CO.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	New York, N. Y.
Vice President	J. C. Welling	Chicago, Ill.
Second Vice President	J. T. Harahan	do
Secretary	W. G. Bruen	do
Treasurer	E. T. H. Gibson	New York, N. Y.
Agent in Illinois for transfer of stock	W. G. Bruen	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish	New York, N. Y.	October, 1902
J. C. Welling	Chicago, Ill.	do
J. T. Harahan	do	October, 1903
B. F. Ayer	do	do
W. G. Bruen	do	do

CHICAGO & STATE LINE RAILROAD CO., (THE).

(Operated by N. Y., C. & St. L. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	I. L. Lockwood	Chicago, Ill.
Vice President	Wm. H. Canniff	Cleveland, Ohio
Secretary	H. Hammersley	do
Treasurer	do	do
Assistant Secretary	J. Y. Calahan	Chicago, Ill.
Agent in Illinois for transfer of stock	W. G. Purdy	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John S. Kennedy.....	New York, N. Y.....	January, 1903.....
J. Y. Calahan.....	Chicago, Ill.....	..do.....
LaFayette Briggs.....	..do.....	..do.....
Frederick P. Olcott.....	New York, N. Y.....	January, 1904.....
E. T. Glennon.....	Chicago, Ill.....	..do.....
I. L. Lockwood.....	..do.....	..do.....
Wm. K. Vanderbilt.....	New York, N. Y.....	January, 1905.....
Jas. Webster.....	Chicago, Ill.....	..do.....
W. H. Canniff.....	Cleveland, Ohio.....	..do.....

CHICAGO & TEXAS RAILROAD COMPANY.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	New York, N. Y.....
Vice President.....	J. C. Welling.....	Chicago, Ill.....
Second Vice President.....	J. T. Harahan.....	..do.....
Secretary.....	W. G. Bruen.....	..do.....
Treasurer.....	J. F. Titus.....	..do.....
Agent in Illinois for transfer of stock....	W. G. Bruen.....	..do.....

DIRECTORS.

Name.	Postoffice Address.	Date of expiration of Term.
Stuyvesant Fish.....	New York, N. Y.....	October, 1902.....
J. C. Welling.....	Chicago, Ill.....	..do.....
J. T. Harahan.....	..do.....	..do.....
B. F. Ayer.....	..do.....	October, 1903.....
W. G. Bruen.....	..do.....	..do.....

CHICAGO & WESTERN INDIANA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President and General Manager.....	B. Thomas.....	Chicago, Ill.....
Vice President and General Solicitor....	E. A. Bancroft.....	..do.....
Secretary and Auditor.....	M. J. Clark.....	..do.....
Treasurer.....	J. E. Murphy.....	..do.....
Engineer and General Roadmaster.....	E. H. Lee.....	..do.....
Superintendent.....	J. M. Warner.....	..do.....
Agent in Illinois for transfer of stock....	M. J. Clark.....	..do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. J. Carpenter.....	Chicago, Ill.....	June 2, 1903.....
Chas. M. Hays.....	Montreal, Quebec.....	..do.....
Jos. Ramsey, Jr.....	St. Louis, Mo.....	..do.....
W. H. McDoel.....	Chicago, Ill.....	..do.....
W. O. Johnson.....	..do.....	..do.....
E. P. Ripley.....	..do.....	..do.....

COLLINSVILLE & TROY RAILROAD COMPANY (THE).

(Operated by St. L., T & E. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	E. C. Donk	St. Louis, Mo.....
Vice President	Robt. Bethmann.....	East. St. Louis, Ill.....
Secretary	Wm. F. Gould.....	St. Louis, Mo.....
Agent in Illinois for transfer of stock....	W. S. Forman.....	East St. Louis, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. C. Donk.....	St. Louis, Mo.....	Nov. 15, 1902.....
W. F. Gould.....	..do.....	..do.....
W. S. Forman.....	East St. Louis, Ill.....	..do.....
D. M. Browning.....	..do.....	..do.....
Robert Bethmann.....	..do.....	..do.....

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Francis W. Hunnewell.....	Boston, Mass.....
President	Geo. B. Harris	Chicago, Ill.....
First Vice President.....	D. Miller .....	..do.....
Second Vice President.....	Howard Elliott.....	..do.....
Secretary	T. S. Howland.....	..do.....
Treasurer .....	..do.....	..do.....
General Counsel.....	J. W. Blythe	Burlington, Ia.....
General Solicitor.....	C. M. Dawes.....	Chicago, Ill.....
General Solicitor.....	C. F. Henderson	Omaha, Neb.....
General Solicitor.....	O. M. Spencer.....	St. Joseph, Mo.....
General Auditor.....	C. I. Sturgis.....	Chicago, Ill.....
Auditor	J. G. Taylor	Omaha, Neb.....
Auditor	C. M. Carter.....	St. Joseph, Mo.....
Auditor	T. R. Board.....	Keokuk, Ia.....
General Manager.....	F. A. Delano.....	Chicago, Ill.....
General Manager.....	A. C. Goodrich.....	Keokuk, Ia.....
General Manager.....	C. W. Holdredge.....	Omaha, Neb.....
General Manager.....	C. M. Levey.....	St. Louis, Mo.....
Chief Engineer.....	W. L. Breckinridge.....	Chicago, Ill.....
Chief Engineer.....	I. S. P. Weeks.....	Lincoln, Neb.....
Chief Engineer.....	L. F. Goodale.....	St. Louis, Mo.....
General Superintendent.....	F. C. Rice.....	Chicago, Ill.....
General Superintendent.....	T. E. Calvert.....	Lincoln, Neb.....
Supervisor of Telegraph.....	W. W. Ryder.....	Chicago, Ill.....
Freight Traffic Manager.....	Thos. Miller.....	..do.....
General Freight Agent.....	Geo. H. Crosby.....	Omaha, Neb.....
General Freight Agent.....	D. O. Ives.....	St. Louis, Mo.....
General Freight Agent.....	A. McCrae.....	Keokuk, Ia.....
Assistant General Freight Agent.....	W. B. Hamlin.....	Chicago, Ill.....
Assistant General Freight Agent.....	E. R. Puffer.....	..do.....
Assistant General Freight Agent.....	Geo. Morton.....	..do.....
Assistant General Freight Agent.....	A. B. Smith.....	Omaha, Neb.....
Assistant General Freight Agent.....	F. Montmorency.....	..do.....
Assistant General Freight Agent.....	W. Gray.....	St. Louis, Mo.....
Passenger Traffic Manager.....	P. S. Eustis.....	Chicago, Ill.....
General Passenger Agent.....	John Francis.....	Omaha, Neb.....
General Passenger Agent.....	L. W. Wakely.....	St. Louis, Mo.....
Assistant General Passenger Agent.....	W. A. Lalor.....	Chicago, Ill.....
Assistant General Passenger Agent.....	J. E. Buckingham.....	Omaha, Neb.....
Assistant General Passenger Agent.....	C. L. Grice.....	St. Louis, Mo.....
General Baggage Agent.....	F. H. Ellis.....	Chicago, Ill.....
General Baggage Agent.....	T. Marsland.....	Lincoln, Neb.....
Land Commissioner.....	W. W. Baldwin.....	Burlington, Ia.....
Agent in Illinois for transfer of stock....	H. W. Weiss.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Chas. E. Perkins.....	Burlington, Ia.....	Nov. 5, 1902.....
F. W. Hunnewell.....	Boston, Mass.....	..do.....
J. Malcolm Forbes.....	..do.....	..do.....
James J. Hill.....	St. Paul, Minn.....	..do.....
James N. Hill.....	..do.....	..do.....
Norman B. Ream.....	Chicago, Ill.....	..do.....
Robt. Bacon.....	New York, N. Y.....	..do.....
E. H. Harriman.....	..do.....	..do.....
Jacob H. Schiff.....	..do.....	..do.....
Geo. J. Gould.....	..do.....	..do.....
H. McK. Twombly.....	..do.....	..do.....

CHICAGO, HAVANA & WESTERN RAILROAD COMPANY.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	New York, N. Y.....
Vice President.....	J. C. Welling.....	Chicago, Ill.....
Second Vice President.....	J. T. Harahan.....	..do.....
Secretary.....	W. G. Bruen.....	..do.....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....
Agent in Illinois for transfer of stock....	W. G. Bruen.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish.....	New York, N. Y.....	October, 1902.....
J. T. Harahan.....	Chicago, Ill.....	..do.....
W. G. Bruen.....	..do.....	..do.....
B. F. Ayer.....	..do.....	October, 1903.....
J. C. Welling.....	..do.....	..do.....

CHICAGO, HARVARD & GENEVA LAKE RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	L. S. Owsley.....	Chicago, Ill.....
Vice President.....	A. L. Dewar.....	..do.....
Secretary.....	H. H. Windsor.....	..do.....
Treasurer.....	E. C. Veasey.....	..do.....
General Manager.....	H. H. Windsor.....	Walworth, Wis.....
Agent in Illinois for transfer of stock....	..do.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
L. S. Owsley.....	Chicago, Ill.....	.....
A. L. Dewar.....	..do.....	.....
F. Marstow.....	..do.....	.....
H. H. Windsor.....	Walworth, Wis.....	.....
L. C. Church.....	..do.....	.....

CHICAGO, LAKE SHORE & EASTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	A. F. Banks	Chicago, Ill
Secretary	F. D. Raymond	do
Treasurer	do	do
General Counsel	K. K. Knapp	do
General Attorney	W. D. Haynie	do
Auditor	F. W. Sutton	do
General Manager	R. B. Campbell	Joliet, Ill
Chief Engineer	J. F. Cassell	do
General Superintendent	A. H. Westfall	do
Superintendent	C. H. Hosler	Bay View, Wis.
Assistant Superintendent	J. Kirk	South Chicago, Ill ..
Traffic Manager	F. E. Learned	Chicago, Ill
Agent in Illinois for transfer of stock	F. D. Raymond	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. M. Schwab	New York, N. Y.	June 11, 1902
K. K. Knapp	Chicago, Ill	do
A. F. Banks	do	do
F. D. Raymond	do	do
E. H. Gary	do	do
F. W. Sutton	do	do
R. B. Campbell	Joliet, Ill	do

CHICAGO, MADISON & NORTHERN RAILROAD CO.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	New York, N. Y.
Vice President	J. C. Welling	Chicago, Ill
Second Vice President	J. T. Harahan	do
Secretary	W. G. Bruen	do
Treasurer	E. T. H. Gibson	New York, N. Y.
Agent in Illinois for transfer of stock	W. G. Bruen	Chicago, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish	New York, N. Y.	October, 1902
B. F. Ayer	Chicago, Ill	do
W. G. Bruen	do	do
J. C. Welling	do	October, 1903
J. T. Harahan	do	do

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Rosewell Miller.....	New York, N. Y.....
President	A. J. Earling.....	Chicago, Ill.....
Third Vice President	A. C. Bird.....	do.....
Secretary	P. M. Myers.....	Milwaukee, Wis.....
Treasurer	F. G. Ranney.....	Chicago, Ill.....
Assistant Treasurer.....	John McNab.....	do.....
General Counsel.....	Geo. R. Peck.....	do.....
General Solicitor.....	Burton Hanson.....	do.....
Assistant General Solicitor	H. H. Field.....	do.....
Assistant General Solicitor	C. B. Keeler.....	do.....
Comptroller.....	H. G. Hangan.....	do.....
General Auditor.....	W. N. D. Winnie.....	do.....
Assistant General Auditor.....	W. F. Dudley.....	do.....
Assistant General Auditor.....	G. N. Wilson.....	do.....
General Manager.....	H. R. Williams.....	do.....
Assistant General Manager	W. J. Underwood.....	do.....
Chief Engineer.....	D. J. Whittemore.....	do.....
General Superintendent.....	J. N. Barr.....	do.....
Assistant General Superintendents	Two in number.....	do.....
Division Superintendents.....	Eighteen in number.....	do.....
Superintendent of Telegraph	U. J. Fry.....	Milwaukee, Wis.....
Traffic Manager	J. H. Hiland.....	Chicago, Ill.....
General Freight Agent	E. S. Keeley.....	do.....
Assistant General Freight Agents	Four in number.....	do.....
General Passenger Agent	F. A. Miller.....	do.....
Assistant General Passenger Agents	Three in number.....	do.....
General Baggage Agent	W. D. Carrick.....	Milwaukee, Wis.....
Land Commissioner.....	H. G. Hangan.....	do.....
Agent in Illinois for transfer of stock.....	W. R. Morrison.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. Ogden Armour.....	Chicago, Ill.....	September, 1902.....
August Belmont.....	New York, N. Y.....	do.....
Frank S. Bond.....	do.....	do.....
A. J. Earling.....	Chicago, Ill.....	do.....
Peter Geddes.....	New York, N. Y.....	do.....
Charles W. Harkness.....	do.....	do.....
Frederick Layton.....	Milwaukee, Wis.....	do.....
Joseph Milbank.....	New York, N. Y.....	do.....
Rosewell Miller.....	do.....	do.....
William Rockefeller.....	do.....	do.....
H. H. Rogers.....	do.....	do.....
James H. Smith.....	do.....	do.....
Samuel Spencer.....	do.....	do.....

CHICAGO, PEORIA & ST. LOUIS RY. CO. OF ILLINOIS.

OFFICERS.

Title.	Name.	Location of Office.
President	Chas. E. Kimball	New York, N. Y.
Secretary	Ralph Blaisdell	Springfield, Ill.
Treasurer	do	do
Asst. Secretary and Asst. Treasurer	T. C. Wellman	New York, N. Y.
Solicitor	Bluford Wilson	Springfield, Ill.
Auditor	Ralph Blaisdell	do
General Manager	Curtiss Millard	do
Trainmaster	W. H. Calvert	do
Supt. Motive Power and Equipment	W. E. Killen	Jacksonville, Ill.
Car Service Agent	D. C. Frederick	Springfield, Ill.
General Freight Agent	W. M. Bushnell	St. Louis, Mo.
General Passenger Agent	E. A. Williams	do
Agent in Illinois for transfer of stock	Ralph Blaisdell	Springfield, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Geo. D. Mumford	New York, N. Y.	2d Monday Dec., 1902.
Eleineous Smith	St. Louis, Mo.	do
Bluford Wilson	Springfield, Ill.	do
Chas. E. Kimball	New York, N. Y.	2d Monday Dec., 1903.
Curtiss Millard	Springfield, Ill.	do
Ralph Blaisdell	do	2d Monday Dec., 1904.
James Duncan	Alton, Ill.	do

CHICAGO, PEORIA & WESTERN RAILWAY CO!

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	W. J. Gorman	Chicago, Ill.
President	do	do
Secretary	E. E. Dore	do
Treasurer	C. W. Snyder	do
Auditor	E. E. Dore	do
General Manager	W. J. Gorman	do
General Freight Agent	J. J. Lamkey	do
Assistant General Freight Agent	E. E. Grubb	do
Agent in Illinois for transfer of stock	E. E. Dore	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. P. Griffen	Chicago, Ill.	Sept. 25, 1903.
E. E. Dore	do	Sept. 30, 1904.
C. W. Snyder	do	do
W. J. Gorman	do	Sept. 29, 1905.
J. J. Lamkey	do	do

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	R. R. Cable	Chicago, Ill.
President	W. B. Leeds	do
Assistant to the President	C. H. Warren	do
First Vice President	H. A. Parker	do
Second Vice President	Robert Mather	do
Third Vice President	J. M. Johnson	do
Secretary	Geo. H. Crosby	do
Treasurer	F. E. Hayne	do
General Counsel	Robert Mather	do
Comptroller	W. W. Stevenson	do
Assistant Comptroller	J. L. Cramer	do
Auditor Disbursements	S. C. Matthews	do
Auditor Freight Traffic	W. H. Burns	do
Auditor Passenger Traffic	R. H. Hudson	do
General Manager	C. A. Goodnow	do
Chief Engineer	W. E. Dauchy	do
General Superintendent, East District	W. M. Hobbs	do
General Superintendent, West District	H. S. Cable	Topeka, Kas.
Division Superintendent	C. H. Hubbell	Chicago, Ill.
do	C. L. Nichols	do
do	W. H. Stillwell	Des Moines, Ia.
do	C. N. Gilmore	do
do	W. J. Lawrence	Trenton, Mo.
do	C. W. Jones	Topeka, Kas.
do	A. T. Abbott	Fairbury, Neb.
do	F. C. Smith	Colorado Springs, Col.
do	W. S. Tinsman	Chickasha, I. T.
do	J. H. Conlen	Dalhart, Tex.
Superintendent of Telegraph	A. R. Swift	Chicago, Ill.
Freight Traffic Manager	J. M. Johnson	do
Assistant Freight Traffic Manager	H. Gower	do
General Freight Agent	E. B. Boyd	do
do	H. H. Embry	Kansas City, Mo.
Passenger Traffic Manager	John Sebastian	Chicago, Ill.
General Passenger Agent	L. M. Allen	do
General Baggage Agent	Geo. W. Duback	do
Land Commissioner	Wm. LaVenture	Davenport, Ia.
Agent in Illinois for transfer of stock	E. E. Hayne	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Alexander E. Orr	New York, N. Y.	June, 1903
Ogden Mills	do	do
F. L. Hine	do	do
Jas. H. Moore	Chicago, Ill.	do
R. R. Cable	Rock Island, Ill.	do
George S. Brewster	New York, N. Y.	June, 1904
A. R. Flower	do	do
Wm. H. Moore	do	do
Geo. G. McNurtry	do	do
D. G. Reid	do	June, 1905
F. S. Wheeler	do	do
Marshall Field	Chicago, Ill.	do
W. B. Leeds	do	do

CHICAGO, WEST PULLMAN & SOUTHERN RY. CO.

OFFICERS.

Title.	Name.	Location of Office.
President	S. J. Llewellyn.....	Chicago, Ill.....
First Vice President.....	C. E. Sheldon.....	Akron, Ohio.....
Secretary and Treasurer.....	W. O. Jones.....	Chicago, Ill.....
Traffic Manager.....	A. G. Huckin.....	do.....
Agent in Illinois for transfer of stock.....	W. O. Jones.....	do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
S. J. Llewellyn.....	Chicago, Ill.....	Jan. 21, 1903.....
C. E. Sheldon.....	Akron, Ohio.....	do.....
W. H. Jones.....	Chicago, Ill.....	Jan. 21, 1904.....
O. W. Jones.....	do.....	do.....
W. O. Jones.....	do.....	do.....

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS
RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	W. K. Vanderbilt.....	New York, N. Y.....
President.....	M. E. Ingalls.....	Cincinnati, Ohio.....
First Vice President.....	J. D. Layng.....	New York, N. Y.....
Secretary.....	E. F. Osborn.....	Cincinnati, Ohio.....
Treasurer.....	C. F. Cox.....	New York, N. Y.....
General Counsel.....	Jno. T. Dye.....	Indianapolis, Ind.....
Auditor.....	P. A. Hewitt.....	Cincinnati, Ohio.....
General Manager.....	C. E. Schaff.....	do.....
Chief Engineer.....	G. W. Kittredge.....	do.....
General Superintendent.....	J. Q. Van Winkle.....	Indianapolis, Ind.....
Division Superintendent.....	A. S. Ingalls.....	Cleveland, Ohio.....
Division Superintendent.....	W. G. Bayley.....	Springfield, Ohio.....
Division Superintendent.....	W. M. Duane.....	Mattoon, Ill.....
Division Superintendent.....	H. F. Houghton.....	Indianapolis, Ind.....
Division Superintendent.....	T. Reynolds.....	Mt. Carmel, Ill.....
Division Superintendent.....	S. T. Blizzard.....	Wabash, Ind.....
Superintendent of Telegraph.....	C. S. Rhoads.....	Indianapolis, Ind.....
Freight Traffic Manager.....	E. F. Cost.....	Cincinnati, Ohio.....
Assistant General Freight Agent.....	G. H. Ingalls.....	do.....
General Passenger & Ticket Agent.....	W. J. Lynch.....	do.....
Assistant General Passenger Agent.....	W. P. Deepe.....	do.....
General Baggage Agent.....	D. M. Calkins.....	Cleveland, Ohio.....
Agent in Illinois for transfer of stock.....	C. Tillinghast.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Walker P. Bliss.....	New York, N. Y.....	October, 1902.....
H. McK. Twombly.....	do.....	do.....
F. W. Vanderbilt.....	do.....	do.....
J. D. Layng.....	do.....	do.....
W. K. Vanderbilt.....	do.....	October, 1903.....
C. M. Depew.....	do.....	do.....
J. P. Morgan.....	do.....	do.....
M. E. Ingalls.....	Cincinnati, Ohio.....	do.....
James Barnett.....	Cleveland, Ohio.....	October, 1904.....
Alex. McDonald.....	Cincinnati, Ohio.....	do.....
W. H. Newman.....	New York, N. Y.....	do.....

DAVENPORT, ROCK ISLAND & NORTHWESTERN RY CO.

OFFICERS.

Title.	Name.	Location of Office.
President	F. A. Delano.....	Chicago, Ill.....
Secretary.....	P. L. Hinrich.....	Davenport, Iowa.....
Treasurer.....	P. L. Hinrich.....	do.....
Auditor.....	C. F. Roche.....	do.....
General Manager.....	O. B. Grant.....	do.....
Chief Engineer.....	C. E. Sheriff.....	do.....
Agent in Illinois for transfer of stock....	W. R. Morrison.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Charles V. Carpenter	Chicago, Ill.....	June 15, 1903.....
Chas. B. Keeler	do.....	do.....
Jas. C. Hutchins.....	do.....	do.....
Wm. R. Morrison.....	do.....	do.....
Jos. A. Connell	do.....	do.....

DEPUE, LADD & EASTERN RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
President	A. L. Sweet.....	Chicago, Ill.....
First Vice President	W. S. Cherry.....	Streator, Ill.....
Secretary.....	T. A. Lemmon.....	Chicago, Ill.....
Treasurer.....	T. A. Lemmon.....	do.....
Agent in Illinois for transfer of stock....	T. A. Lemmon.....	325 Old Colony Building, Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. L. Sweet	Chicago, Ill.....	August 21, 1902.....
T. A. Lemmon.....	do.....	do.....
W. S. Cherry	Streator, Ill.....	do.....
T. B. Corey.....	Seattle, Wash.....	do.....

EAST ST. LOUIS BELT RAILROAD COMPANY.

(Operated by the T. R. R. Ass'n of St. Louis.)

OFFICERS.

Title.	Name.	Location of Office.
President	Julius S. Walsh.....	St. Louis, Mo.....
Vice President.....	W. S. McChesney, Jr.....	do
Secretary and Treasurer	James Hanna	do
Agent in Illinois for transfer of stock....	East St. Louis Trust and Savings Bank.....	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. C. Doab	Belleville, Ill.....	March, 1903
J. M. Hamil	do	do
W. S. McChesney, Jr.....	St. Louis, Mo.....	March, 1904
James Hanna.....	Alton, Ill.....	do
Julius S. Walsh.....	St. Louis, Mo.....	March, 1905

EAST ST. LOUIS CONNECTING RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President	Geo. L. Sands.....	.....
First Vice President.....	Philip C. Scanlon.....	.....
Secretary	H. W. Cox.....	do
Treasurer	Philip C. Scanlon.....	do
Attorney	Charles W. Thomas	do
Auditor	C. L. Leslie.....	do
Manager	Geo. L. Sands.....	do
Assistant to Manager.....	C. L. Leslie.....	do
Superintendent.....	R. H. Johnson.....	do
Agent in Illinois for transfer of stock....	H. W. Coxe.....	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John Scullin.....	St. Louis, Mo.....	Nov. 11, 1902
George L. Sands.....	do	do
A. C. Church.....	do	do
Henry Sackman.....	East St. Louis, Ill.....	do
Robert Cunningham	do	do
H. W. Cox.....	do	do
Charles W. Thomas.....	Belleville, Ill.....	do

ENGLEWOOD CONNECTING RAILWAY COMPANY.

Operated by P. C. C. & St. L. Ry. Co.

OFFICERS.

Title.	Name.	Location of Office.
President	Joseph Wood.....	Pittsburgh, Pa.....
Vice President	James McCrea	do
Secretary	S. B. Liggett.....	do
Treasurer	T. H. B. McKnight	do
Auditor.....	John W. Renner	do
Agent in Illinois for transfer of stock....	Wm. Borner.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Joseph Wood	Pittsburgh, Pa.....	April 10, 1903.....
James McCrea.....	do	do
Wm. Borner	Chicago, Ill.....	do
Geo. Willard.....	do	do
Fred W. Belz	do	do

EAST ST. LOUIS & CARONDELET RAILWAY CO.

Operated by T. H. & I. R. R. Co., as agent.

OFFICERS.

Title.	Name.	Location of Office.
President	James McCrea	Pittsburgh, Pa.....
Vice President.....	J. J. Turner	do
Secretary	S. B. Leggett.....	do
Treasurer	T. H. B. McKnight.....	do
Auditor	Jno. W. Renner.....	do
Agent in Illinois for transfer of stock....	John Fitzpatrick.....	East St. Louis, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James McCrea.....	Pittsburgh, Pa.....	Feb. 20, 1903.....
Joseph Wood	do	do
J. J. Turner	do	do
J. J. Brooks	do	do
J. S. Peers	Sewickley, Pa.....	do
C. H. Seybt	Highland, Ill.....	do
C. L. Holles	Greenville, Ill.....	do
Abram McNeill.....	do	do
W. H. Lee.....	St. Louis, Mo.....	do

EAST ST. LOUIS & SUBURBAN RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President	C. M. Clark	Philadelphia, Pa.
Vice President	L. C. Haynes	East St. Louis, Ill.
Secretary	Edward Abend, Jr.	do
Treasurer	do	do
Agent in Illinois for transfer of stock	do	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. M. Clark	Philadelphia, Pa.	1st Monday in Dec., 1902.
M. L. Borders	Belleville, Ill.	do
L. C. Haynes	East St. Louis, Ill.	do
Edward Abend, Jr.	do	do
Geo. J. Kobresch	St. Louis, Mo.	1st Monday in Dec., 1903.
J. A. Day	Belleville, Ill.	do
J. N. Bramlette	East St. Louis, Ill.	do

ELGIN, JOLIET & EASTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	A. F. Banks	Chicago, Ill.
Secretary	F. D. Raymond	do
Treasurer	do	do
General Counsel	K. K. Knapp	do
General Attorney	W. D. Haynie	do
Auditor	F. W. Sutton	do
General Manager	R. B. Campbell	Joliet, Ill.
Chief Engineer	J. F. Cassell	do
General Superintendent	A. H. Westfall	do
Traffic Manager	F. E. Learned	Chicago, Ill.
Agent in Illinois for transfer of stock	F. D. Raymond	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. M. Schwab	New York, N. Y.	June 11, 1903
K. K. Knapp	Chicago, Ill.	do
F. E. Learned	do	do
D. G. Reid	New York, N. Y.	June 11, 1904
Wm. Edenborn	do	do
A. F. Banks	Chicago, Ill.	do
F. D. Raymond	do	do
E. H. Gory	New York, N. Y.	June 11, 1905
F. W. Sutton	Chicago, Ill.	do
S. M. Rogers	do	do
R. B. Campbell	Joliet, Ill.	do

FULTON COUNTY NARROW GAUGE RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	S. H. Mallory.....	Lewistown, Ill.....
Vice President.....	W. G. Sharretts.....	..do.....
Secretary.....	J. A. Westblade.....	..do.....
Treasurer.....	F. R. Crocker.....	Chariton, Ia.....
Auditor.....	J. A. Westblade.....	Lewistown, Ill.....
General Manager.....	S. H. Mallory.....	..do.....
Superintendent.....	W. G. Sharretts.....	..do.....
General Freight Agent.....	..do.....	..do.....
General Passenger Agent.....	..do.....	..do.....
General Ticket Agent.....	..do.....	..do.....
Agent in Illinois for transfer of stock....	J. A. Westblade.....	..do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Allen Mallory.....	Creston, Iowa.....	1903.....
H. M. Waggoner.....	Lewistown, Ill.....	1903.....
J. A. Westblade.....	..do.....	1903.....
S. H. Mallory.....	Chariton, Iowa.....	1904.....
W. G. Sharretts.....	Lewistown, Ill.....	1904.....

GALESBURG & GREAT EASTERN RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Willis Smith.....	Chicago, Ill.....
Vice President.....	John W. Smith.....	..do.....
Treasurer.....	Henry Harms.....	Niles Center, Ill.....
General Superintendent.....	Edward J. Harms.....	Victoria, Ill.....
Agent in Illinois for transfer of stock....	Henry Harms.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry Harms.....	Niles Center, Ill.....	1902.....
Albert J. Harms.....	Etherly, Ill.....	1902.....
Henry J. Harms.....	Chicago, Ill.....	1903.....
Emil W Harms.....	Etherly, Ill.....	1903.....
Adam Harrer.....	Niles Center, Ill.....	1904.....
Willis Smith.....	Chicago, Ill.....	1904.....
John W. Smith.....	..do.....	1904.....

GRAND TRUNK WESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Chas. M. Hays	Montreal, Quebec.....
Secretary and Treasurer	James H. Muir.....	Detroit, Mich.....
Solicitor.....	E. W. Meddaugh.....	do
General Manager.....	Chas. M. Hays	Montreal, Quebec.....
Resident Engineer.....	Geo. W. Bartlett.....	Detroit, Mich
Superintendent.....	W. G. Brownlee.....	do
Traffic Manager (Freight).....	John W. Loud.....	Montreal, Quebec.....
Passenger Traffic Manager.....	W. E. Davis.....	do
General Freight Agent.....	John Pullen.....	do
First Assistant General Freight Agent..	David Brown.....	Chicago, Ill.....
General Passenger and Ticket Agent....	G. T. Bell.....	Montreal Quebec.....
Asst General Passenger and Ticket Agt.	Geo. W. Vaux	Chicago, Ill.....
General Baggage Agent.....	J. E. Quick.....	Toronto, Ont.....
Agent in Illinois for transfer of stock...	F. A. Howe.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Chas. M. Hays.....	Montreal, Quebec.....	1st Monday in Oct., 1902.
F. H. McGuigan.....	do	do
E. W. Meddaugh.....	Detroit, Mich.....	do
W. J. Spicer	do	do
Ami W. Wright.....	Alma, Mich.....	do
Arthur Dixon.....	Chicago, Ill.....	do

GRAND TRUNK JUNCTION RAILWAY COMPANY.

(Operated by G. T. W. Ry. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President and General Manager.....	George B. Reeve.....	Montreal, Canada.....
Vice President.....	F. A. Howe.....	Chicago, Ill.....
Secretary and Treasurer.....	James H. Muir.....	Detroit, Mich.....
Solicitor.....	E. W. Meddaugh.....	do
Agent in Illinois for transfer of stock...	F. A. Howe.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
George B. Reeve.....	Montreal, Canada.....	Oct. 7, 1902.....
Frank W. Morse.....	..do.....	..do.....
F. A. Howe.....	Chicago, Ill.....	..do.....
W m. J. Spicer.....	Detroit, Mich.....	..do.....
E. W. Meddaugh.....	..do.....	..do.....

HANNIBAL BRIDGE COMPANY.

(Operated by Wabash R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	A. M. White.....	.....
First Vice President.....	F. Lyman.....	.....
Secretary	A. T. White.....	.....
Treasurer .....	..do.....	.....
Agent in Illinois for transfer of stock....	.....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Alex M. White.....	New York, N. Y.....	Oceober. 1903.....
A. R. Levering.....	Hannibal, Mo.....	..do.....
Frank Lyman.....	Brooklyn, N. Y.....	..do.....
Alfred T. White.....	New York, N. Y.....	..do.....
Wm. H. Male.....	..do.....	..do.....

ILLINOIS CENTRAL R. R. Co.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	New York, N. Y.....
Vice President.....	John C. Welling.....	Chicago, Ill.....
Second Vice President.....	J. T. Harahan.....	do.....
Assistant Second Vice President.....	A. W. Sullivan.....	do.....
Secretary and Third Vice President.....	A. G. Hackstaff.....	New York, N. Y.....
Treasurer.....	E. T. H. Gibson.....	do.....
Local Treasurer.....	J. F. Titus.....	Chicago, Ill.....
Assistant Local Treasurer.....	R. S. Charles, Jr.....	New Orleans.....
General Counsel.....	J. M. Dickinson.....	Chicago, Ill.....
Assistant Comptroller.....	Con. F. Krebs.....	do.....
Auditor.....	F. Fairman.....	do.....
Auditor of Freight Receipts.....	M. D. Royer.....	do.....
Auditor of Passenger Receipts.....	A. D. Joslin.....	do.....
Auditor of Disbursements.....	C. W. Moore.....	do.....
Assistant General Manager.....	J. F. Wallace.....	do.....
Chief Engineer.....	W. J. Harahan.....	do.....
General Supt. of Transportation.....	J. W. Higgins.....	do.....
Superintendent of Transportation.....	J. M. Daly.....	do.....
Assistant General Superintendent.....	O. M. Dunn.....	New Orleans.....
Division Superintendent.....	H. McCourt.....	Chicago, Ill.....
do.....	W. S. King.....	Carbondale, Ill.....
do.....	C. Dougherty.....	Clinton, Ill.....
do.....	R. B. Starbuck.....	Mattoon, Ill.....
do.....	H. H. Wallace.....	Freeport, Ill.....
do.....	F. B. Harriman.....	Dubuque, Iowa.....
do.....	C. K. Dixon.....	Fort Dodge, Iowa.....
do.....	B. Gilleas.....	Cherokee, Iowa.....
do.....	J. C. Dailey.....	Louisville, Ky.....
do.....	G. A. Clark.....	Fulton, Ky.....
do.....	A. Philbrick.....	Water Valley, Miss.....
do.....	C. T. Scaife.....	New Orleans, La.....
Superintendent of Machinery.....	W. M. Renshaw.....	Chicago, Ill.....
Superintendent of Telegraph.....	G. M. Dugan.....	do.....
Traffic Manager.....	T. J. Hudson.....	do.....
Assistant Traffic Manager.....	M. C. Markham.....	do.....
General Freight Agent.....	W. E. Keepers.....	do.....
do.....	W. M. Rhett.....	New Orleans, La.....
do.....	F. B. Bowes.....	Louisville, Ky.....
General Passenger Agent.....	A. H. Hanson.....	Chicago, Ill.....
Assistant General Passenger Agent.....	C. A. Kniskern.....	do.....
do.....	S. G. Hatch.....	do.....
do.....	J. F. Merry.....	Dubuque, Iowa.....
do.....	W. A. Kellond.....	Louisville, Ky.....
General Baggage Agent.....	J. A. Osborn.....	Chicago, Ill.....
Land Commissioner.....	E. P. Skene.....	do.....
Agent in Illinois for transfer of stock.....	W. G. Bruen.....	do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
His Excellency, Richard Yates, Governor of Illinois.....	Springfield, Ill.....	With his term of office..
Charles M. Beach.....	Hartford, Conn.....	October, 1902.....
James D. W. Cutting.....	New York, N. Y.....	do.....
J. T. Harahan.....	Chicago, Ill.....	do.....
Stuyvesant Fish.....	New York, N. Y.....	October, 1903.....
Edward H. Harriman.....	do.....	do.....
John Jacob Astor.....	do.....	do.....
Charles A. Peabody.....	do.....	October, 1904.....
John C. Welling.....	Chicago, Ill.....	do.....
W. Morton Grinnell.....	New York, N. Y.....	do.....
B. F. Ayer.....	Chicago, Ill.....	October, 1905.....
Walter Luttgen.....	New York, N. Y.....	do.....
John W. Anchincloss.....	do.....	do.....

IOWA CENTRAL RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Edwin Hawley	New York, N. Y.
Vice President	F. H. Davis .....	..do
Vice President	L. F. Day	Minneapolis, Minn.
Secretary	A. C. Doan	New York, N. Y.
Treasurer	F. H. Davis .....	..do
Assistant Treasurer	Joseph Gaskell	Minneapolis, Minn.
General Solicitor	Geo. W. Seevers	Oskaloosa, Iowa
Auditor	F. May	Minneapolis, Minn.
General Manager	L. F. Day .....	..do
Chief Engineer	H. G. Kelley .....	..do
General Superintendent	M. Sweeney .....	..do
Superintendent	J. A. Davis	Oskaloosa, Iowa
Superintendent of Telegraph	F. E. Martin .....	..do
Traffic Manager	J. N. Tittmore	Peoria, Ill
Assistant General Freight Agent	S. G. Lutz .....	..do
Assistant General Freight Agent	H. F. Marsh .....	..do
General Passenger and Ticket Agent	A. B. Cutts	Minneapolis, Minn.
Agent in Illinois for transfer of stock	Henry A. Gardner	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Edwin Hanley	New York, N. Y.	September, 1902
F. H. Davis .....	..do .....	..do
George Crocker .....	..do .....	..do
I. P. Shontz	Chicago, Ill.	September, 1903
R. J. Kimball	New York, N. Y. ....	..do
E. C. Bradley .....	..do .....	..do
Henry A. Gardner	Chicago, Ill.	September, 1904
L. F. Day	Minneapolis, Minn. ....	..do
George R. Morse	New York, N. Y. ....	..do
Paul Morton	Chicago, Ill.	September, 1905
John E. Searles	New York, N. Y. ....	..do
H. J. Morse .....	..do .....	..do
L. C. Weir .....	..do	September, 1906
Edwin Langdon .....	..do .....	..do
Russell Sage .....	..do .....	..do

ILLINOIS SOUTHERN RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President	John W. Walsh	Chicago, Ill.
First Vice President	John R. Walsh .....	..do
Secretary	C. F. Weinland .....	..do
Treasurer	A. F. Williams .....	..do
General Counsel	F. M. Trissal .....	..do
Auditor	C. F. Weinland .....	..do
Assistant Auditor	A. F. Williams .....	..do
General Superintendent	E. A. Burrill	Sparta, Ill
General Freight Agent	A. N. East .....	..do
General Passenger Agent .....	..do .....	..do
Agent in Illinois for transfer of stock	C. F. Weinland	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. F. Weinland	Chicago, Ill.	1903
L. A. Walton .....	..do	1903
W. S. Ingraham	Bristol, Conn.	1903
A. F. Hatch	Chicago, Ill.	1904
Wm. Burry .....	..do	1904
John R. Walsh .....	..do	1905
John W. Walsh .....	..do	1905

ILLINOIS TERMINAL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	W. E. Smith	Alton, Ill
First Vice President	G. M. Levis .....	..do
Secretary	Chas. Levis .....	..do
Treasurer	R. H. Levis .....	..do
General Counsel	H. S. Baker .....	..do
Auditor	F. L. Taylor .....	..do
General Manager	H. H. Ferguson .....	..do
Traffic Manager .....	..do .....	..do
Agent in Illinois for transfer of stock	Chas. Levis .....	..do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. E. Smith	Alton, Ill	July 5, 1902
R. H. Levis .....	..do	July 5, 1903
H. H. Ferguson .....	..do .....	..do
G. M. Levis .....	..do	July 5, 1904
Chas. Levis .....	..do .....	..do

ILLINOIS TRANSFER RAILROAD COMPANY.

(Operated by T. R. R. Ass'n of St. L.)

OFFICERS.

Title.	Name.	Location of Office.
President	J. S. Walsh	St. Louis, Mo.
Vice President	W. S. McChesney, Jr. ....	..do
Secretary and Treasurer	James Hanna .....	..do
Agent in Illinois for transfer of stock	East St. Louis Trust and Savings Bank .....	..do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. Harrold.....	East St. Louis, Ill.....	March, 1903.....
J. M. Hamill.....	Belleville, Ill.....	do.....
W. S. McChesney, Jr.....	St. Louis, Mo.....	March, 1904.....
James Hanna.....	Alton, Ill.....	do.....
J. S. Walsh.....	St. Louis, Mo.....	March, 1905.....

ILLINOIS & INDIANA RAILROAD COMPANY.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	New York, N. Y.....
Vice President.....	J. C. Welling.....	Chicago, Ill.....
Second Vice President.....	J. T. Harahan.....	do.....
Secretary.....	W. G. Bruen.....	do.....
Treasurer.....	J. F. Titus.....	do.....
Agent in Illinois for transfer of stock....	W. G. Bruen.....	do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. C. Welling.....	Chicago, Ill.....	October, 1902.....
J. T. Harahan.....	New York, N. Y.....	do.....
Stuyvesant Fish.....	do.....	October, 1903.....
B. F. Ayer.....	Chicago, Ill.....	do.....
W. G. Bruen.....	do.....	do.....

INDIANA, DECATUR & WESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	M. D. Woodford.....	Cincinnati, Ohio.....
First Vice President.....	H. F. Shoemaker.....	New York, N. Y.....
Secretary.....	Geo. R. Balch.....	Cincinnati, Ohio.....
Treasurer.....	F. H. Short.....	do.....
General Solicitor.....	R. D. Marshall.....	Dayton, Ohio.....
Auditor.....	Geo. W. Lishawa.....	Cincinnati, Ohio.....
General Superintendent.....	Geo. H. Graves.....	Indianapolis, Ind.....
General Passenger Agent.....	J. S. Lazarus.....	do.....
Agent in Illinois for transfer of stock....	Messrs. Outten & Roby.....	Springfield, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. C. Cutten.....	Decatur, Ill.....	Oct. 15, 1902.....
Peter Loeb.....	do.....	do.....
W. M. Baldwin.....	Chicago, Ill.....	do.....
T. W. Roberts.....	Tuscola, Ill.....	Oct. 14, 1903.....
H. B. Balch.....	Chicago, Ill.....	do.....
M. D. Woodford.....	Cincinnati, Ohio.....	do.....
W. A. Read.....	New York, N. Y.....	Oct. 12, 1904.....
Gordon Macdonald.....	do.....	do.....
H. F. Shoemaker.....	do.....	do.....

INDIANA, ILLINOIS, & IOWA RAILROAD COMPANY (THE).

OFFICERS.

Title.	Name.	Location of Office.
President.....	W. H. Newman.....	New York, N. Y.....
Vice President.....	W. C. Brown.....	do.....
Secretary and Treasurer.....	E. D. Worcester.....	do.....
Assistant Secretary and Treasurer.....	R. P. Ahrens.....	Chicago, Ill.....
General Solicitors.....	Cary & Walker.....	do.....
Auditor.....	M. J. Edgeworth.....	Kankakee, Ill.....
General Manager.....	P. S. Blodgett.....	Cleveland, Ohio.....
Chief Engineer.....	E. A. Handy.....	do.....
General Superintendent.....	F. C. Raff.....	South Bend, Ind.....
Superintendent.....	T. H. Malone.....	Kankakee, Ill.....
Traffic Manager.....	G. H. Ross.....	Chicago, Ill.....
Assistant General Freight Agent.....	F. G. Hopper.....	do.....
Agent in Illinois for transfer of stock....	R. P. Ahrens.....	do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. K. Vanderbilt.....	New York, N. Y.....	3d Wednesday Jan., 1903.
W. H. Newman.....	do.....	do.....
W. C. Brown.....	do.....	do.....
Edwin D. Worcester.....	do.....	do.....
Edward V. W. Rossiter.....	do.....	do.....
H. McK. Twombly.....	do.....	do.....
Henry B. Ledyard.....	Detroit, Mich.....	do.....
T. P. Shonts.....	Chicago, Ill.....	do.....
W. J. Calhoun.....	do.....	do.....

JACKSONVILLE & ST. LOUIS RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Henry A. Gardner.....	Chicago, Ill.....
Secretary.....	H. W. Weiss.....	do.....
Treasurer.....	H. W. Weiss.....	do.....
General Attorney.....	Henry A. Gardner.....	do.....
Auditor.....	George W. Dye.....	Jacksonville, Ill.....
General Manager.....	W. E. Crane.....	do.....
Chief Engineer.....	B. F. Bond.....	do.....
Superintendent of Telegraph.....	H. V. Russell.....	do.....
General Freight Agent.....	W. E. Crane.....	do.....
General Passenger Agent.....	Geo. W. Dye.....	do.....
General Ticket Agent.....	do.....	do.....
General Baggage Agent.....	do.....	do.....
Agent in Illinois for transfer of stock....	H. W. Weiss.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry A. Gardner.....	Chicago, Ill.....	June, 1903.....
E. M. Sheldon.....	do.....	do.....
A. T. Williams.....	do.....	June, 1904.....
H. W. Weiss.....	do.....	do.....
J. A. Connell.....	do.....	June, 1905.....

JOLIET & NORTHERN INDIANA RAILROAD CO.

(Operated by M. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	H. B. Ledyard	Detroit, Mich.....
First Vice President	Henry Russel	do
Secretary	E. D. Worcester.....	New York, N. Y.....
Treasurer.....	C. F. Cox	do
Assistant Treasurer.....	F. Middlebrook.....	do
Agent in Illinois for transfer of stock....	F. C. Nicholas.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. K. Vanderbilt.....	New York, N. Y.....	When successor is appointed
H. B. Ledyard.....	Detroit, Mich.....	do
Henry Russel.....	do	do
E. D. Worcester.....	New York, N. Y.....	do
C. M. Depew.....	do	do
Ashley Pond.....	Detroit, Mich.....	do
F. S. Winston.....	Chicago, Ill.....	do

KANKAKEE & SENECA RAILROAD COMPANY.

(Operated by C., C. & St. L. Ry. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	T. P. Bonfield.....	Kankakee, Ill.....
Secretary	J. C. Davie.....	Cincinnati, O.....
Treasurer.....	F. D. Comstock	do
Auditor	P. A. Hewitt.....	do
Agent in Illinois for transfer of stock....	C. Tillinghast.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. E. Ingalls	Cincinnati, O.....	October, 1902.....
E. F. Osborn	do	October, 1903.....
T. P. Bonfield.....	Kankakee, Ill.....	do
W. G. Purdy.....	Chicago, Ill.....	October, 1904.....
R. R. Cable.....	do	do

KANKAKEE & SOUTHWESTERN RAILROAD CO.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	New York, N. Y.
Vice President	J. C. Welling	Chicago, Ill.
Second Vice President	J. T. Harahan	do
Secretary	W. G. Bruen	New York, N. Y.
Treasurer	E. T. H. Gibson	do
Agent in Illinois for transfer of stock	W. G. Bruen	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. C. Welling	Chicago, Ill.	October, 1902
J. T. Harahan	do	do
W. G. Bruen	do	do
Stuyvesant Fish	New York, N. Y.	October, 1903
B. F. Ayer	Chicago, Ill.	do

LAKE STREET ELEVATED RAILROAD COMPANY (THE).

OFFICERS.

Title.	Name.	Location of Office.
President	Clarence A. Knight	Chicago, Ill.
Vice President	W. W. Miller	New York, N. Y.
Secretary	W. V. Griffin	Chicago, Ill.
Treasurer	do	do
General Counsel	Clarence A. Knight	do
General Superintendent	Frank Hedley	do
Agent in Illinois for transfer of stock	American Trust and Savings Bank	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry C. Hackney	Chicago, Ill.	January, 1903
John C. Spry	do	do
W. V. Griffin	do	do
Chas. T. Page	do	January, 1904
C. A. Knight	do	do
W. W. Shaw	do	do
J. C. Hutchins	do	January, 1905
W. W. Miller	do	do
Frank Hedley	do	do

LAKE ERIE & WESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	W. H. Newman	New York, N. Y.
Vice President	W. C. Brown .....	..do
Secretary and Treasurer	Chas. F. Cox .....	..do
Assistant Treasurer	F. Middlebrook .....	..do
Local Treasurer	A. D. Thomas	Indianapolis, Ind
General Attorney	J. B. Cochrane .....	..do
Auditor	W. A. Wildhack .....	..do
General Manager	P. S. Blodgett	Cleveland, O
Chief Engineer	E. A. Handy .....	..do
General Superintendent	W. H. Marshall .....	..do
Assistant General Superintendent	H. S. Storrs	Indianapolis, Ind
Division Superintendent	H. F. Bickell	Lima, O
Division Superintendent	H. A. Boomer	Lafayette, Ind
Division Superintendent	M. P. Deniston	Peru, Ind
Division Superintendent	Geo. Dyer	Muncie, Ind
Superintendent of Telegraph	H. S. Storrs	Indianapolis, Ind
General Traffic Manager	G. J. Grammer	Cleveland, O
General Freight Agent	S. B. Sweet	Indianapolis, Ind
Assistant General Freight Agent	M. R. Maxwell .....	..do
General Passenger Agent	H. J. Rhein .....	..do
Assistant General Passenger Agent	E. M. Case .....	..do
General Ticket Agent	H. J. Rhein .....	..do
Assistant General Ticket Agent	E. M. Case .....	..do
General Baggage Agent	H. J. Rhein .....	..do
Agent in Illinois for transfer of stock	W. T. Abbott	Peoria, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. K. Vanderbilt	New York, N. Y.	1st Wednesday Oct., 1902
J. Pierpont Morgan .....	..do .....	..do
F. W. Whitridge .....	..do .....	..do
Geo. F. Baker .....	..do	1st Wednesday Oct., 1903
H. McK. Twombly .....	..do .....	..do
W. H. Newman .....	..do .....	..do
F. W. Vanderbilt .....	..do	1st Wednesday Oct., 1904
H. W. Cannon .....	..do .....	..do
W. C. Brown .....	..do .....	..do

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Chauncey M. Depew	New York, N. Y.
President	William H. Newman .....	..do
Vice President	Edwin D. Worcester .....	..do
Vice President	William C. Brown .....	..do
Secretary	Edwin D. Worcester .....	..do
Treasurer .....	..do .....	..do
General Counsel	George C. Green	Cleveland, O
Auditor	Robert H. Hill .....	..do
General Manager	Philip S. Blodgett .....	..do
Assistant General Manager	P. P. Wright .....	..do
General Superintendent	W. H. Marshall .....	..do
Superintendent	William Kline	Toledo, O
Traffic Manager	George J. Grammer	Cleveland, O
General Passenger Agent	A. J. Smith .....	..do
Assistant General Passenger Agent	E. C. Luce .....	..do
General Ticket Agent	A. J. Smith .....	..do
Assistant General Ticket Agent	E. C. Luce .....	..do
General Baggage Agent	J. L. Freeman .....	..do
Agent in Illinois for transfer of stock	F. E. Hayne	Chicago, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
William K. Vanderbilt.....	New York, N. Y.....	May, 1903.....
Samuel F. Barger.....	do.....	do.....
Hamilton McK. Twombly.....	do.....	do.....
Charles M. Reed.....	Erie, Pa.....	do.....
Frederick W. Vanderbilt.....	New York, N. Y.....	May, 1904.....
Chauncey M. Depew.....	do.....	do.....
William H. Newman.....	do.....	do.....
Edwin D. Worcester.....	do.....	do.....
William C. Brown.....	do.....	do.....
W. Seward Webb.....	do.....	May, 1905.....
Darius O. Mills.....	do.....	do.....
J. Pierpont Morgan.....	do.....	do.....
James M. Schoonmaker.....	Pittsburgh, Pa.....	do.....

LASALLE & BUREAU COUNTY RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Geo. P. Blow.....	LaSalle, Ill.....
Secretary and Treasurer.....	G. Weerts.....	do.....
Agent in Illinois for transfer of stock.....	do.....	do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. W. Matthiessen.....	New York, N. Y.....	Dec. 18, 1902.....
Geo. P. Blow.....	LaSalle, Ill.....	do.....
E. C. Hegeler.....	New York, N. Y.....	Dec. 18, 1903.....
G. Weerts.....	LaSalle, Ill.....	do.....
C. Diesterweg.....	do.....	do.....

LITCHFIELD & MADISON RAILWAY CO.

(Operated by C., P. & St. L. Ry. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	Chas. E. Kimball.....	New York, N. Y.....
Secretary.....	Ralph Blaisdell.....	Springfield, Ill.....
Treasurer.....	do.....	do.....
Asst. Secretary and Asst. Treasurer.....	T. C. Wellman.....	New York, N. Y.....
Agent in Illinois for transfer of stock.....	Ralph Blaisdell.....	Springfield, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Bluford Wilson.....	Springfield, Ill.....	2d Monday in Dec., 1902..
Eleineous Smith.....	St. Louis, Mo.....	do.....
Geo. D. Mumford.....	New York, N. Y.....	do.....
Ralph Blaisdell.....	Springfield, Ill.....	2d Monday in Dec., 1903..
Curtiss Millard.....	do.....	do.....
Chas. E. Kimball.....	New York, N. Y.....	2d Monday in Dec., 1904..
James Duncan.....	Alton, Ill.....	do.....

LOUISIANA & PIKE COUNTY RAILROAD COMPANY.

(Operated by Wabash R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Geo. M. Smith.....	Griggsville, Ill.....
Secretary	J. M. Bush, Jr.....	Pittsfield, Ill
Treasurer.....	A. L. McDonald.....	..do
General Attorney	W. H. Crow.....	..do
Auditor.....	H. T. Shaw.....	Summer Hill, Ill.....
Agent in Illinois for transfer of stock....	Board of Supervisors of Pike county.....	Pittsfield, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
G. M. Smith.....	Griggsville, Ill.....	.....
J. M. Bush, Jr.....	Pittsfield, Ill.....	.....
A. L. McDonald .....	..do .....	..do
W. H. Crow .....	..do .....	..do
H. T. Shaw.....	Summer Hill, Ill .....	.....
J. B. Gregory.....	Perry, Ill .....	.....
A. R. Foreman.....	Newburg, Ill .....	.....
Daniel Cover	New Salem, Ill.....	.....
Geo. Adams.....	Atlas, Ill.....	.....

LOUISVILLE & NASHVILLE RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	August Belmont	New York, N. Y.....
President	M. H. Smith	Louisville, Ky.....
First Vice President.....	Walker D. Hines.....	..do
Second Vice President.....	S. H. Edgar.....	New York, N. Y.....
Third Vice President.....	Wm. W. Dickinson.....	Louisville, Ky.....
Secretary	J. H. Ellis .....	..do
Treasurer	Wm. W. Thompson .....	..do
General Counsel.....	H. W. Bruce.....	..do
General Solicitor.....	Chas. N. Burch .....	..do
Comptroller.....	Chas. Haydon .....	..do
Assistant Comptroller.....	Chas. A. Lutz .....	..do
Auditor of Disbursements.....	E. E. Sewell .....	..do
Auditor of Receipts.....	Geo. Becker .....	..do
General Manager.....	G. E. Evans .....	..do
Assistant to General Manager.....	James Geddes	Nashville, Tenn.....
Chief Engineer.....	R. Montfort	Louisville, Ky.....
Superintendent of Telegraph	C. B. Phelps.....	..do
Traffic Manager	C. B. Compton .....	..do
General Freight Agent	D. M. Goodwyn .....	..do
General Passenger Agent.....	C. L. Stone.....	..do
General Baggage Agent	Wm. P. Hines .....	..do
Land Commissioner	R. J. Wemyss .....	..do
Agent in Illinois for transfer of stock....	Michael Buckley.....	East St. Louis, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. M. Atherton.....	Louisville, Ky.....	1st Wednesday Oct., 1902.
August Belmont.....	New York, N. Y.....	..do.....
Attila Cox.....	Louisville, Ky.....	..do.....
Rudolph Ellis.....	Philadelphia, Pa.....	..do.....
H. E. Garth.....	New York, N. Y.....	..do.....
F. A. Horsey.....	..do.....	..do.....
Henry Hentz.....	..do.....	..do.....
John L. Helm.....	Elizabethtown, Ky.....	..do.....
G. M. Lane.....	Boston, Mass.....	..do.....
W. G. Oakam.....	New York, N. Y.....	..do.....
W. G. Raoul.....	..do.....	..do.....
Milton H. Smith.....	Louisville, Ky.....	..do.....
John I. Waterbury.....	New York, N. Y.....	..do.....

METROPOLITAN WEST SIDE ELEVATED RAILWAY
COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	D. MacAlister.....	Chicago, Ill.....
Vice President.....	George Higginson, Jr.....	..do.....
Secretary and Treasurer.....	George Higginson, Jr.....	..do.....
Auditor.....	C. W. Hillman.....	..do.....
General Manager.....	H. M. Brinckerhoff.....	..do.....
Assistant Secretary and Assistant Treas.....	P. D. Sexton.....	..do.....
Chief Engineer.....	Wm. S. Menden.....	..do.....
General Counsel.....	Wm. W. Gurley.....	..do.....
Attorney.....	Addison L. Gardner.....	..do.....
Superintendent Transportation.....	R. R. Jarvie.....	..do.....
Agent in Illinois for transfer of stock....	George Higginson, Jr.....	..do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James P. Forgan.....	Chicago, Ill.....	April 4, 1903.....
Wm. W. Gurley.....	..do.....	..do.....
George Higginson, Jr.....	..do.....	..do.....
John P. Wilson.....	..do.....	..do.....
R. Somers Hayes.....	New York, N. Y.....	April 4, 1904.....
Jas. J. Higginson.....	..do.....	..do.....
Byron L. Smith.....	Chicago, Ill.....	..do.....
Benjamin Allen.....	..do.....	April 4, 1905.....
Frederic A. Delano.....	..do.....	..do.....
D. Mac Allister.....	..do.....	..do.....
Clarence S. Day.....	New York, N. Y.....	..do.....

MOUND CITY RAILWAY COMPANY.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish.....	New York, N. Y.....
Vice President	J. C. Welling	Chicago, Ill.....
Second Vice President.....	J. T. Harahan	do
Secretary	W. G. Bruen	do
Treasurer	E. T. H. Gibson.....	New York, N. Y.....
Agent in Illinois for transfer of stock....	W. G. Bruen	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish.....	New York, N. Y.....	October, 1902.....
J. C. Welling	Chicago, Ill.....	do
J. T. Harahan	do	do
B. F. Ayer	do	October, 1903.....
W. G. Bruen.....	do	do

MICHIGAN CENTRAL RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	C. M. Depew	New York, N. Y.....
President	H. B. Ledyard	Detroit, Mich.....
Assistant to the President	E. C. Brown	do
Vice President	E. D. Worcester	New York, N. Y.....
Secretary	do	do
Treasurer	C. F. Cox	do
General Counsel.....	Ashley Pond	Detroit, Mich.....
General Attorney.....	Henry Russel.....	do
Auditor	A. J. Burt	do
Assistant Auditor.....	F. O. Waldo	do
Chief Engineer.....	A. Torrey	do
General Superintendent.....	R. H. L'Hommedieu	do
Assistant General Superintendent	A. B. Atwater	do
Division Superintendent	D. S. Sutherland	do
Division Superintendent	F. P. MacDonald	Jackson, Mich.....
Division Superintendent	M. C. Coyle	Bay City, Mich.....
Division Superintendent	J. H. Snyder	Chicago, Ill.....
Division Superintendent	J. B. Morford	St. Thomas, Ont.....
Superintendent of Telegraph.....	E. E. Torrey	Detroit, Mich.....
General Freight Traffic Manager	B. B. Mitchell.....	do
Assistant General Freight Agent.....	C. J. Hupp	do
Assistant General Freight Agent.....	W. C. Rowley	Bay City, Mich.....
Assistant General Freight Agent.....	F. Zimmerman	Chicago, Ill.....
Assistant General Freight Agent.....	C. Howe	Buffalo, N. Y.....
General Passenger and Ticket Agent	O. W. Ruggles.....	Chicago, Ill.....
Asst. Gen. Passenger and Ticket Agent.....	G. E. King	do
General Baggage Agent	H. P. Dearing.....	do
Agent in Illinois for transfer of stock....	F. C. Nicholas.....	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. K. Vanderbilt.....	New York, N. Y.....	May, 1903.....
F. W. Vanderbilt.....	do.....	do.....
H. B. Ledyard.....	Detroit, Mich.....	do.....
E. D. Worcester.....	New York, N. Y.....	do.....
S. F. Barger.....	do.....	do.....
C. M. Depew.....	do.....	do.....
H. McK. Twombly.....	do.....	do.....
Ashley Pond.....	Detroit, Mich.....	do.....
F. S. Winston.....	Chicago, Ill.....	do.....

MOBILE & OHIO RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	W. Butler Duncan.....	New York, N. Y.....
President.....	Samuel Spencer.....	do.....
First Vice President.....	A. B. Andrews.....	Raleigh, N. C.....
Second Vice President.....	W. W. Finley.....	Washington, D. C.....
Secretary.....	Henry Tacon.....	Mobile, Ala.....
Treasurer.....	do.....	do.....
General Counsel.....	E. L. Russell.....	do.....
General Auditor.....	R. V. Taylor.....	do.....
General Manager.....	C. S. Clark.....	St. Louis, Mo.....
Superintendent of Transportation.....	I. N. Seale.....	Mobile, Ala.....
Division Superintendent.....	I. D. Clark.....	Meridian, Miss.....
Division Superintendent.....	H. W. Clarke.....	Cairo, Ill.....
Supt. Motive Power and Car Equipment.....	Geo. S. McKee.....	Mobile, Ala.....
Superintendent of Telegraph.....	K. McKenzie.....	Jackson, Tenn.....
Traffic Manager.....	I. T. Poe.....	Mobile, Ala.....
General Freight Agent.....	Haiden Miller.....	St. Louis, Mo.....
Assistant General Freight Agent.....	I. M. Denyven.....	do.....
Assistant General Freight Agent.....	F. W. Birchett.....	do.....
General Passenger Agent.....	C. M. Shepard.....	Mobile, Ala.....
Assistant General Passenger Agent.....	I. M. Beale.....	St. Louis, Mo.....
Purchasing Agent.....	R. H. Duesberry.....	Mobile, Ala.....
Land and Industrial Agent.....	M. V. Richards.....	Washington, D. C.....
Agent in Illinois for transfer of stock.....	Paul W. Abt.....	East St. Louis, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. B. Andrews.....	Raleigh, N. C.....	February, 1903.....
Jas. C. Clarke.....	Mobile, Ala.....	do.....
C. C. Cuyler.....	New York, N. Y.....	do.....
W. Butler Duncan.....	do.....	do.....
W. W. Finley.....	Washington, D. C.....	do.....
Adrian Iselin, Jr.....	New York, N. Y.....	do.....
Thos. E. Jevons.....	do.....	do.....
A. W. Mackintosh.....	do.....	do.....
Jas. H. Masson.....	Mobile, Ala.....	do.....
E. L. Russell.....	do.....	do.....
C. Sidney Shepard.....	New Haven, N. Y.....	do.....
Samuel Spencer.....	New York, N. Y.....	do.....
A. H. Stevens.....	do.....	do.....

MADISON, ILLINOIS & ST. LOUIS RAILWAY COMPANY.

(Operated by St. L. M. B. T. Ry. Co)

OFFICERS.

Title.	Name.	Location of Office.
President	C. C. Rainwater.....	St. Louis, Mo
Vice President	C. D. McClure.....	..do
Secretary and Treasurer	H. D. Heuer.....	..do
Auditor.....	James Hanna.....	..do
Agent in Illinois for transfer of stock....	East St. Louis Trust & Savings Bank.....	E. St. Louis

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James Hanna.....	Alton, Ill	March, 1903
A. W. Hope .....	..do .....	..do
F. C. Doab	Belleville, Ill. ....	..do
H. D. Heuer	St. Louis, Mo.....	March, 1904
M. Herrold	East St. Louis, Ill. ....	..do
S. M. Davidson.....	..do .....	..do
J. G. Irwin.....	Edwardsville, Ill .....	..do
C. D. McClure	St. Louis, Mo.....	March, 1905
J. S. Walsh, Jr.....	..do .....	..do
F. E. Anderson.....	..do .....	..do
C. C. Rainwater .....	..do .....	..do

NORTHWESTERN ELEVATED RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
President	Clarence Buckingham ..	Chicago, Ill.....
Vice President	Charles Counselman .....	..do
Secretary and Treasurer	W. V. Griffin.....	..do
General Counsel.....	Clarence A. Knight.....	..do
General Superintendent.....	Frank Hedley.....	..do
Superintendent.....	R. B. Stearns .....	..do
Agent in Illinois for transfer of stock....	Illinois Trust & Savings Bank .....	..do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John B. Dennis.....	New York, N. Y.....	January 28, 1903
W. W. Miller.....	..do .....	..do
Clarence A. Knight	Chicago, Ill.....	January 27, 1904
Chas. F. Ayer.....	Boston, Mass.....	..do
Chas. Counselman	Chicago, Ill.....	January 26, 1905
Clarence Buckingham .....	..do .....	..do
W. V. Griffin.....	..do .....	..do

NEW YORK, CHICAGO & ST. LOUIS RAILROAD CO. (THE).

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Chauncey M. Depew	New York, N. Y.
President	William H. Canniff	Cleveland, O.
Secretary	Charles F. Cox	New York, N. Y.
Treasurer	do	do
Assistant Treasurer	Henry Hammersley	Cleveland, O.
Local Treasurer	F. Middlebrook	New York, N. Y.
General Counsel	Samuel E. Williamson	Cleveland, O.
General Solicitor	John H. Clarke	do
Auditor	Henry V. Fountain	do
General Superintendent	A. W. Johnston	do
Division Superintendent	C. D. Gorham	Buffalo, N. Y.
Division Superintendent	S. K. Blair	Ft. Wayne, Ind.
Superintendent of Motive Power	John Mackenzie	Cleveland, O.
Superintendent of Telegraph	W. S. Blair	do
General Freight Agent	G. B. Spriggs	do
Assistant General Freight Agent	James Webster	do
General Passenger Agent	B. F. Herner	do
General Baggage Agent	C. C. Denton	do
Purchasing Agent	W. P. Dittoe	do
Car Accountant	W. J. Robertson	do
Agent in Illinois for transfer of stock .....	.....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. K. Vanderbilt	New York, N. Y.	May, 1903
Frederick W. Vanderbilt	do	do
Hamilton McK. Twombly	do	do
Chauncey M. Depew	do	do
W. H. Newman	do	do
William H. Canniff	Cleveland, O.	do
John S. Kennedy	New York, N. Y.	do
Frederick P. Olcott	do	do
Charles M. Reed	Erie, Pa.	do
Ralph W. Hickox	Cleveland, O.	do
Samuel E. Williamson	New York, N. Y.	do
W. Emlen Roosevelt	do	do

PAWNEE RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
President	Morgan Jones	Chicago, Ill.
Secretary	E. R. Lightcap	do
Treasurer	Hugh White	do
Auditor	E. W. Clifford	Pawnee, Ill.
Division Superintendent	do	do
General Freight Agent	do	do
General Passenger Agent	do	do
Agent in Illinois for transfer of stock	Morgan Jones	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Morgan Jones	Chicago, Ill.	May 1, 1903
Hugh White	do	do
E. R. Lightcap	do	do
H. R. Davis	Pawnee, Ill.	do
Hiram White	do	do

PENNSYLVANIA COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	A. J. Cassatt	Philadelphia, Pa.
First Vice President	Jas. McCrea	Pittsburgh, Pa.
Second Vice President	Jos. Wood	do
Third Vice President	J. J. Turner	do
Fourth Vice President	E. B. Taylor	do
Secretary	S. B. Liggett	do
Assistant Secretary	S. H. Church	do
Treasurer	T. H. B. McKnight	do
Assistant Treasurer	R. R. Read	do
General Counsel	J. J. Brooks	do
Assistant Counsel	L. L. Gilbert	do
Assistant Counsel	A. P. Burgwin	do
Comptroller	John W. Renner	do
Assistant Comptroller	Albert McElvery	do
Auditor of Freight Receipts	John M. Lyon	do
Auditor of Passenger Receipts	C. S. Covert	do
Auditor of Disbursements	D. C. Copperstone	do
General Manager	G. L. Peck	do
General Supt. of Freight Transportation	A. B. Starr	do
Gen'l Supt. of Passenger Transportation	Chas. Watts	do
Chief Engineer	Thos. Rodd	do
General Superintendent	A. M. Schoyer	do
Chief of Motive Power	Theo. N. Ely	Philadelphia, Pa.
Superintendent of Motive Power	D. F. Crawford	Ft. Wayne, Ind.
Division Superintendent	W. C. Cushing	Pittsburg, Pa.
Division Superintendent	J. B. McKim	Ft. Wayne, Ind.
Division Superintendent	Benj. McKeen	Chicago, Ill.
Division Superintendent	T. B. Hamilton	New Castle, Pa.
Division Superintendent	W. H. Scriven	Cleveland, O.
Division Superintendent	W. H. Potter	Toledo, O.
Division Superintendent	R. C. Barnard	Cambridge, O.
Division Superintendent	M. W. Mansfield	Indianapolis, Ind.
Purchasing Agent	H. O. Hukill	Pittsburg, Pa.
Superintendent of Telegraph	C. E. McKim	do
Real Estate Agent	C. D. Law	do
Signal Engineer	W. McC. Grafton	do
Freight Traffic Manager	D. T. McCabe	do
General Freight Agent	Jas. P. Orr	do
General Passenger and Ticket Agent	E. A. Ford	do
Chief Assistant General Passenger Ag't	F. VanDusen	do
General Baggage Agent	R. R. Bentley	do
Agent in Illinois for transfers of stock	William Borner	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. J. Cassatt	Philadelphia, Pa.	June 3, 1903.
James McCrea	Pittsburg, Pa.	do
Joseph Wood	do	do
J. J. Turner	do	do
Edw. B. Taylor	do	do
John P. Green	Philadelphia, Pa.	do
William H. Barnes	do	do
Chas. E. Pugh	do	do
N. P. Shortridge	do	do
Samuel Rhea	do	do
George Wood	do	do
C. Stuart Patterson	do	do
L. F. Loree	Baltimore, Md.	do

PEORIA & BUREAU VALLEY RAILROAD CO.

(Operated by C. R. I. & P. Ry. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Geo. T. Boggs.....	New York, N. Y.....
Secretary	Geo. H. Crosby.....	Chicago, Ill.....
Treasurer	Wm. A. Nash.....	New York, N. Y.....
Transfer Agent.....	Wm. E. Williams.....	..do.....
Agent in Illinois for transfer of stock....	Geo. H. Crosby.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Tracy Daws.....	New York, N. Y.....	June 5, 1903.....
Geo. T. Boggs.....	..do.....	..do.....
Wm. A. Nash.....	..do.....	..do.....
Jas. R. Cowing.....	..do.....	..do.....
Richard M. Hoe.....	..do.....	..do.....
H. H. Hollister.....	..do.....	..do.....

PEORIA & EASTERN RAILWAY COMPANY.

(Operated by C., C., C. & St. L. Ry. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	M. E. Ingalls.....	Cincinnati, O.....
First Vice President	J. D. Layng.....	New York City.....
Secretary	J. C. Davie.....	Cincinnati, O.....
Auditor	P. A. Hewitt.....	..do.....
General Manager.....	J. A. Barnard.....	Indianapolis, Ind.....
Superintendent.....	C. A. Parquette.....	..do.....
General Freight Agent.....	Ford Woods.....	..do.....
Agent in Illinois for transfer of stock....	C. Tillinghast.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. E. Ingalls.....	Cincinnati, O.....	February, 1903.....
E. F. Osborn.....	..do.....	..do.....
J. C. Tucker.....	Chicago, Ill.....	..do.....
J. H. Glover.....	Urbana, Ill.....	..do.....

PEORIA & PEKIN TERMINAL RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President	T. J. Miller	Peoria, Ill
First Vice President.....	W. H. Trumbull.....	Salem, Mass.....
Secretary	L. E. Myers	Chicago, Ill.....
Treasurer	P. L. Saltonstall	Boston, Mass.....
General Solicitor	W. T. Irwin	Peoria, Ill
Auditor, Acting	E. H. Hardin	do
General Manager.....	L. E. Myers	Chicago, Ill.....
General Superintendent.....	N. C. Draper	Peoria, Ill
Traffic Manager	G. W. Talbot	do
Agent in Illinois for transfer of stock....	do	do

DIRECTORS.

Name.	Postoffice Address.	Date of expiration of Term.
B. Warren, Jr.....	Peoria, Ill.....	3d Tuesday in Jan'y, 1903
W. T. Irwin.....	do	do
Theodore J. Miller	do	3d Tuesday in Jan'y, 1904
W. H. Trumbull	Salem, Mass.....	do
Phillip L. Saltonstall.....	Boston, Mass.....	do
Louis E. Myers.....	Chicago, Ill.....	3d Tuesday in Jan'y, 1905
E. W. Wilson.....	Pekin, Ill	do

PEORIA & PEKIN UNION RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	J. A. Barnard	Indianapolis, Ind.....
Vice President.....	E. N. Armstrong.....	Peoria, Ill.....
Secretary	H. K. Pinkney	do
Treasurer	J. F. Kiefer	do
General Counsel.....	Stevens, Horton & Abbott	do
Auditor	H. K. Pinkney.....	do
Engineer Maintenance of Way.....	Stanley Millard.....	do
General Superintendent.....	F. L. Tompkins	do
Assistant Superintendent.....	W. E. Bell	do
Superintendent of Telegraph.....	C. W. Hughes.....	do
General Freight Agent.....	H. K. Pinkney.....	do
General Passenger Agent.....	do	do
General Baggage Agent	T. L. Eibeck.....	do
Agent in Illinois for transfer of stock....	H. K. Pinkney.....	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. A. Barnard.....	Indianapolis, Ind.....	1903.....
E. O. Hopkins.....	Evansville, Ind.....	1903.....
Curtiss Millard.....	Springfield, Ill.....	1903.....
John B. Cockrum.....	Indianapolis, Ind.....	1903.....
W. A. Gardner.....	Chicago, Ill.....	1904.....
J. T. Harahan.....	do.....	1904.....
C. E. Kimball.....	New York, N. Y.....	1904.....
E. F. Leonard.....	Peoria, Ill.....	1904.....
C. E. Schaff.....	Cincinnati, O.....	1905.....
J. C. Welling.....	Chicago, Ill.....	1905.....
Bluford Wilson.....	Springfield, Ill.....	1905.....
E. N. Armstrong.....	Peoria, Ill.....	1905.....

PEORIA, DECATUR & MATTOON RAILROAD CO.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	New York, N. Y.....
Vice President.....	J. C. Welling.....	Chicago, Ill.....
Secretary.....	W. G. Bruen.....	do.....
Treasurer.....	J. F. Titus.....	do.....
Agent in Illinois for transfer of stock....	W. G. Bruen.....	do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. C. Welling.....	Chicago, Ill.....	October, 1902.....
J. T. Harahan.....	do.....	do.....
W. G. Bruen.....	do.....	do.....
Stuyvesant Fish.....	New York, N. Y.....	October, 1903.....
B. F. Ayer.....	Chicago, Ill.....	do.....

**PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS
RAILWAY CO.**

OFFICERS.

Title.	Name.	Location of Office.
President	A. J. Cassatt	Philadelphia, Pa.
First Vice President	James McCrear	Pittsburgh, Pa.
Second Vice President	Joseph Wood	do
Third Vice President	J. J. Turner	do
Fourth Vice President	Edward B. Taylor	do
Secretary	S. B. Liggett	do
Assistant Secretary	S. H. Church	do
Treasurer	T. H. B. McKnight	do
Assistant Treasurer	R. R. Reed	do
General Counsel	J. J. Brooks	do
Assistant Counsel	L. L. Gilbert	do
Assistant Counsel	A. P. Burgwin	do
Comptroller	John W. Renner	do
Assistant Comptroller	Albert McElevay	do
Auditor Freight Receipts	John M. Lyon	do
Auditor Passenger Receipts	C. S. Covert	do
Auditor Disbursements	D. C. Copperstone	do
General Manager	G. L. Peck	do
General Sup't of Freight Transportation	A. B. Starr	do
General Sup't of Passenger Transportation	Chas. Watts	do
Chief Engineer	Thomas Rodd	do
General Superintendent	Ralph Peters	Columbus, O.
Division Superintendent	R. E. McCarty	Pittsburgh, Pa.
Division Superintendent	W. C. Loree	Columbus, O.
Division Superintendent	L. Ohliger	Richmond, Ind.
Division Superintendent	P. A. Bonebrake	Logansport, Ind.
Division Superintendent	Benj. McKeen	Chicago, Ill.
Division Superintendent	Bushrod W. Taylor	Louisville, Ky.
Division Superintendent	James A. McCrear	Cincinnati, O.
Chief of Motive Power	Theo. N. Ely	Philadelphia, Pa.
Superintendent of Motive Power	T. W. Demarest	Columbus, O.
Signal Engineer	Wm. McC. Grafton	Pittsburgh, Pa.
Superintendent of Telegraph	C. E. McKim	do
Freight Traffic Manager	D. T. McCabe	do
General Freight Agent	J. B. Hill	do
General Passenger and Ticket Agent	E. A. Ford	do
Chief Ass't General Passenger Agent	F. VanDusen	do
General Baggage Agent	R. R. Bentley	do
Real Estate Agent	C. D. Law	do
Purchasing Agent	H. O. Hukill	do
Agent in Illinois for transfer of stock	William Borner	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. J. Cassatt	Philadelphia, Pa.	April, 1903
C. E. Pugh	do	do
John P. Green	do	do
W. P. Shortridge	do	do
J. J. Turner	Pittsburgh, Pa.	April, 1904
Briggs S. Cunningham	Cincinnati, O.	do
Joseph Wood	Pittsburgh, Pa.	do
Edward B. Taylor	do	April, 1905
L. F. Loree	Baltimore, Md.	do
Samuel Rea	Philadelphia, Pa.	do
James McCrear	Pittsburgh, Pa.	April, 1906
William H. Barnes	Philadelphia, Pa.	do
Samuel S. Dennis	Newark, N. J.	do

QUINCY, CARROLTON & ST. LOUIS RAILWAY.

OFFICERS.

Title.	Name.	Location of Office.
Auditor.....	Frank Carter.....	Carlinville, Ill.....
Agent for Purchaser.....	W. M. Corbett.....	Springfield, Ill.....
General Freight Agent.....	Fred A. Wann.....	Chicago, Ill.....
General Passenger Agent.....	Geo. J. Charlton.....	..do
Agent in Illinois for transfer of stock....	Edwin S. Layman.....	..do

QUINCY, OMAHA & KANSAS CITY RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
President	Geo. F. Baker, Jr.....	New York, N. Y.....
Secretary and Treasurer.....	Samuel F. Miller.....	..do
General Attorney.....	J. G. Trimble.....	Kansas City, Mo.....
Auditor.....	W. D. Tucker.....	..do
General Manager.....	W. G. Brimson.....	..do
Chief Engineer.....	E. M. Collins.....	..do
Superintendent.....	W. J. Stoneburned.....	..do
Superintendent of Telegraph	L. A. Irwin.....	..do
General Freight Agent.....	L. F. Moore.....	..do
General Passenger Agent.....	A. J. Bandy.....	..do
Agent in Illinois for transfer of stock....	.....	..do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Geo. F. Baker, Jr.....	New York, N. Y.....	June, 1903.....
Samuel H. Smith.....	..do .....	..do
Wm. E. Purdy.....	..do .....	..do
Wm. J. Nevins.....	..do .....	..do
Geo. W. Dulaney.....	Hannibal, Mo.....	..do
Andrew Ellison.....	Kirksville, Mo.....	..do
C. A. Brayley.....	Kansas City, Mo.....	..do

RANTOUL RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	New York, N. Y.
Vice President.....	J. C. Welling	Chicago, Ill.
Second Vice President.....	J. T. Harahan.....	do
Secretary.....	W. G. Bruen.....	do
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.
Agent in Illinois for transfer of stock....	W. G. Bruen.....	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish.....	New York, N. Y.	October, 1902.....
J. T. Harahan.....	Chicago, Ill.	do
J. C. Welling.....	do	October, 1903.....
B. F. Ayer.....	do	do
W. G. Bruen.....	do	do

RIVERSIDE & HARLEM RAILROAD COMPANY.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish.....	New York, N. Y.
Vice President.....	John C. Welling.....	Chicago, Ill.
Second Vice President.....	J. T. Harahan.....	do
Secretary.....	W. G. Bruen.....	do
Treasurer.....	J. F. Titus.....	do
Agent in Illinois for transfer of stock....	W. G. Bruen.....	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish.....	New York, N. Y.	Oct. 7, 1902.....
B. F. Ayer.....	Chicago, Ill.	do
W. G. Bruen.....	do	do
John C. Welling.....	do	Oct. 13, 1903.....
J. T. Harahan.....	do	do

ROCKFORD & BELVIDERE ELECTRIC RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	R. N. Baylies.....	Chicago, Ill.....
Vice President.....	John Farson.....	do.....
Secretary.....	H. L. Jewell.....	do.....
Treasurer.....	W. F. Woodruff.....	Rockford, Ill.....
Agent in Illinois for transfer of stock....	Farson, Leach & Co.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John Farson.....	Chicago, Ill.....	1st Tuesday May, 1902....
R. N. Baylies.....	do.....	1st Tuesday May, 1903....
W. F. Woodruff.....	Rockford, Ill.....	1st Tuesday May, 1904....
H. L. Jewell.....	Chicago, Ill.....	1st Tuesday May, 1905....
C. B. Masselich.....	do.....	do.....

ROCK ISLAND & PEORIA RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	R. R. Cable.....	Rock Island, Ill.....
Vice President.....	H. P. Greenough.....	do.....
Secretary.....	R. H. Hudson.....	do.....
Treasurer.....	M. A. Patterson.....	do.....
Auditor.....	R. H. Hudson.....	do.....
General Superintendent.....	R. R. Sutherland.....	do.....
Superintendent of Telegraph.....	do.....	do.....
General Freight Agent.....	M. A. Patterson.....	do.....
General Passenger Agent.....	do.....	do.....
General Ticket Agent.....	do.....	do.....
Agent in Illinois for transfer of stock....	R. H. Hudson.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. R. Flower.....	New York, N. Y.....	June, 1903.....
A. Kimball.....	Davenport, Ia.....	do.....
C. F. Lynde.....	Rock Island, Ill.....	do.....
Phil Mitchell.....	do.....	do.....
H. P. Greenough.....	do.....	June, 1904.....
H. B. Sudlow.....	do.....	do.....
R. R. Cable.....	do.....	do.....

ST. LOUIS BRIDGE CO.

(Operated by T. R. R. Ass'n of St. L.)

OFFICERS.

Title.	Name.	Location of Office.
President	Wm. Taussig.....	St. Louis, Mo.....
Vice President	Julius S. Walsh.....	do
Secretary.....	Victor W. Fisher	do
Agent in Illinois for transfer of stock.....	.....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. Pierpont Morgan	New York, N. Y.....	March 2, 1903.....
Julius S. Walsh	St. Louis, Mo	do
Wm. Taussig.....	do	do
W. S. McChesney, Jr.....	do	do
Victor W. Fisher.....	do	do

ST. LOUIS MERCHANTS' BRIDGE COMPANY.

(Operated by St. L. M. B. T. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	John H. Overall	St. Louis, Mo.....
Secretary and Treasurer	H. D. Heuer	do
Agent in Illinois for transfer of stock.....	.....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John H. Overall.....	St. Louis, Mo.....	May 12, 1903.....
Mack Ewing.....	do	do
J. G. Shelton.....	do	do
Wm. G. Schofield	do	do
J. S. Walsh, Jr.....	do	do
H. H. Wernse.....	do	do
J. M. Hamill.....	Bellville, Ill.....	do
A. W. Hope.....	Alton, Ill	do
H. D. Heuer	St. Louis, Mo.....	do

ST. LOUIS MERCHANTS' BRIDGE TERMINAL RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	C. C. Rainwater.....	St. Louis, Mo.....
Vice President.....	C. D. K. Walsh.....	do.....
Secretary.....	H. D. Heuer.....	do.....
Treasurer.....	F. C. Doab.....	do.....
General Counsel.....	John H. Overall.....	do.....
Auditor.....	James Hanna.....	do.....
General Superintendent.....	Daniel Boeck.....	do.....
Superintendent.....	Edward Dunlop.....	do.....
Superintendent of Telegraph.....	E. A. Chenery.....	do.....
Freight Agent.....	F. X. Roederer.....	do.....
General Passenger Agent.....	V. W. Fisher.....	do.....
General Ticket Agent.....	do.....	do.....
Agent in Illinois for transfer of stock....	East St. Louis Trust and Savings Bank.....	East St. Louis.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. C. Rainwater.....	St. Louis, Mo.....	Nov. 8, 1902.....
C. D. McLure.....	do.....	do.....
E. L. Benvist.....	do.....	do.....
D. R. Francis.....	do.....	do.....
J. M. Bofinger.....	do.....	do.....
J. J. Taussig.....	do.....	do.....
C. K. D. Walsh.....	do.....	do.....
J. H. Dieckman.....	do.....	do.....
Wm. Duncan.....	do.....	do.....
M. Ramsey.....	do.....	do.....
H. D. Heuer.....	do.....	do.....

ST. LOUIS VALLEY RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	J. G. Shelton.....	St. Louis, Mo.....
First Vice President.....	W. S. Forman.....	East St. Louis, Ill.....
Secretary.....	F. O. Dubrouillet.....	St. Louis, Mo.....
Treasurer.....	do.....	do.....
General Counsel.....	W. S. Forman.....	East St. Louis, Ill.....
General Solicitor.....	do.....	do.....
General Attorney.....	do.....	do.....
Auditor.....	A. Hamilton.....	St. Louis, Mo.....
General Manager.....	Wm. E. Guy.....	do.....
Chief Engineer.....	B. L. Brown.....	do.....
General Superintendent.....	W. H. Gridley.....	do.....
Agent in Illinois for transfer of stock....	W. S. Forman.....	East St. Louis, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. S. Forman.....	East St. Louis, Ill.....	June, 1903.....
Morris Jeffries.....	do.....	do.....
E. Lockett.....	do.....	June, 1904.....
F. O. Dubrouillet.....	St. Louis, Mo.....	do.....
J. G. Shelton.....	do.....	June, 1905.....

SOUTH CHICAGO RAILROAD COYPANY.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	New York, N. Y.....
Vice President.....	J. C. Welling.....	Chicago, Ill.....
Second Vice President.....	J. T. Harahan.....	do.....
Secretary.....	W. G. Bruen.....	do.....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....
Agent in Illinois for transfer of stock....	W. G. Bruen.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish.....	New York, N. Y.....	October, 1902.....
J. C. Welling.....	Chicago, Ill.....	do.....
J. T. Harahan.....	do.....	do.....
B. F. Ayer.....	do.....	October, 1903.....
W. G. Bruen.....	do.....	do.....

SOUTH SIDE ELEVATED RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Leslie Carter.....	Chicago, Ill.....
Vice President.....	Thies J. Lefens.....	do.....
Secretary and Treasurer.....	John H. Glade.....	do.....
Counsel.....	Noble B. Judah.....	do.....
Attorney.....	Edward C. Nichols.....	do.....
General Manager.....	Marcellus Hopkins.....	do.....
Auditor.....	Horace F. Hardy.....	do.....
Engineer, Maintenance.....	Garrett F. Seeley.....	do.....
Engineer, Power House.....	A. L. Hadin.....	do.....
Superintendent.....	James F. Morrison.....	do.....
Store Keeper.....	Alonzo Nelson.....	do.....
Agent in Illinois for transfer of stock....	J. H. Glade.....	do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Joseph Leiter.....	Chicago, Ill.....	January, 1903.....
Byron L. Smith.....	do.....	do.....
Wm. B. Walker.....	do.....	January, 1904.....
E. Buckingham.....	do.....	do.....
Leslie Carter.....	do.....	do.....
Geo. E. Adams.....	do.....	January, 1905.....
Chauncey J. Blair.....	do.....	do.....
Thies J. Lefens.....	do.....	January, 1906.....
Chas. H. Walker.....	do.....	do.....

SOUTHERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Samuel Spencer	New York, N. Y.
First Vice President	A. B. Andrews	Raleigh, N. C.
Second Vice President	W. W. Finley	Washington, D. C.
Third Vice President	Frank S. Gannon	do
Fourth Vice President	J. M. Culp	do
Secretary	R. D. Lankford	New York, N. Y.
Treasurer	H. C. Ansley	Washington, D. C.
General Counsel	Francis Lynde Stetson	New York, N. Y.
Auditor	A. H. Plant	Washington, D. C.
Assistant Auditor	E. H. Kemper	do
General Manager	C. H. Ackert	do
General Manager	H. B. Spencer	St. Louis, Mo.
Assistant General Manager	R. A. Dugan	Washington, D. C.
Engineer of Construction	W. H. Wells	do
General Superintendent	J. H. Sands	Salisbury, N. C.
General Superintendent	J. A. Dodson	Chattanooga, Tenn.
Superintendent of Telegraph	C. A. Darlton	Washington, D. C.
Traffic Manager, Passenger	W. A. Turk	do
Traffic Manager, Freight	T. C. Powell	do
Assistant Traffic Manager	Lee McClung	Louisville, Ky.
General Freight Agent	E. A. Neil	Washington, D. C.
General Passenger Agent	S. H. Hardwick	do
Land and Industrial Agent	M. V. Richards	do
Agent in Illinois for transfer of stock	East St. Louis Trust and Savings Bank	East St. Louis, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Line.
Alexander B. Andrews	Raleigh, N. C.	Until their successors are elected
Joseph Bryan	Richmond, Va.	do
Harris C. Fahnestock	New York, N. Y.	do
William W. Finley	Washington, D. C.	do
Robert M. Gallaway	New York, N. Y.	do
Samuel M. Inman	Atlanta, Ga.	do
Adrian Iselin, Jr.	New York, N. Y.	do
Samuel Spencer	do	do
Charles Steele	do	do
James T. Woodward	do	do
George W. Maslin	do	do

SUBURBAN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	L. S. Owsley	Chicago, Ill.
Vice President	F. H. Roeschlant	do
Secretary	E. C. Veasey	do
Assistant Secretary	F. H. Roeschlant	do
Treasurer	E. C. Veasey	do
Agent in Illinois for transfer of stock	do	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
L. S. Owsley.....	Chicago, Ill.....	December, 1902.....
F. H. Roeschiant.....	..do.....	..do.....
Charles E. Yerkes.....	..do.....	..do.....
Wm. G. Adams.....	..do.....	December, 1903.....
E. C. Veasey.....	..do.....	..do.....

ST. LOUIS & BELLEVILLE ELECTRIC RY. CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	Geo. J. Kobresch.....	St. Louis, Mo.....
Vice President.....	L. C. Haynes.....	East St. Louis, Ill.....
Secretary.....	Edward Abend, Jr.....	..do.....
Treasurer.....	..do.....	..do.....
Agent in Illinois for transfer of stock.....	..do.....	..do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Geo. J. Kobresch.....	St. Louis, Mo.....	July 7, 1902.....
L. C. Haynes.....	East St. Louis, Ill.....	..do.....
J. A. Day.....	Belleville, Ill.....	..do.....
J. N. Bramlette.....	East St. Louis, Ill.....	..do.....
Edward Abend, Jr.....	..do.....	..do.....

ST. LOUIS & CAIRO RAILROAD CO.

(Operated by M. & O. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	F. A. Horsey.....	New York, N. Y.....
First Vice President.....	F. Bross.....	Cairo, Ill.....
Secretary.....	Paul W. Abt.....	East St. Louis, Ill.....
Treasurer.....	F. A. Horsey.....	New York, N. Y.....
Agent in Illinois for transfer of stock.....	Paul W. Abt.....	East St. Louis, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
David S. Landsen.....	Cairo, Ill.....	1903.....
Harry B. Halliday.....	..do.....	1903.....
Paul W. Abt.....	East St. Louis, Ill.....	1903.....
E. L. Russell.....	Mobile, Ala.....	1904.....
E. L. Smithers.....	New York, N. Y.....	1904.....
F. Bross.....	Cairo, Ill.....	1904.....
I. C. Edwards.....	St. Louis, Mo.....	1905.....
F. A. Horsey.....	New York, N. Y.....	1905.....
M. M. Stephens.....	East St. Louis, Ill.....	1905.....

SOUTH CHICAGO & SOUTHERN RAILROAD COMPANY, (THE).

(Operated by Penn. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Joseph Wood.....	Pittsburg, Pa
Vice President.....	James McCrea .....	..do
Secretary	S. B. Liggett .....	..do
Treasurer	T. H. B. McKnight.....	..do
Auditor	Jno. W. Renner.....	..do
Agent in Illinois for transfer of stock....	Wm. Borner.....	Chicago, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Jos. Wood.....	Pittsburg, Pa	April, 1903
E. A. Dawson.....	Chicago, Ill .....	..do
F. J. Loesch .....	..do .....	..do
Fred W. Belz .....	..do	April, 1904
Wm. Borner .....	..do .....	..do
James McCrea.....	Pittsburg, Pa	April, 1905
Geo. Willard.....	Chicago, Ill .....	..do

ST. CLAIR, MADISON & ST. LOUIS BELT RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
President	John F. Barnard.....	Alton, Ill.....
First Vice President.....	Edward Whitaker.....	St. Louis, Mo.....
Treasurer	L. A. Handy.....	..do
Superintendent	Wm. Graham.....	Alton, Ill.....
Agent in Illinois for transfer of stock....	Wm. Graham.....	..do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. F. Barnard	St. Joseph, Mo.....	Dec. 21, 1902.....
Edward Whitaker.....	St. Louis, Mo.....	..do
E. F. Leonard	Springfield, Ill.....	..do
F. M. Horner.....	East St. Louis, Ill.....	..do
Wm. Graham	Alton, Ill.....	..do

ST. LOUIS, ALTON & TERRE HAUTE RAILROAD CO.

(Operated by I. C. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish.....	New York, N. Y.....
Vice President	J. C. Welling.....	Chicago, Ill.....
Second Vice President.....	J. T. Harahan.....	do.....
Secretary	W. G. Bruen.....	do.....
Treasurer	J. F. Titus.....	do.....
Agent in Illinois for transfer of stock....	W. G. Bruen.....	do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish.....	New York, N. Y.....	October, 1902.....
J. C. Welling.....	Chicago, Ill.....	do.....
J. T. Harahan.....	do.....	do.....
B. W. Pope.....	DuQuoin, Ill.....	do.....
G. W. Parker.....	St. Louis, Mo.....	do.....
W. H. Murphy.....	Pinckneyville, Ill.....	October, 1903.....
F. M. Youngblood.....	Carbondale, Ill.....	do.....
C. B. Cole.....	Chester, Ill.....	do.....
C. F. Parker.....	St. Louis, Mo.....	do.....
Ed. Abend.....	Belleville, Ill.....	October, 1904.....
P. T. Chapman.....	Vienna, Ill.....	do.....
W. W. Clemens.....	Marion, Ill.....	do.....
W. R. Ward.....	Benton, Ill.....	do.....

ST. LOUIS, BELLEVILLE & SOUTHERN RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President	C. F. Parker.....	Chicago, Ill.....
Vice President	J. F. Titus.....	do.....
Secretary	W. G. Bruen.....	do.....
Treasurer	E. T. H. Gibson.....	New York, N. Y.....
Agent in Illinois for transfer of stock....	W. G. Bruen.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. T. Harahan.....	Chicago, Ill.....	October, 1902.....
G. A. Koerner.....	Belleville, Ill.....	do.....
J. F. Titus.....	Chicago, Ill.....	do.....
J. C. Welling.....	do.....	October, 1903.....
C. F. Parker.....	do.....	do.....

ST. LOUIS, TROY & EASTERN RAILROAD CO!

OFFICERS.

Title.	Name.	Location of Office.
President	Edwin H. Conrades.....	St. Louis, Mo.....
Vice President	W. S. Forman.....	East St. Louis, Ill.....
Secretary	Jul. L. Winkelmeyer.....	St. Louis, Mo.....
Assistant Secretary and Treasurer.....	W. F. Gould.....	do.....
General Counsel.....	W. S. Forman.....	East St. Louis, Ill.....
General Attorney.....	W. S. Forman.....	do.....
General Manager.....	E. C. Donk.....	St. Louis, Mo.....
Chief Engineer.....	R. L. Kneedler.....	do.....
General Superintendent.....	Beriah Warren.....	do.....
General Freight Agent.....	W. C. Johnston.....	do.....
Agent in Illinois for transfer of stock....	W. S. Forman.....	East St. Louis, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Edwin H. Conrades.....	St. Louis, Mo.....	Nov. 30, 1902.....
F. J. Traunmiller.....	do.....	do.....
Robert Bethmann.....	East St. Louis, Ill.....	do.....
Jul. L. Winkelmeyer.....	St. Louis, Mo.....	do.....
S. D. Sexton.....	do.....	do.....
W. S. Forman.....	do.....	do.....

ST. LOUIS, VANDALIA & TERRE HAUTE RAILROAD CO.

(Operated by I. H. & I. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	James McCrea.....	Pittsburg, Pa.....
Vice President	Joseph Wood.....	do.....
Secretary	S. B. Liggett.....	do.....
Treasurer.....	T. H. B. McKnight.....	do.....
Assistant Secretary.....	C. D. Hoiles.....	Greenville, Ill.....
Auditor.....	John W. Renner.....	Pittsburg, Pa.....
Agent in Illinois for transfer of stock....	C. D. Hoiles.....	Greenville, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James McCrea.....	Pittsburg, Pa.....	Jan. 14, 1903.....
Joseph Wood.....	do.....	do.....
J. J. Turner.....	do.....	do.....
C. B. Taylor.....	do.....	do.....
J. J. Brooks.....	do.....	do.....
E. O. Stanard.....	St. Louis, Mo.....	do.....
Chas. H. Seybt.....	Highland, Ill.....	do.....
R. L. Dulaney.....	Marshall, Ill.....	do.....
W. R. Donaldson.....	St. Louis, Mo.....	do.....

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.

OFFICERS.

Name.	Postoffice Address.	Date of Expiration of Term.
President	Julius S. Walsh	St. Louis, Mo.
Vice President	W. S. McChesney, Jr. ....	..do
Secretary	James Hanna .....	..do
Treasurer	A. H. Calef	New York City
General Counsel	M. F. Watts	St. Louis, Mo.
Auditor	James Hanna .....	..do
General Manager	W. S. McChesney, Jr. ....	..do
General Superintendent	Daniel Breck .....	..do
Superintendent	Edward Dunlop .....	..do
Superintendent of Telegraph	E. A. Cheney .....	..do
Freight Agent	F. X. Roederer .....	..do
General Passenger Agent	V. W. Fisher .....	..do
General Ticket Agent	V. W. Fisher .....	..do
General Baggage Agent	W. M. Steele .....	..do
Agent in Illinois for transfer of stock	East St. Louis Trust and Savings Bank	East St. Louis

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Julius S. Walsh	St. Louis, Mo.	Mar. 3, 1903.
Russell Harding .....	..do .....	..do
C. G. Warner .....	..do .....	..do
Joseph Ramsey, Jr. ....	..do .....	..do
H. I. Miller .....	..do .....	..do
M. H. Smith	Louisville, Ky. ....	..do
E. F. Osborn	Cincinnati, Ohio. ....	..do
W. M. Greene .....	..do .....	..do

TERRE HAUTE & INDIANAPOLIS RAILROAD CO.

OFFICERS.

Title.	Name.	Location of Office.
Receiver	V. T. Malott	Indianapolis, Ind.
President	James McCrear	Pittsburgh, Pa.
Secretary	Geo. E. Farrington	Terre Haute, Ind.
Treasurer	R. B. Thompson .....	..do
Assistant to Receiver	E. R. Darlow	Indianapolis, Ind.
General Counsel	John G. Williams .....	..do
Auditor	W. S. Roney	Terre Haute, Ind.
General Manager	H. I. Miller	St. Louis, Mo.
Division Superintendent	W. C. Downing	Terre Haute, Ind.
Division Superintennent	J. O. Crockett .....	..do
Superintendent of Telegraph	C. E. McKim	Pittsburgh, Pa.
General Freight Agent	N. W. Taylor	St. Louis, Mo.
Assistant General Freight Agent	W. H. Coleman .....	..do
General Passenger Agent	E. A. Ford .....	..do
Assistant General Passenger Agent	J. M. Chesbrough .....	..do
General Baggage Agent	R. R. Bentley	Pittsburgh, Pa.
Agent in Illinois for transfer of stock	C. D. Holies	Greenville, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James McCrea.....	Pittsburgh, Pa.....	January, 1903.....
Jas. J. Turner.....	..do.....	..do.....
Joseph Wood.....	..do.....	..do.....

TERRE HAUTE & PEORIA RAILROAD COMPANY.

(Operated by T. H. & I. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	James McCrea.....	Pittsburgh, Pa.....
First Vice President.....	James J. Turner.....	..do.....
Secretary.....	Geo. E. Farrington.....	Terre Haute, Ind.....
Treasurer.....	R. B. Thompson.....	..do.....
Agent in Illinois for transfer of stock....	E. D. Usner.....	Peoria, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James McCrea.....	Pittsburgh, Pa.....	January, 1903.....
James J. Turner.....	..do.....	..do.....
James E. Parrish.....	Paris, Ill.....	..do.....
Chas. O. Chestnut.....	..do.....	..do.....
T. J. Golden.....	Marshall, Ill.....	..do.....

TOLEDO, PEORIA & WESTERN RY. CO.

OFFICERS.

Title.	Name.	Location of Office.
President.....	E. F. Leonard.....	Peoria, Ill.....
Secretary.....	E. D. Usner.....	..do.....
Treasurer.....	E. F. Leonard.....	..do.....
General Counsel.....	W. S. Horton.....	..do.....
Auditor.....	E. D. Usner.....	..do.....
General Superintendent.....	E. N. Armstrong.....	..do.....
Superintendent of Telegraph.....	C. B. Plantz.....	..do.....
General Freight Agent.....	D. Mowat.....	..do.....
General Passenger Agent.....	E. N. Armstrong.....	..do.....
General Ticket Agent.....	E. N. Armstrong.....	..do.....
General Baggage Agent.....	E. N. Armstrong.....	..do.....
Agent in Illinois for transfer of stock....	E. D. Usner.....	..do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Joseph Wood	Pittsburgh, Pa.	September, 1902
W. W. Baldwin	Burlington, Ia. ....	..do
C. M. Dawes	Chicago, Ill.	September, 1903
Franklin H. Head .....	..do .....	..do
E. F. Leonard	Springfield, Ill. ....	..do

TOLUCA & EASTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Charles J. Devlin	Topeka, Kas
First Vice President	John L. Christopher .....	..do
Secretary	Henry Duggan	Topeka, Ill
Treasurer	Charles J. Devlin	Topeka, Kas
Assistant Secretary	W. A. Stephens	Topeka, Ill
Comptroller	W. A. Stephens .....	..do
Auditor	Jonathan D. Norton	Topeka, Kas
General Manager	Henry Duggan	Topeka, Ill
Chief Engineer	Charles S. Henning .....	..do
Agent in Illinois for transfer of stock	W. A. Stephens .....	..do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. Anderson	Marquette, Ill.	January, 1903
John L. Christopher	Topeka, Kas .....	..do
W. A. Stephens	Topeka, Ill .....	..do
Henry Duggan .....	..do	January, 1904
Charles J. Devlin	Spring Valley, Ill. ....	..do
Joseph S. Wylie	Davenport, Iowa .....	..do
Henry J. Miller	Spring Valley, Ill	January, 1905
James E. Porterfield	Topeka, Ill .....	..do
W. W. Twist .....	..do .....	..do

TOLUCA, MARQUETTE & NORTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Chas. J. Devlin	Topeka, Kas
Assistant to the President	W. A. Stephens	Topeka, Ill
First Vice President	John L. Christopher	Topeka, Kas
Secretary	Henry Duggan	Topeka, Ill
Treasurer	W. A. Stephens .....	..do
Assistant Secretary	W. A. Stephens .....	..do
General Attorney	R. B. Gilluly	Topeka, Kas
Comptroller	W. A. Stephens	Topeka, Ill
Auditor	Jas. Mannix .....	..do
General Manager	Chas. J. Devlin	Topeka, Kas
Chief Engineer	W. J. Hoscheidt	Magnolia, Ill
Superintendent	L. C. Badgley .....	..do
General Freight Agent	John G. Miller	Chicago, Ill
Assistant General Freight Agent	Wm. Costello	Topeka, Ill
General Passenger Agent	Wm. Costello .....	..do
Agent in Illinois for transfer of stock	W. A. Stephens .....	..do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. Anderson	Princeton, Ill.	August 1, 1902
W. A. Stephens	Toluca, Ill.	do
W. W. Twist	do	do
Chas. J. Devlin	Topeka, Kas.	August 1, 1903
Henry Duggan	Toluca, Ill.	do
J. S. Wylie	Davenport, Iowa	do
J. W. Thornton	Magnolia, Ill.	May 13, 1905
John L. Christopher	Topeka, Kas.	do
D. M. Wood	Toluca, Ill.	do

TOLEDO, ST. LOUIS & WESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Wm. A. Read	New York City
President	Benjamin Norton	Toledo, Ohio
First Vice President	Henry Budge	New York, N. Y.
Secretary	Jos. H. Seaman	do
Treasurer	Jos. H. Seaman	do
Asst. Secretary and Asst. Treasurer	M. L. Crowell	Toledo, Ohio
General Counsel	A. H. Joline	New York, N. Y.
General Solicitor	Clarence Brown	Toledo, Ohio
General Auditor	W. F. Booth	do
General Superintendent	Jas. L. Frazier	Frankfort, Ind.
Division Superintendent	K. A. Gohring	do
Superintendent of M. P. and E.	A. J. Ball	do
Superintendent of Car Service	D. F. Milne	do
Superintendent of Telegraph	K. A. Gohring	do
General Traffic Manager	C. D. Whitney	Toledo, Ohio
Assistant General Freight Agent	T. J. Cook	do
General Passenger Agent	T. J. Cook	do
Assistant General Passenger Agent	C. W. Mordoff	do
Agent in Illinois for transfer of stock .....	.....	.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. A. Read	New York, N. Y.	October 30, 1902
F. P. Olcott	do	do
Henry Budge	do	do
Thos. H. Hubbard	do	do
J. Kennedy Tod	do	do
Chas. H. Tweed	do	do
J. Crosby Brown	do	do
J. J. Emery	do	do
C. S. W. Packard	Philadelphia, Pa.	do
Benj. Norton	Toledo, Ohio	do
Alfred R. Pick	New York, N. Y.	do

UNION CONSOLIDATED ELEVATED RAILWAY COMPANY

(Operated by M. W. S. E. Ry. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President	Wm. G. Adams	Chicago, Ill.
Secretary and Treasurer	W. V. Griffin	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. W. Miller	New York, N. Y.	December 4, 1901
Wm. G. Adams	Chicago, Ill.	do
W. V. Griffin	do	do
Leighton Calkins	New York, N. Y.	December 3, 1902
Clarence A. Knight	Chicago, Ill.	do

UNION STOCK YARDS & TRANSIT COMPANY.

(Operated by C. J. Ry. Co.)

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	N. Thayer	Boston, Mass.
President	J. A. Spoor	Chicago, Ill.
First Vice President	F. S. Winston	do
Secretary	C. D. Moyer	do
General Counsel	Winston, Babcock, Strawn & Shaw	do
General Solicitor		
General Attorney		
Auditor	C. C. Chace	do
General Manager	A. G. Leonard	do
Chief Engineer	J. B. Cox	do
General Superintendent	J. H. Ashby	do
Agent in Illinois for transfer of stock	C. D. Moyer	do

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
N. Thayer	Boston, Mass.	June 21, 1903
J. A. Spoor	Chicago, Ill.	do
A. H. Veeder	do	do
P. A. Valentine	do	do
F. S. Winston	do	do
F. B. Doud	do	do
L. Funk	Bloomington, Ill.	do

WABASH RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	O. D. Ashley	New York, N. Y.
President	J. Ramsey, Jr.	St. Louis, Mo.
Vice President	Edgar T. Welles	New York, N. Y.
Second Vice President	Milton Knight	St. Louis, Mo.
Third Vice President	Wells H. Blodgett	do
Secretary	J. C. Otteson	New York, N. Y.
Treasurer	F. L. O'Leary	St. Louis, Mo.
General Counsel	Wells H. Blodgett	do
General Solicitor	do	do
Auditor	H. B. Howard	do
Assistant Auditor	E. B. Pryor	do
Chief Engineer	W. S. Newhall	do
General Superintendent	H. L. Magee	do
Division Superintendent	E. A. Gould	Peru, Ind.
Division Superintendent	A. Robertson	Decatur, Ill.
Division Superintendent	J. S. Goodrich	Moberly, Mo.
Division Superintendent	G. M. Burns	Detroit, Mich.
Division Superintendent	A. E. Robbins	Buffalo, N. Y.
Superintendent of Telegraph	G. C. Kinsman	Decatur, Ill.
Freight Traffic Manager	M. Knight	St. Louis, Mo.
General Freight Agent	S. B. Knight	do
Assistant General Freight Agent	P. W. Coyle	do
General Passenger Agent	C. S. Crane	do
Assistant General Passenger Agent	H. V. P. Taylor	do
General Ticket Agent	C. S. Crane	do
Assistant General Ticket Agent	H. P. V. Taylor	do
General Baggage Agent	S. H. Overholt	do
Agent in Illinois for transfer of stock	F. A. Palmer	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. D. Ashley	New York, N. Y.	2d Tuesday in Oct., 1902 .
Geo. J. Gould	do	do
Edgar T. Welles	do	do
Henry K. McHarg	do	do
C. J. Lawrence	do	do
P. B. Wyckoff	do	do
S. C. Reynolds	Toledo, O.	do
Edwin Gould	New York, N. Y.	do
Thos. H. Hubbard	do	do
John T. Terry	do	do
Russell Sage	do	do
J. Ramsey, Jr.	St. Louis, Mo.	do
James Hazen Hyde	New York, N. Y.	do

WAUKEGAN & MISSISSIPPI VALLEY RY. CO.

OFFICERS.

Title.	Name.	Location of Office.
President	J. S. Keefe	Chicago, Ill.
Secretary and Treasurer	A. F. Allen	do
Auditor	C. A. Vogt	Cleveland, O.
Agent in Illinois for transfer of stock	A. F. Allen	Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. S. Keefe.....	Chicago, Ill.....	February, 1903.....
Wm. P. Palmer.....	Cleveland, O.....	February, 1904.....
Wm. Edenborn.....	New York, N. Y.....	February, 1905.....

WABASH, CHESTER & WESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	Nathan Cole.....	St. Louis, Mo.....
First Vice President.....	Chas. B. Cole.....	Chester, Ill.....
Secretary	Harry C. Cole.....	..do.....
Treasurer	Chas. B. Cole.....	..do.....
General Attorney	H. C. Harner.....	..do.....
Auditor	C. E. Kingsbury.....	..do.....
General Manager.....	Chas. B. Cole.....	..do.....
General Superintendent.....	H. Mason.....	..do.....
General Freight Agent.....	C. E. Kingsbury.....	..do.....
General Passenger Agent.....	..do.....	..do.....
Agent in Illinois for transfer of stock.....	H. C. Cole.....	..do.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Nathan Cole.....	St. Louis, Mo.....	March, 1903.....
Chas. B. Cole.....	Chester, Ill.....	March, 1904.....
Harry C. Cole.....	..do.....	..do.....
J. J. Morrison.....	..do.....	March, 1905.....
H. C. Horner.....	..do.....	..do.....

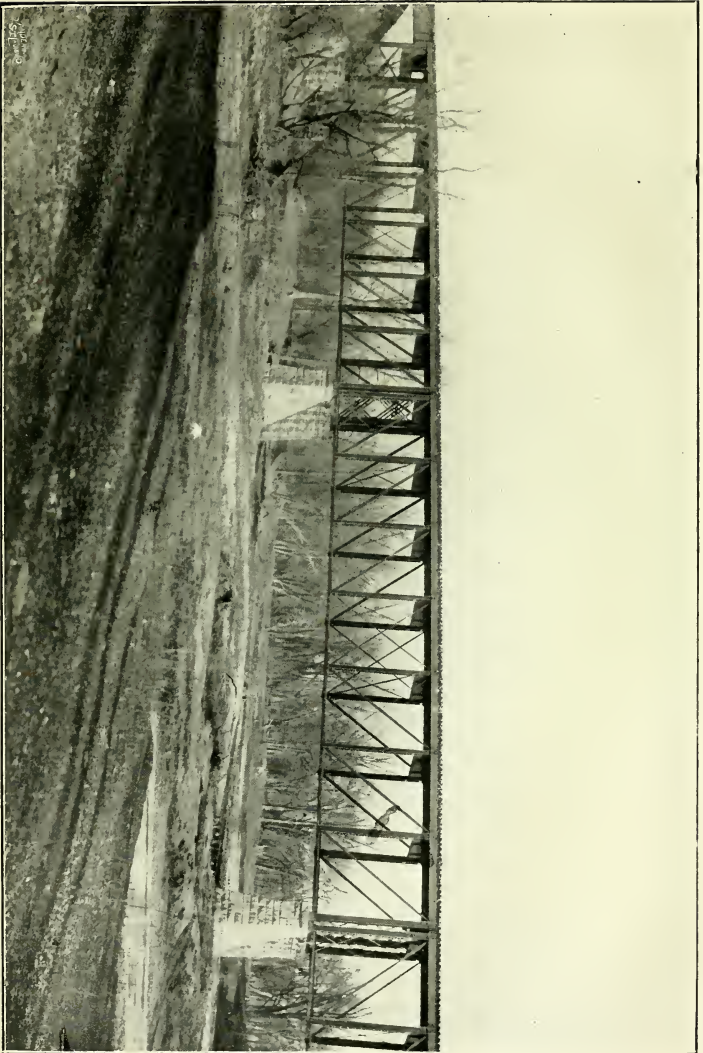
WISCONSIN CENTRAL RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Wm. L. Bull.....	New York, N. Y.....
President	Henry F. Whitcomb.....	Milwaukee, Wis.....
Secretary	Charles M. Morris.....	..do.....
Treasurer	W. R. Hancock.....	..do.....
General Counsel.....	Edward W. Sheldon.....	New York, N. Y.....
General Counsel.....	Howard Morris.....	Milwaukee, Wis.....
Comptroller and Auditor.....	Robert Toombs.....	..do.....
Chief Engineer.....	Charles N. Kalk.....	..do.....
General Superintendent.....	Earl F. Potter.....	..do.....
Division Superintendent.....	A. R. Horn.....	Fond du lac, Wis.....
Division Superintendent.....	E. H. Cutter.....	Abbotsford, Wis.....
Superintendent of Telegraph.....	P. W. Drew.....	Milwaukee, Wis.....
General Freight Agent.....	Burton Johnson.....	..do.....
Assistant General Freight Agent.....	C. E. Wilson.....	..do.....
Assistant General Freight Agent.....	F. J. Erfert.....	..do.....
General Passenger Agent.....	J. C. Pond.....	..do.....
Land Commissioner.....	W. H. Killen.....	..do.....
Agent in Illinois for transfer of stock.....	William F. Lord.....	Chicago, Ill.....

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. L. Bull	New York, N. Y.....	Oct. 14, 1902
John Crosby Brown .....	..do .....	..do
James C. Colgate .....	..do .....	..do
Fred T. Gates .....	..do .....	..do
Gerald L. Hoyt .....	..do .....	..do
Francis R. Hart	Boston, Mass.....	..do
Edward W. Sheldon	New York, N. Y.....	..do
William F. Vilas	Madison, Wis .....	..do
Henry F. Whitcomb	Milwaukee, Wis.....	..do
Howard Morris .....	..do .....	..do
Jos. S. Dale	New York, N. Y.....	..do



L. E. & W. R. R. Co.—STEEL BRIDGE OVER MACKINAW RIVER.

GRAIN INSPECTION AND WAREHOUSE DEPARTMENT.

REPORT OF CHIEF INSPECTOR OF GRAIN.

CHICAGO, Nov. 1, 1902.

Hon. James S. Neville, Chairman Railroad and Warehouse Commission, Springfield. Ill.

DEAR SIR—I have the honor to submit herewith the thirty-second annual report of the transactions of this office for a period beginning Nov. 1, 1901, and ending Oct. 31, 1902.

In the report submitted a year ago, a short time after my entry upon the duties of my present position, I recommended to your honorable board the immediate reduction of the working force, but not to such an extent as to lower the standard of the department for promptness and efficiency. The fears that I entertained at that time for the future have proved well founded and timely, as the reports for the 12 months show a steady decrease in receipts on all the roads entering this market, and the out inspection a comparative decrease in both cars and bushels, while, according to the financial statement, the expenditures for each month have been far above the earnings, showing a total loss of \$27,585.20 for the past year, this after reducing the force as much as practicable. The future of this department, however, is bright. The prospects for a year of hard work and large receipts is based upon the immense crops of the last harvest—corn, wheat, oats, rye and barley—in all of the grain producing states of the central west, being the largest yield for many years. The latest figure on corn indicates a total of 2,500,000,000 bushels, and this inspires the belief that the receipts of the coming year will bring the reserve fund back to its old figure, and when this is accomplished I would recommend that your honorable board reduce the fee for inspection to as low a rate as practicable, but in making this reduction you should take into consideration the increased bushels loaded in single cars, and also consider that at no future time will the earnings based on a reduced rate be as large as in the past, on account of the increased size of the cars now in use. All the roads in this age of prosperity are replacing the old rolling stock with cars of 80,000 to 100,000 pounds capacity, which necessarily means fewer cars to inspect while it might mean a larger tonnage.

During the past year and just before the new crop was harvested, your honorable board established a new grade for oats, called "Standard Oats," which was destined to fill a demand for more contract oats after eliminating the black oats from the contract grade

and utilizing a large part of oats graded 3 white oats in the past. This, I think, in time will prove to be one of the wisest rulings ever made by the board, notwithstanding that at the present time it is almost impossible to use the new grade owing to the badly stained and damaged condition of oats in the entire western crop of 1902. In average years I would figure that 75 per cent of the oats formerly graded 3 white oats could be taken into this new grade of standard oats, thus increasing the earnings of the department from regular elevators.

I believe the past year has been one in which this department has acquitted itself creditably, and when from month to month we have had to face what is commonly called "corners" and receive criticism from both sides. As a result of this criticism, two meetings between the Board of Trade and your honorable board were held to discuss the advisability of changing the grading or rules governing the inspection, and the stand taken by the chief inspector at the time of the controversy on the grading of standard oats as to dampness has since that time been highly commended. At both of these meetings the unanimous opinion as expressed by vote was to uphold the standard of all our grades, and I feel that during the remainder of my term of office there will be less agitation concerning the grades, and we will be expected in the future as in the past to inspect according to the rules.

The past year has been uneventful as regards promotions, while the reductions in all branches of the department were marked and timely, and now from time to time, as business justifies, we will be compelled to add additional men to the working force of the department. I would suggest, however, the conservative policy of this year be pursued during the coming year.

The annual convention of the National Association of Chief Grain Inspectors was held October 1, 2 and 3, at Peoria, Ill., and at the same time and place the National Grain Dealers' Association held their annual meeting. The display of samples by all the chief inspectors was the most important feature of the meeting, and the interest shown in the exhibit further indicated the importance of our association. The samples shown by this department were the center of attraction and were largely used in making the type samples of the different standard grades.

On account of the increased storage capacity of the unlicensed elevators during the past few years, and the large amount of business being done at these houses compared with the business of the licensed elevators, I have deemed it wise to make separate exhibits, in place of a combined report of cars and vessels. I think by doing this we will aid the people interested by presenting at a glance the volume of grain shipped by lake from these houses.

The official sample room established at the request of the board of trade has been in existence for more than one year, and the type samples sold are giving good satisfaction. I submit herewith in Exhibit I the report of Mr. J. F. Kendall, of the committee of appeals, who has had charge during the past year.

I have embodied in our annual report a report of cars reinspected, which will be found in Exhibit H, showing number of cars accepted for reinspection, number of cars sustained and number of cars where grade was changed. By adding this report I think we more fully show the workings of the supervising inspectors.

The rules governing the inspection, as printed in our book of Grades of Grain, as a whole are very satisfactory, but I would recommend a change in the wording of the rule relating to 2 yellow and 2 white corn (Rule 5) and white oats (Rule 6). The rule governing 2 yellow corn calls for three-fourths yellow and in 2 white corn seven-eighths white. If the grain was tendered to us according to the rules it would be impossible to accept it. I therefore would respectfully recommend that in both cases the rule be changed to 95 per cent yellow or white, and the same be applied to white oats. This change, however, would not make any change in the grading. The interested parties, as well as the inspectors, know that grain mixed three-fourths yellow and one-fourth white or red would be rejected for 2 yellow, both by the inspector and the trade. So, in order to avoid any possible litigation, I would urge that fractional division be eliminated and that 95 per cent white or yellow be substituted.

The total number of cars of grain received from the various railroads and inspected was 145,835, being 67,591 less than the preceding year. The receipts by lake and canal, all kinds of grain, was 1,218,040, being short of the preceding year 1,226,826. The total "in" inspection by lake and canal and cars, reduced to bushels, all kinds of grain, was 172,930,429, being 68,224,604 less than the preceding year. From regular elevators there was inspected into cars and lake vessels, all kinds of grain, 40,712,659 bushels, which is 16,046,774 less than the previous year. There was inspected from unlicensed elevators into lake vessels 40,087,612 bushels, also into cars, estimated in bushels, 34,206,899, making a total of 74,294,511 bushels, being 17,283,172 bushels less than the preceding year. The total amount of "out" inspection during the year from regular and unlicensed houses amounts to 115,007,170 bushels of all kinds of grain, being 33,329,946 bushels less than the preceding year. The combined total of the "in" and "out" inspection for the year is 287,937,599 bushels, being 101,554,550 less than last year. The average contents in bushels loaded in cars during the year was, wheat, 994; corn, 1,062; oats, 1,432; rye, 970; barley, 1,046; which was a small per cent more than last year.

The present force of the department consists of one chief inspector, three supervising inspectors, 16 second assistants, 11 third assistants 20 helpers, one chief clerk, one cashier, seven clerks, one stenographer, one messenger and one janitor. The inspection of grain is under the immediate supervision of Mr. William Smille and his assistants, Mr. S. H. Smith and Mr. William Bidwill, while Mr. George B. Powell, the chief clerk, has direct supervision of the office and records. To these and all other employés of the department I tender my thanks, appreciating their services in maintaining the well earned character of the service.

Index to exhibits as printed on pages following:

- Exhibit A No. 1, inspection on arrival, by months, of winter wheat.
 Exhibit A No. 2, inspection on arrival, by months, of spring wheat.
 Exhibit A No. 3, inspection on arrival, by months, of corn.
 Exhibit A No. 4, inspection on arrival, by months, of oats.
 Exhibit A No. 5, inspection on arrival, by months, of rye.
 Exhibit A No. 6, inspection on arrival, by months, of barley.
 Exhibit B No. 1, inspection on arrival, by canal and lake, of spring wheat—bushels.
 Exhibit B No. 2, inspection on arrival, by canal and lake, of corn—bushels.
 Exhibit B No. 3, inspection on arrival, by canal and lake, of oats—bushels.
 Exhibit B No. 4, inspection on arrival, by canal and lake, of barley—bushels.
 Exhibit B No. 5, grand total of inspection by canal and lake—bushels.
 Exhibit B No. 6, grand total of inspection on arrival by railroads, canal and lake.
 Exhibit C No. 1, inspection on arrival, by railroads, of winter wheat.
 Exhibit C No. 2, inspection on arrival, by railroads, of spring wheat.
 Exhibit C No. 3, inspection on arrival, by railroads, of corn.
 Exhibit C No. 4, inspection on arrival, by railroads, of oats.
 Exhibit C No. 5, inspection on arrival, by railroads, of rye.
 Exhibit C No. 6, inspection on arrival, by railroads, of barley.
 Exhibit C No. 7, grand total of inspection on arrival, by railroads.
 Exhibit D No. 1, inspection into lake vessels and cars from regular elevators—bushels.
 Exhibit D No. 2, inspection into lake vessels from unlicensed elevators—bushels.
 Exhibit D No. 3, inspection into cars from store, by months, from unlicensed elevators.
 Exhibit D No. 4, grand total of inspection from store into cars and vessels for the year.
 Exhibit E, inspection on arrival—comparative statement of inspection from 1882 to 1902, inclusive.
 Exhibit F, inspection from store—comparative statement of the “out” inspection from 1884 to 1902, inclusive.
 Exhibit G, average contents of carloads of grain on all roads—bushels.
 Comparative charges for track inspection from 1878 to 1902, inclusive.
 Exhibit H, re-inspections.
 Exhibit I, report of official sample department.
 Exhibit J, financial statement.

In conclusion I wish to express my appreciation of the kindly manner and consideration shown me during the past year by your honorable board, and trust that our mutual efforts may render satisfactory service to the public during the coming year. I have the honor to submit myself

Your obedient servant,

JOSEPH E. BIDWILL,
Chief Inspector.

EXHIBIT A—No. 2.

Inspection on Arrival—By Months.

SPRING WHEAT.

Months.	Northern.		Spring.			White.				Mixed.		Total.		
	1	2	2	3	4	N. G.	1	2	3	4	N. G.		2	3
November, 1901.....	306	191	..	484	702	44	..	..	..	..	..	3	8	1,738
December, 1901.....	4	105	..	398	309	23	..	..	..	..	..	1	7	847
January, 1902.....	8	99	..	284	267	11	..	..	..	..	..	..	15	684
February, 1902.....	1	36	2	117	123	2	..	..	..	..	..	..	..	284
March, 1902.....	1	170	..	319	167	8	..	..	..	..	..	1	9	675
April, 1902.....	5	151	..	162	117	1	..	..	..	..	..	..	..	436
May, 1902.....	6	100	1	112	67	..	..	..	..	..	..	1	10	297
June, 1902.....	3	72	2	103	56	2	..	..	..	..	..	..	..	247
July, 1902.....	19	28	..	65	42	7	..	..	..	..	..	1	3	165
August, 1902.....	2	11	..	76	65	3	8	1	1	..	..	..	..	173
September, 1902.....	140	71	1	217	403	24	15	6	..	..	..	..	4	882
October, 1902.....	92	200	..	608	553	29	13	5	..	..	6	..	..	1,506
Total cars.....	587	1,235	6	2,945	2,871	154	36	12	1	6	9	72	..	7,934

EXHIBIT A—No. 3.

Inspection on Arrival—By Months.

CORN.

Months.	Yellow.		White.		Corn.				Total.
	2	3	2	3	2	3	4	N. G.	
November, 1901.....	81	756	2	207	85	787	615	19	2,555
December, 1901.....	44	1,253	1	281	21	972	986	17	3,575
January, 1902.....	1	727	1	233	6	1,132	887	12	2,999
February, 1902.....	1	753	1	234	..	768	426	19	2,202
March, 1902.....	8	857	..	268	4	1,212	793	11	3,153
April, 1902.....	58	729	11	273	2	641	257	13	1,984
May, 1902.....	210	1,580	57	506	23	723	330	44	3,473
June, 1902.....	517	2,699	94	548	104	1,865	1,085	165	7,067
July, 1902.....	917	2,127	276	815	466	1,243	1,018	189	7,051
August, 1902.....	104	815	5	97	90	234	247	66	1,158
September, 1902.....	852	2,036	123	672	532	1,286	912	41	6,454
October, 1902.....	755	2,143	62	444	269	1,403	1,053	71	6,200
Total cars.....	3,548	15,975	633	4,578	1,605	12,256	8,609	667	47,871

EXHIBIT A—No. 4.

Inspection on Arrival—By Months.

OATS.

Months.	White.				Oats.					White Clipped.		Total.	
	1	2	Std.	3	4	1	2	3	4	N. G.	2		3
November.....	549	.....	3,024	1,021	.....	439	89	57	113	.....	137	5,339
December.....	283	.....	2,074	820	.....	228	77	34	123	.....	72	3,711
January.....	151	.....	2,197	697	.....	237	87	53	25	2	38	3,487
February.....	198	.....	1,194	358	.....	265	40	28	20	1	58	2,162
March.....	354	.....	1,404	468	.....	438	82	47	21	.....	36	2,850
April.....	361	.....	2,000	554	.....	313	63	35	35	.....	42	3,403
May.....	492	.....	2,874	687	.....	569	103	46	18	.....	43	4,832
June.....	257	.....	2,388	789	.....	218	86	42	38	2	34	3,854
July.....	2	147	797	1,519	653	1	399	538	104	86	2	46	4,294
August.....	1	12	498	2,217	2,471	208	798	243	447	48	6,943
September.....	3	36	332	1,667	2,963	94	363	289	437	2	4	6,240
October.....	1	23	163	1,338	3,236	80	200	169	299	1	5,510
Total cars...	7	2,863	1,790	23,896	14,717	1	3,398	2,526	1,147	1,712	9	559	52,625

EXHIBIT A—No. 5.

Inspection on Arrival—By Months.

RYE.

Months.	Rye.					Total.
	1	2	3	4	N. G.	
November, 1901.....	.....	372	60	5	1	438
December, 1901.....	.....	194	24	4	.....	222
January, 1902.....	1	97	26	9	1	134
February, 1902.....	.....	36	8	3	.....	47
March, 1902.....	.....	29	8	12	.....	49
April, 1902.....	.....	33	7	8	.....	48
May, 1902.....	.....	25	10	8	.....	43
June, 1902.....	.....	55	13	8	.....	76
July, 1902.....	.....	64	111	30	8	213
August, 1902.....	.....	203	216	130	54	603
September, 1902.....	1	187	207	137	114	646
October, 1902.....	.....	78	125	94	46	343
Total cars.....	2	1,373	815	448	224	2,862

EXHIBIT A—No. 6.

Inspection on Arrival—By Months.

BARLEY.

Months.	Bay Brewing.			Chevallier.			2	3	4	5	N. G.	Total
	1	2	3	1	2	3						
November, 1901.....	.....	18	6	.....	.....	.....	5	1,100	655	119	56	1,959
December, 1901.....	3	10	7	.....	.....	.....	2	1,062	711	117	31	1,943
January, 1902.....	12	18	16	.....	.....	.....	1	399	439	82	17	984
February, 1902.....	.....	.....	4	.....	.....	.....	.....	392	247	44	7	694
March, 1902.....	.....	.....	.....	.....	.....	.....	.....	261	181	39	11	492
April, 1902.....	.....	.....	.....	.....	.....	.....	.....	168	117	54	7	346
May, 1902.....	.....	1	.....	.....	.....	.....	.....	241	157	38	11	443
June, 1902.....	.....	.....	.....	.....	.....	.....	.....	105	113	23	6	247
July, 1902.....	.....	.....	.....	.....	.....	1	.....	48	72	27	6	154
August, 1902.....	.....	.....	2	.....	.....	.....	1	105	273	34	20	435
September, 1902.....	.....	1	.....	.....	.....	.....	.....	429	895	105	90	1,520
October, 1902.....	.....	2	.....	1	.....	1	.....	370	1,385	261	55	2,075
Total cars.....	15	50	35	1	.....	2	9	4,690	5,245	938	317	11,292

EXHIBIT B—No. 1.

Inspection on Arrival—By Lake and Canal—Bushels.

SPRING WHEAT.

Months.	Northern Spring.	Northern Spring.	Spring.	Spring.	Total.
	1	2	4	N. G.	
December, 1901.....	.....	85,920	.....	.....	85,920
June, 1902.....	.....	25,061	.....	.....	25,061
September, 1902.....	53,439	.....	.....	.....	53,439
October, 1902.....	294,500	93,200	1,200	1,800	396,700
Total.....	347,939	204,181	1,200	1,800	555,120

EXHIBIT B—No. 2.

Inspection on Arrival—By Lake and Canal—Bushels.

CORN.

Months.	Yellow.		White.		2	3	4	N. G.	Total.
	2	3	2	3					
November, 1901	3,300				1,000	64,800			69,100
May, 1902		70,600		10,600		17,500	16,600		115,300
June, 1902		13,500							13,500
July, 1902	2,700	18,800		1,400		4,500	5,000		32,400
August, 1902						4,000	3,700	5,200	12,900
September, 1902	5,000	13,000			32,000	79,100			129,100
October, 1902	10,400	3,000			109,600	53,800			176,800
Total	21,400	118,900		12,000	142,600	223,700	25,300	5,200	549,100

EXHIBIT B—No. 3.

Inspection on Arrival—By Lake and Canal—Bushels.

OATS.

Months.	White.		2	3	4	N. G.	White Clipped.	Total.
	3	4						
May, 1902		29,520						29,520
July, 1902	1,000							1,000
Total	1,000	29,520						30,520

EXHIBIT B—No. 4.

Inspection on Arrival—By Lake and Canal—Bushels.

BARLEY.

Months.	3	Total.
May, 1902	83,300	83,300
Total	83,300	83,300

EXHIBIT B—No. 5.

*Grand Total of Inspection—By Lake and Canal.*BUSHEL^S.

Months.	Spring Wheat.	Corn.	Oats.	Barley.	Total.
November, 1901.....	85,920	69,100	.....	.....	155,020
May, 1902.....	.....	115,300	2952,0	83,300	228,120
June, 1902.....	25,061	13,500	.....	.....	38,561
July, 1902.....	.....	32,400	1,000	.....	33,400
August, 1902.....	.....	12,900	.....	.....	12,900
September, 1902.....	53,439	129,100	.....	.....	182,539
October, 1902.....	390,700	176,800	.....	.....	567,500
Total.....	555,120	549,100	30,520	83,300	1,218,040

Grand Total of Inspection on Arrival—By Lake, Canal and Railroad.

Months.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Total.
November, 1901.....	1,033	1,738	2,555	5,389	438	1,959	13,062
December, 1901.....	374	847	3,575	3,711	222	1,943	10,672
January, 1902.....	190	684	2,999	3,487	134	1,984	8,478
February, 1902.....	205	284	2,202	2,162	47	694	5,594
March, 1902.....	308	675	3,153	2,850	49	492	7,527
April, 1902.....	462	436	1,994	3,403	48	346	6,679
May, 1902.....	396	297	3,473	4,832	43	443	9,454
June, 1902.....	452	247	7,087	3,854	76	247	11,943
July, 1902.....	4,524	165	7,051	4,294	213	154	16,401
August, 1902.....	8,113	173	1,158	6,943	603	435	17,425
September, 1902.....	5,322	882	6,454	6,240	646	1,520	21,064
October, 1902.....	1,872	1,506	6,200	5,510	343	2,075	17,506
Total.....	23,251	7,934	47,871	52,625	2,862	11,292	145,835
Total estimated bushels.....							
Total bushels received by lake and canal, as shown by Exhibit B, 5.....	22,762,729	8,164,066	50,839,002	75,369,000	2,776,140	11,811,432	171,712,389
Grand total, bushels.....	22,762,729	555,120	549,100	30,520	.....	88,300	1,218,040
Grand total, bushels.....	22,762,729	8,719,206	51,388,102	75,389,520	2,776,140	11,894,732	182,980,429

EXHIBIT C—No. 1.

Inspection on Arrival—By Railroads.

Railroads.	White.				Hard.				Red.				Colorado.				Total.
	N. G.		4		N. G.		4		N. G.		4		N. G.		4		
	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
C. B. & Q.	1	29	91	13	286	930	418	92	94	2,266	359	3	3	7,146			
C. R. I. & P.		9	59	9	279	263	269	12	125	590	91	6	6	2,069			
C. & A.		17	81	5	277	719	719	5	21	1,108	94	1	1	3,527			
I. C.		8	21	6	89	105	18	4	48	1,417	91	1	1	1,155			
I. C., Fp. Div.					7	3	3			1	1			12			
C. & N. W., Gal. Div.		7	17		23	75	6		2	4	4			117			
C. & N. W., Wis. Div.	1								21	40	16		12	114			
Wabash		9	14	10		42	9	3	6	712	131			1,288			
C. & E. I.						1	2		27	344	82			478			
C. M. & St. P.	5	15	1		9	370	91	10	19	383	11	21	2	978			
Wisconsin Central										1			3	6			
C. G. W.					32	309	63	32	43	290	75		5	1,167			
A. T. & S. F.		29	72	26	143	769	127	30	152	925	453		2	2,914			
P., J. & E.		1			843	306	34	3	16	27	17			2,914			
Special		8	17	3	43	81	8		132	406	71			1,278			
Total cars	7	133	375	72	1,746	3,555	1,767	191	706	7,522	5,973	21	36	23,251			

Inspection on Arrival—By Railroads.

SPRING WHEAT.

Railroads.	Northern.		Spring.				White.				Mixed.		Total.
	1	2	3	4	N. G.	1	2	3	4	N. G.	2	3	
C., B. & Q.	13	2	54	70	4			11	1			17	194
C., R. I. & P.		220	415	277	3			2				8	914
C. & A.													
I. C.													
I. C., Freeport Div.	1	26	95	163	4								239
C. & N. W., Galena Div.	20	354	857	543	20								1,812
C. & N. W., Wisconsin Div.	36	24	133	278	29					6			513
Wisconsin Central													
Wabash													
C. & E. I.													
C. & M.													
C. M. & St. P.	27	325	635	944	2								21
C. W.	8	5	33	122	5								6
A. T. & S. F.			9	6	1								2
E., J. & E.	171	271	648	353	13								2,032
Special	311	8	56	90	1								16
Total cars.	587	1,235	2,945	2,871	154		36	12	1	6	9	72	7,934

EXHIBIT C—No. 3.

Inspection on Arrival—By Railroads.

CORN.

Railroads.	Yellow.		White.		Corn.				Total.
	2	3	2	3	2	3	4	N. G.	
C., B. & Q.....	1,143	5,277	263	1,232	326	2,592	1,584	87	12,504
C., R. I. & P.....	485	1,349	33	191	566	2,071	476	32	5,203
C. & A.....	419	677	72	245	193	501	242	37	2,386
I. C.....	453	3,327	180	1,624	100	1,195	1,676	189	8,744
I. C., Freeport Div.....	40	372	1	21	14	349	377	17	1,191
C. & N. W., Galena Div.....	334	1,123	26	180	62	1,092	836	40	3,693
C. & N. W., Wisconsin Div.....	5	54	.....	3	.....	200	59	7	328
Wabash.....	184	678	9	419	32	214	341	40	1,917
C. & E. I.....	109	999	19	215	23	203	633	27	2,228
C., M. & St. P.....	36	507	1	12	25	1,135	730	35	2,481
Wisconsin Central.....	.....	1	.....	.....	.....	.....	2	.....	3
C. G. W.....	23	298	1	45	3	209	167	18	764
A., T. & S. F.....	98	374	17	299	20	388	345	45	1,586
E., J. & E.....	157	632	8	58	139	1,505	727	67	3,293
Special.....	62	307	3	34	102	602	414	26	1,550
Total.....	3,548	15,975	633	4,578	1,605	12,256	8,609	667	47,881

Inspection on Arrival—By Railroads.

OATS.

Railroads.	White.				White Clipped.			1	2	3	4	N. G.	Total.	
	1	2	Stand-ard.	3	4	1	2							3
C., B. & Q.	1,012	118	4,021	1,371	1,371	.....	.....	.....	834	314	197	267	8,134
C., R. I. & P.	268	120	2,550	2,103	2,103	.....	.....	.....	70	88	65	205	5,527
C. & A.	33	49	1,195	459	459	.....	.....	.....	192	220	93	148	2,449
I. C.	590	555	2,820	2,017	2,017	.....	.....	.....	738	633	236	307	7,897
I. C., Freeport Div.	122	21	1,066	468	468	.....	.....	.....	28	17	16	65	1,807
C. & N. W., Galena Div.	252	184	3,204	1,453	1,453	.....	.....	.....	200	109	58	54	5,514
C. & N. W., Wisconsin Div.	57	80	951	444	444	.....	.....	.....	25	49	14	94	1,656
Wabash	100	39	642	710	710	.....	.....	.....	189	257	75	115	2,127
C. & E. I.	59	40	848	1,078	1,078	.....	.....	.....	482	414	130	149	3,200
C., M. & P.	90	444	3,748	2,584	2,584	.....	.....	.....	213	132	80	221	8,062
Wisconsin Cent.	3	7	107	41	41	.....	.....	.....	.....	3	.....	.....	161
C. & W.	69	23	991	824	824	.....	.....	.....	23	41	51	33	2,055
A. T. & S. F.	109	29	749	325	325	.....	.....	.....	342	179	98	63	1,850
E. J. & E.	19	23	690	438	438	.....	.....	.....	9	16	3	29	1,227
Special	20	58	234	402	402	.....	.....	.....	53	44	36	22	919
Total cars	7	2,863	1,790	23,896	14,717	.....	.....	.....	3,398	2,526	1,147	2,712	52,625

EXHIBIT C—No. 5.

Inspection on Arrival—By Railroads.

RYE.

Railroads.	1	2	3	4	5	Total
C., B. & Q.....		341	270	219	108	938
C., R. I. & P.....		79	33	19	24	155
C. & A.....		16	50	14	3	83
I. C.....		7	19	10	6	42
I. C., Freeport Div.....		14	8	16	1	39
C. & N. W., Galena Div.....		78	50	24	8	160
C. & N. W., Wisconsin Div.....		91	18	2	1	112
Wabash.....		3	116	11	28	158
C. & E. I.....		6	12	20	3	41
C., M. & St. P.....	2	428	76	65	12	583
Wisconsin Cent.....		7	3	2		12
C. G. W.....		28	20	10	4	62
A., T. & S. F.....		5	30	15	16	66
E. J. E.....		196	79	9	7	291
Special.....		74	31	12	3	120
Total cars.....	2	1,373	815	448	224	2,862

EXHIBIT C—No. 6.

Inspection on Arrival—By Railroads.

BARLEY.

Railroads.	Bay Brewing.			Chevallier.			2	3	4	5	.....D.N	Total.
	1	2	3	1	2	3							
C., B. & Q.....			2					139	266	31	12	450	
C., R. I. & P.....								356	708	214	44	1,322	
C. & A.....													
I. C.....													
I. C. (Freeport Div.).....								110	469	20	16	615	
C. & N. W. (Galena Div.).....		8	14					555	550	130	32	1,289	
C. & N. W. (Wisconsin Div.).....		26	8	1			2	1,567	611	62	75	2,352	
Wabash.....								2				2	
C. & E. I.....													
C., M. & St. P.....	15	15	5				2	7	1,511	2,114	419	125	4,213
Wisconsin Central.....			5					7	31				43
C. G. W.....			1					409	353	56	6	855	
A., T. & S. F.....		1						12	18	2	3	36	
E., J. & E.....								9	21	3	4	37	
Special.....								3	74	1		78	
Total, cars.....	15	50	35	1		2	9	4,650	5,245	938	317	11,292	

EXHIBIT C—No. 7.

Grand Total of Inspection on Arrival—By Railroads.

Railroads.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley	Total.
C., B. & Q.....	7,146	194	12,504	8,134	938	450	29,366
C., R. I. & P.....	2,069	944	5,203	5,527	155	1,322	15,220
C. & A.....	3,527	.....	2,386	2,449	83	.....	8,445
I. C.....	1,185	.....	8,744	7,897	42	.....	17,868
I. C. (Freeport Div.).....	12	259	1,191	1,807	39	615	3,953
C. & N. W. (Galena Div.).....	117	1,812	3,693	5,514	160	1,289	12,585
C. & N. W. (Wisconsin Div.).....	114	513	328	1,656	112	2,352	5,075
Wabash.....	1,288	6	1,917	2,127	158	2	5,498
C. & E. I.....	478	2	2,228	3,200	41	.....	5,949
C., M. & St. P.....	978	2,032	2,481	8,062	583	4,213	18,349
Wisconsin Central.....	6	21	3	161	12	43	246
C. G. W.....	1,167	173	764	2,055	62	855	5,076
A., T. & S. F.....	2,914	16	1,586	1,890	66	36	6,508
E., J. & E.....	1,278	1,466	3,293	1,227	291	37	7,592
Special.....	972	466	1,550	919	120	75	4,105
Total, cars.....	23,251	7,934	47,871	52,625	2,862	11,292	145,835

EXHIBIT D—No. 1.

Inspection into Lake Vessels and Cars.

FROM REGULAR ELEVATORS—BUSHEL.

Months.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
November, 1901.....	385,630	342,600	2,117,999	850,850	8,000	1,000	3,706,079
December, 1901.....	422,295	945,600	835,330	481,773	219,060	20,417	2,924,475
January, 1902.....	475,600	388,100	391,100	433,950	19,500	5,300	1,713,550
February, 1902.....	299,050	190,075	221,525	83,650	38,850	20,200	853,350
March, 1902.....	429,983	148,000	213,800	240,825	95,655	21,200	1,149,463
April, 1902.....	203,330	803,110	839,160	65,900	182,140	132,175	2,225,815
May, 1902.....	112,500	2,535,800	2,432,291	1,195,533	395,700	98,850	6,770,674
June, 1902.....	66,500	2,398,700	578,606	638,900	276,980	300	3,959,986
July, 1902.....	8,900	672,100	3,338,000	170,500	26,200	.....	4,215,700
August, 1902.....	1,365,453	1,082,300	3,739,979	1,567,153	181,350	.....	7,936,235
September, 1902.....	820,280	208,471	826,930	549,593	76,714	.....	2,476,988
October, 1902.....	234,926	294,400	1,540,200	639,218	71,600	.....	2,780,344
Total.....	4,824,447	10,004,256	17,074,920	6,917,845	1,591,749	299,442	40,712,659

EXHIBIT D—No. 2.

Inspection into Lake Vessels.

FROM UNLICENSED ELEVATORS—BUSHEL8.

Months.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
November, 1901.....	1,330,700	1,489,700	1,320,900	186,650	20,000	.....	4,347,950
December, 1901.....	93,006	632,300	215,600	124,500	6,700	.....	1,072,100
January, 1902.....	.....	480,700	14,200	5,700	27,000	.....	527,600
February, 1902.....	.....	91,500	6,000	.....	4,500	.....	102,000
March, 1902.....	443,374	321,000	220,800	.....	81,100	.....	1,066,274
April, 1902.....	359,825	812,000	1,495,125	333,910	26,000	.....	3,026,860
May, 1902.....	644,004	339,900	2,092,850	493,600	.....	.....	3,570,354
June, 1902.....	164,800	596,300	3,128,515	575,300	27,200	.....	4,492,115
July, 1902.....	740,530	219,000	2,139,000	278,600	14,900	.....	3,392,030
August, 1902.....	5,009,050	.....	1,314,795	218,500	252,140	.....	6,794,485
September, 1902.....	2,604,090	85,000	3,243,160	255,350	196,500	.....	6,384,100
October, 1902.....	1,068,750	146,000	3,847,794	198,200	51,000	.....	5,311,744
Total bushels.....	12,458,123	6,213,400	19,038,739	2,670,310	707,040	.....	40,087,612
Total cars from unlicensed elevators.....	6.041	4.436	13.608	6.024	668	2	30.779
Estimated bushels.....	5,914,139	4,564,644	14,451,696	8,626,368	647,960	2,092	34,206,899
Grand total bushels from unlicensed elevators.....	18,372,262	9,778,044	33,490,435	11,296,678	1,355,000	2,092	74,294,511

EXHIBIT D—No. 3.

Inspection into Cars from Store—By Months.

FROM UNLICENSED ELEVATORS.

Months.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Total.
November, 1901.....	396	390	1,420	414	49	.....	2,669
December, 1901.....	464	588	1,230	499	14	.....	2,795
January, 1902.....	721	313	1,155	249	45	.....	2,483
February, 1902.....	374	374	736	144	18	.....	1,646
March, 1902.....	421	266	1,329	222	80	.....	2,318
April, 1902.....	227	610	1,126	391	47	.....	2,401
May, 1902.....	137	444	584	581	56	.....	1,802
June, 1902.....	73	467	1,165	195	8	.....	1,908
July, 1902.....	508	215	3,232	562	74	.....	4,591
August, 1902.....	1,184	103	447	540	44	1	2,319
September, 1902.....	1,278	371	520	1,409	191	1	3,770
October, 1902.....	258	295	664	818	42	.....	2,077
Total.....	6.041	4.436	13.608	6.024	668	2	30.779
Estimated bushels.....	5,914,139	4,564,644	14,451,696	8,626,368	647,960	2,092	34,206,899

EXHIBIT D—No. 4.

*Grand Total of Inspection from Store into Cars and Vessels
for the Year.*

	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Inspected into cars and vessels from regular elevators—Bushels....	4,824,447	10,004,256	17,074,920	6,917,845	1,591,749	299,442	40,712,659
Inspected into vessels from unlicensed ele- vator—Bushels.....	12,458,123	5,213,400	19,038,739	2,670,310	707,040	.....	40,087,612
Estimated bushels by cars from unlicensed elevators	5,914,139	4,564,644	14,451,696	8,626,368	647,960	2,092	34,206,899
Total bushels.....	23,196,709	19,782,300	50,565,355	18,214,523	2,946,749	301,534	115,007,170

EXHIBIT E.

Inspection on Arrival—Comparative Statement of Inspection from 1882 to 1902, Inclusive.

Years.	Cars.	Boats.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
	Number.	Number.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1882	171,218	607	11,157,298	9,508,301	45,775,863	25,069,350	1,688,397	5,893,804	99,083,953
1883	235,213	477	6,953,091	13,020,095	72,258,580	33,392,184	4,980,600	6,834,316	137,418,846
1884	210,822	351	7,163,624	16,782,273	54,600,598	39,693,860	3,752,180	6,755,827	128,678,362
1885	212,270	460	2,354,883	24,024,672	56,702,885	38,834,910	1,798,951	8,032,764	131,779,960
1886	201,103	450	5,506,084	10,644,844	68,477,686	42,584,082	1,104,396	10,262,000	131,529,452
1887	189,130	503	5,639,573	17,667,973	50,700,475	45,974,724	1,824,584	9,462,000	130,297,069
1888	211,818	341	7,265,135	10,191,034	66,391,548	52,617,987	2,357,732	2,621,344	147,344,840
1889	249,188	362	13,696,135	4,654,590	84,775,590	58,768,512	2,570,410	3,206,163	173,670,047
1890	272,956	610	9,126,046	9,320,484	94,991,620	74,605,343	3,085,129	13,378,059	204,566,701
1891	277,216	422	27,793,776	15,127,138	68,288,523	85,779,164	8,135,375	11,042,163	203,586,347
1892	320,572	389	34,223,568	22,639,996	86,159,535	75,404,372	8,972,900	12,662,400	246,226,243
1893	271,041	381	17,914,303	23,372,064	55,135,925	75,294,700	11,508,853	13,951,050	215,868,245
1894	217,207	353	27,200,900	23,372,064	85,135,925	75,294,700	1,990,550	11,369,715	181,069,455
1895	204,616	557	11,085,769	4,055,380	71,560,220	65,962,650	1,166,308	9,578,154	179,695,165
1896	308,445	772	13,642,409	22,480,117	71,560,220	76,393,660	2,231,067	10,845,807	264,215,826
1897	310,959	900	18,554,026	11,631,703	103,961,630	106,065,406	3,700,526	14,577,602	271,336,365
1898	326,877	788	11,085,769	24,418,464	122,758,455	111,493,472	4,526,933	14,498,698	299,752,717
1899	314,186	893	8,713,491	27,808,304	133,680,471	117,180,863	5,537,436	13,551,152	301,271,723
1900	271,806	581	24,352,736	16,874,340	126,033,639	109,355,863	1,959,785	13,368,386	291,974,149
1901	218,426	369	21,714,770	12,872,885	99,784,192	95,123,311	1,818,738	9,840,492	241,155,033
1902	145,836	497	22,762,729	8,719,206	51,868,192	75,389,520	2,776,140	11,894,732	172,930,429

EXHIBIT F.

Inspection from Store—Comparative Statement of Out-Inspection from 1884 to 1902 Inclusive.

Years.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.	Combined Total of In and Out-Inspection.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1884.....	4,441,460	12,996,124	30,667,298	9,621,298	2,037,022	1,266,691	58,870,778	187,479,140
1885.....	1,501,665	7,715,030	31,681,637	3,865,637	738,209	286,790	45,578,925	177,358,882
1886.....	2,648,566	10,500,918	41,645,724	4,765,724	635,174	1,052,913	61,249,305	192,778,757
1887.....	6,019,271	17,642,628	39,843,370	10,153,370	394,948	1,044,871	75,098,411	205,895,480
1888.....	3,060,541	6,365,790	46,754,254	14,818,254	516,942	1,167,523	72,673,334	217,890,263
1889.....	9,156,010	3,637,232	66,517,531	20,668,511	1,778,321	1,399,573	103,136,949	276,827,396
1890.....	4,108,658	4,090,471	57,285,843	16,589,843	1,666,253	1,753,899	85,744,408	290,251,109
1891.....	23,127,995	8,048,566	41,218,976	14,161,975	5,573,607	2,079,177	94,209,833	300,046,230
1892.....	21,978,222	16,768,772	46,149,499	18,544,499	2,325,719	1,849,642	106,170,502	300,046,230
1893.....	17,183,320	10,911,263	62,014,748	16,064,748	276,180	1,320,529	106,170,502	324,088,707
1894.....	7,346,455	12,075,388	40,284,142	10,143,142	276,180	1,320,529	71,012,542	252,081,997
1895.....	15,889,909	3,269,447	49,640,871	16,423,038	229,526	830,568	86,042,420	365,787,655
1896.....	17,623,079	10,666,573	72,526,549	17,990,581	207,734	601,421	120,535,628	384,401,452
1897.....	11,233,913	24,882,404	87,744,100	20,767,610	949,288	831,556	148,913,050	426,308,415
1898.....	15,861,587	28,626,783	102,292,871	13,983,890	3,110,677	1,174,346	166,864,835	496,617,552
1899.....	2,566,305	29,401,987	105,810,587	10,683,499	5,103,160	936,624	153,204,635	454,476,358
1900.....	17,973,562	34,124,720	102,749,483	14,131,566	3,222,747	1,519,530	170,784,374	462,768,523
1901.....	24,429,896	27,323,028	75,436,170	19,607,520	1,229,260	289,513	148,337,116	389,492,149
1902.....	23,186,709	13,752,300	50,565,355	18,214,523	2,946,749	301,534	115,007,170	287,937,599

EXHIBIT G.

Average Contents of Car Load of Grain on all Roads—Bushels.

Kinds of Grain.	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	
Wheat.....	400	410	418	446	479	489	498	504	424	533	554	592	603	614	619	650	660	758	772	799	812	897	897	945	954	2,008
Corn.....	435	450	473	487	509	517	524	535	550	575	586	591	619	628	688	700	740	687	700	746	758	867	867	927	985	1,082
Oats.....	800	740	800	834	850	879	914	930	967	996	1,009	1,016	1,016	1,048	1,096	1,100	1,150	1,192	1,218	1,150	1,155	1,277	1,277	1,368	1,447	1,432
Rye.....	400	450	450	468	489	500	503	507	516	556	548	585	604	601	612	650	650	619	652	721	735	802	802	910	883	970
Barley.....	500	490	536	529	588	588	611	618	620	664	624	647	705	729	755	800	815	803	807	767	801	852	852	915	993	1,046

Charge for Inspection—Per Car.

Year.....	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902
.....	25	25	25	30	30	35	35	35	35	35	35	30	25	25	25	25	25	25	25	25	25	25	25	25	35
Cents.....	25	25	25	30	30	35	35	35	35	35	35	30	25	25	25	25	25	25	25	25	25	25	25	25	35

EXHIBIT H.

Reinspections.

Months.	Reinspections called.	Inspection sustained.	Inspection changed.
November, 1901.....	41	7	34
December, 1901.....	35	6	29
January, 1902.....	59	20	39
February, 1902.....	40	9	31
March, 1902.....	119	30	89
April, 1902.....	58	22	36
May, 1902.....	46	7	39
June, 1902.....	144	55	89
July, 1902.....	473	204	269
August, 1902.....	244	90	154
September, 1902.....	277	85	192
October, 1902.....	120	42	78
Total.....	1,656	577	1,079

EXHIBIT I.

Official Sample Department.

Months.	Official samples sold.	Amount of cash received.
November, 1901.....	10	\$ 2 30
December, 1901.....	20	6 00
January, 1902.....	15	4 30
February, 1902.....	13	3 00
March, 1902.....	6	1 60
April, 1902.....	4	80
May, 1902.....	2	3 90
June, 1902.....	68	21 10
July, 1902.....	7	3 80
August, 1902.....	32	6 90
September, 1902.....	12	8 30
October, 1903.....	16	4 70
Total.....	205	\$66 70

EXHIBIT J.

Financial Statement.

Months.	Inspection fees earned.	Commissions paid to railroads and elevators.	Total cash received.	Disbursed for expenses.	Balances.
November, 1901 ...	\$ 7,927 23	\$273 43	\$ 9,808 97	\$11,459 63	\$54,730 91
December, 1901....	5,349 78	259 73	7,974 74	20,363 74	42,341 91
January, 1902.....	5,371 30	171 11	4,792 03	9,649 21	37,484 73
February, 1902	3,335 40	207 14	5,471 19	9,728 46	33,227 46
March, 1902.....	4,896 93	118 88	3,504 46	9,650 44	27,081 48
April, 1902.....	6,208 80	156 63	4,715 75	9,514 42	22,282 81
May, 1902.....	9,488 63	156 37	6,028 74	9,541 46	18,770 09
June, 1902.....	9,440 90	358 78	9,400 21	9,479 98	18,690 32
July, 1902.....	11,997 75	304 86	9,326 89	9,116 29	18,900 92
August, 1902.....	14,632 51	391 86	11,302 35	9,788 92	20,414 35
September, 1902....	13,813 63	509 01	13,967 52	9,598 39	24,773 48
October, 1902.....	11,437 28	473 58	14,075 43	10,052 54	28,796 37
Total	\$103,900 20	\$3,381 38	\$100,358 28	\$127,943 48	.....

J. E. BIDWELL, CHIEF INSPECTOR,

IN ACCOUNT WITH ILLINOIS STATE GRAIN INSPECTION DEPARTMENT.

1901 November	1	To balance on hand	\$ 56,381 57	
1902 October	31	To cash received during the year.....	100,358 28	
				<u>\$156,739 85</u>
		By expenses, inspection department	\$106,591 87	
		By expenses, registration	16,768 56	
		By expenses, appeals committee.....	4,583 05	
		To balance on hand	28,796 37	
				<u>\$156,739 85</u>



C. B. & Q. R. R. Co.—CANAL AND 16th STREETS, CHICAGO, ILL., JULY, 1901.

REPORT OF THE WAREHOUSE REGISTRAR.

OFFICE OF THE WAREHOUSE REGISTRAR,
CHICAGO, ILL., Nov. 1, 1902.

Hon. James S. Neville, Chairman Railroad and Warehouse Commission, Springfield, Ill.:

DEAR SIR—I respectfully submit herewith the thirty-second annual report of the office for the fiscal year ending Oct. 31, 1902.

The tables show the entire business of the office so fully and clearly that I deem it unnecessary to make special reference to any one of them.

The total amount of grain received into store in warehouses of Class A during the year, as shown by Exhibit A2, is 35,625,067 bushels, of which 25,896,958 bushels were received from 23,312 cars, and 9,728,109 bushels were received from 1,199 canal boats and vessels. The shipments from the same warehouses during the year were 41,163,346 bushels, 14,427,225 bushels of which were by rail and 26,736,121 bushels by boats, leaving amount in store as follows:

	Bushels.
Wheat.....	6,096,846
Corn.....	714,747
Oats.....	2,055,662
Rye.....	208,853
	9,076,108

The storage capacity of Class A warehouses, 31,400,000.

The following table shows the average number of bushels of each kind of grain received from cars during the year, and by comparing with former years shows the tonnage is increasing:

	Bushels.
Winter wheat.....	979
Spring wheat.....	1,029
Corn.....	1,062
Oats.....	1,432
Rye.....	970
Barley.....	1,046

Also find the average number of bushels per car shipped out of public warehouses:

	Bushels.
Wheat.....	1,042
Corn.....	1,031
Oats.....	1,488
Rye.....	1,032
Barley.....	1,257

The total number of cars inspected by the inspection department during the year was 145,835, compared with 213,426 inspected last year, showing a decrease of receipts of 67,591 cars. Of the receipts 23,312 cars were received into public warehouses this year, against 42,675 last year, a decrease of 19,363 cars. The decrease in receipts into public warehouses amounts to 16,208,973 bushels; shipments, decrease, 15,840,403 bushels.

Owing to the receipts this year being smaller than usual, several elevators were entirely cleaned out at some time of the year, and the shortage in the different grades resulting from operation has been accounted for in the manner required by law—by cancellation of receipts for the amount of said shortage. The shortage in the Indiana and Wabash elevators is carried on the books of the department, as follows:

	Bushels.
Indiana elevator—Wheat.....	10,937
Rye.....	9,674
Wabash elevator—Corn.....	11,518

It is very gratifying to me to be able to report to the board that the amendment to the warehouse law, passed by the last General Assembly, enables this department to fully protect the holders of registered warehouse receipts, and at the same time does not inconvenience the warehousemen to any serious extent. In fact, it is no inconvenience to them beyond the clerical work required to comply with the law. While it requires two additional clerks in this department to properly carry out its provisions in excess of the number required before the passage of the law, yet it is very gratifying to this department to be able to say that the grain represented by a warehouse receipt is in the elevator, and that the holder of that receipt is fully protected. The unfortunate circumstance that enabled the board and myself to procure the passage of this law is, I think, fully compensated for by reason of the fact that the passage of this law makes its impossible for anything of this kind to occur again with anything like ordinary care on the part of the registrar and the force in his office.

The clerical department of my office, I am pleased to say, is very satisfactory. Mr. E. C. Hawley, the chief clerk of my department, I think is above the average man occupying a similar position in efficiency and strict attention to business.

Very respectfully,

DANIEL HOGAN,
Registrar.

EXHIBIT A—1.

“*Trial Balance*” Table for the Year—Balance on hand November 1, 1901.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and Annex	1,115,773	777,226	184,049	493,333	21,462	2,591,843
Armour C	239,550	596,020	11,512	92,283		939,365
Armour F		256,302	90,249			346,551
St. Paul & Fulton	92,387	310,411				402,798
Peavey B	168,913	269,754	319,111	25,305		783,083
City	495,003	146,946		7,484		649,433
Union	526,686	27,327	38,835	15,654		608,502
Galena	89,891					89,891
Rock Island A	100,202	723,171	144,911	4,387		972,671
Calumet B	393,941	392,062	203,759	12,772		1,002,534
Calumet C		1,076,063	161,595			1,237,658
St. Louis	1,803	327,430				329,233
Nebraska City	378,970	302,948	58,036	8,000		747,954
South Chicago C	998,761	976,219	288,607	23,703		2,287,290
Alton and B	256,674	172,166	83,893	21,671		534,404
National	22,312	243,845				266,157
Central B	210,310	540,470	27,856	14,254		792,890
Central A						
Indiana A						
Indiana	10,937			9,674		20,611
Wabash		11,518				11,518
Total	5,102,113	7,149,878	1,612,413	728,520	21,462	14,614,386

EXHIBIT A—2.

“*Trial Balance*” Table for the Year—Received since October 31, 1901.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A B	1,292,695	184,643	428,795	385,466	42,287	2,333,886
Armour C	114,950	1,107,811	995,033	108,836		2,326,630
Armour F		747,949	202,005			949,974
St. Paul and Fulton	335,747	62,414				398,161
Peavey B	2,889,451	366,211	196,502	134,080	147,968	3,734,212
City	876,115	224,986	105,532	35,069		1,241,702
Union	2,841,493	45,373	8,998	1,611		2,897,475
Galena	534,751		29,523		83,444	647,718
Rock Island A	201,943	682,805	490,072			1,374,820
Calumet B	1,545,589	372,620	153,479	34,420		2,106,108
Calumet C	916,626	1,188,516	49,953	80,464		2,235,559
St. Louis	168,414	612,604	38,620	2,427		822,065
Nebraska City	1,166,671	424,458	133,299	8,000		1,732,428
South Chicago C	386,725	2,340,295	2,109,944	54,298		4,891,262
Alton and B	1,762,222	1,050,222	717,924	239,063	5,390	3,774,821
National	379,993	33,080	91,326			509,399
Central B	156,027	1,100,644	489,357			1,746,028
Central A	140,822	298,892	83,867	1,346		524,927
Indiana A	223,932	56,230	1,092,187			1,377,892
Total	15,934,166	10,904,773	7,416,416	1,090,623	279,089	35,625,067

EXHIBIT A—3.

"Trial Balance" Table for the Year—Total.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour, A, B.....	2,408,468	961,869	612,844	878,799	63,749	4,925,729
Armour, C.....	354,500	1,703,831	1,006,545	201,119	.....	3,265,995
Armour, F.....	.....	1,004,271	292,254	.....	.....	1,296,525
St. Paul and Fulton.....	428,134	372,825	.....	.....	.....	800,959
Peavey, B.....	3,058,364	635,965	515,613	159,385	147,968	4,517,295
City.....	1,371,118	371,932	105,532	42,553	.....	1,891,135
Union.....	3,368,179	72,700	47,833	17,265	.....	3,505,977
Galena.....	624,642	.....	29,523	.....	83,444	737,609
Rock Island, A.....	302,145	1,405,976	634,983	4,387	.....	2,347,491
Calumet, B.....	1,939,530	764,682	357,238	47,192	.....	3,108,642
Calumet, C.....	916,626	2,264,579	211,548	80,464	.....	3,473,217
St. Louis.....	170,217	940,034	38,620	2,427	.....	1,151,298
Nebraska City.....	1,645,641	727,406	191,335	16,000	.....	2,480,382
South Chicago, C.....	1,385,486	3,316,514	2,398,551	78,001	.....	7,178,552
Alton and B.....	2,018,896	1,222,388	801,817	260,734	5,390	4,309,225
National.....	402,305	281,925	91,326	.....	.....	775,556
Central, B.....	366,337	1,641,114	517,213	14,254	.....	2,538,919
Central, A.....	140,822	298,892	83,867	1,346	.....	524,927
Indiana, A.....	223,932	56,230	1,092,187	5,543	.....	1,377,892
Indiana.....	10,937	.....	.....	9,674	.....	20,611
Wabash.....	.....	11,518	.....	.....	.....	11,518
Total.....	21,036,279	18,054,651	9,028,829	1,819,143	300,551	50,239,453

EXHIBIT A—4.

"Trial Balance" Table for the Year—Shipped since Oct. 31, 1901.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour, A, B.....	2,143,985	956,100	551,156	770,810	63,749	4,485,800
Armour, C.....	307,069	1,581,549	962,175	192,387	.....	3,043,180
Armour, F.....	.....	973,789	292,254	.....	.....	1,266,043
St. Paul and Fulton.....	428,134	372,825	.....	.....	.....	800,959
Peavey, B.....	1,942,896	635,784	515,613	159,385	147,968	3,401,646
City.....	1,025,181	356,005	105,532	42,553	.....	1,529,271
Union.....	2,049,458	72,700	47,833	17,265	.....	2,187,256
Galena.....	106,925	.....	29,523	.....	83,444	219,892
Rock Island, A.....	215,412	1,370,959	341,216	4,387	.....	1,931,974
Calumet, B.....	1,429,804	713,588	306,418	37,038	.....	2,486,848
Calumet, C.....	650,223	2,214,936	211,548	80,464	.....	3,157,171
St. Louis.....	62,629	924,525	36,942	2,427	.....	1,026,523
Nebraska City.....	533,959	677,298	181,334	16,000	.....	1,408,591
South Chicago, C.....	1,289,610	3,162,819	1,552,704	28,932	.....	6,034,065
Alton and B.....	1,857,016	1,165,075	554,834	227,825	5,390	3,810,140
National.....	389,637	279,856	91,326	.....	.....	760,819
Central, B.....	366,337	1,641,115	517,213	14,254	.....	2,538,919
Central, A.....	10,567	184,331	49,720	1,346	.....	245,964
Indiana, A.....	119,654	45,132	625,827	5,543	.....	796,156
Indiana.....	10,937	.....	.....	9,674	.....	20,611
Wabash.....	.....	11,518	.....	.....	.....	11,518
Total.....	14,939,433	17,339,904	6,973,168	1,610,290	300,551	41,163,346

EXHIBIT A—5.

"Trial Balance" for the year—On Hand October 31, 1902.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour, A. B.....	264,483	5,769	61,688	107,989	.....	439,929
Armour, C.....	47,431	122,282	44,370	8,732	.....	222,815
Armour, F.....	.....	30,481	.....	.....	.....	30,481
St. Paul and Fulton .....	.....	.....	.....	.....	.....	.....
Peavey, B.....	1,115,468	181	.....	.....	.....	1,115,649
City.....	345,938	15,927	.....	.....	.....	361,865
Union.....	1,318,721	.....	.....	.....	.....	1,318,721
Galena.....	517,717	.....	.....	.....	.....	517,717
Rock Island, A.....	86,733	35,017	293,767	.....	.....	415,517
Calumet, B.....	509,725	51,094	50,820	10,154	.....	621,793
Calumet J.....	266,403	49,643	.....	.....	.....	316,046
Nebraska City.....	1,011,682	50,108	10,001	.....	.....	1,071,791
S. Chicago, C.....	95,876	153,695	845,847	49,069	.....	1,144,487
Alton & B.....	161,880	57,313	246,983	32,969	.....	499,085
National.....	12,668	2,069	.....	.....	.....	14,737
Central, B.....	.....	.....	.....	.....	.....	.....
Central, A.....	130,255	114,561	34,147	.....	.....	278,963
Indiana, A.....	104,278	11,098	466,361	.....	.....	581,737
St. Louis.....	107,588	15,509	1,678	.....	.....	124,775
Total.....	6,096,846	714,747	2,055,662	208,853	.....	9,076,108

EXHIBIT B-1.

Receipts into Store—Winter Wheat—By Rail.

Warehouses.	No. of cars.	2 Hard.	3 Hard.	4 Hard.	2 Red.	3 Red.	4 Red.	N. G. Red.	N. G. W. W.	Total.
Armour, A. B.	152	45,617	94,609	1,225	7,409	1,064	.....	.....	.....	149,924
Armour, C.	75	8,010	43,872	.....	13,112	.....	.....	.....	.....	64,994
Peavey, B.	980	216,575	186,763	4,331	572,565	15,088	10,001	.....	.....	1,005,323
City	279	1,009	64,000	.....	.....	81,648	104,827	.....	.....	251,434
Union	95	.....	779	.....	27,775	53,533	.....	.....	.....	82,087
Rock Island, A.	211	.....	.....	.....	201,302	.....	.....	.....	.....	201,302
.....	1	.....	.....	.....	619	.....	.....	.....	.....	619
Indiana, A.	932	.....	.....	.....	867,696	122,265	5,512	.....	.....	995,473
Calumet, B.	22	24,539	.....	.....	.....	.....	.....	.....	.....	24,539
Calumet, C.	190	13,262	52,797	12,494	1,899	40,633	47,329	.....	.....	168,414
St. Louis.	209	.....	122,352	.....	25,051	.....	17,539	.....	1,301	173,539
Nebraska C.	289	.....	.....	731	291,251	.....	.....	.....	.....	292,012
S. Chicago, C.	931	.....	1,533	.....	221,711	615,755	32,842	.....	.....	871,871
Alton and B.	104	.....	9,510	2,516	.....	10,847	1,350	.....	.....	24,223
National.	27	.....	.....	.....	121,020	.....	.....	.....	.....	121,020
Central, B.	104	.....	.....	.....	26,525	73,353	.....	.....	.....	100,858
Central, A.	95	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	4,623	309,012	576,215	21,297	2,377,965	1,015,196	219,454	7,242	1,301	4,527,652

EXHIBIT B-2.

Receipts into Store - Winter Wheat—By Canal.

Warehouses.	No. of Boats.	3 Hard.	2 Red.	3 Red.	N. G. Red.	Total.
Armour A. B.....	8		44,143			44,143
Armour C.....	7				49,956	49,956
City.....	37	221,480		72,000		293,480
Union.....	135	32,000	123,553	1,140,010		1,295,563
Galena.....	53			512,750		512,750
Nebraska City.....	104	276,350	123,683	537,099		937,132
Central B.....	6		35,007			35,007
Central A.....	5		29,899			29,899
Total.....	355	529,830	356,285	2,261,859	49,956	3,197,930

EXHIBIT B-3.

Shipments—Winter Wheat.

Warehouses.	3 White Winter	2 Hard.	3 Hard.	4 Hard.	2 Red.	3 Red.	4 Red.	N. G. Red.	Total.
Armour A. B.....		45,617	94,609	1,225	110,006	1,064			252,521
Armour C.....		18,080	43,872		54,569	826		49,956	167,303
St. Paul and Fulton					58,969				58,969
Peavey B.....		273,767	59,841	3,599	337,907				675,114
City.....		8,145				145,647	104,827		258,619
Union.....		32,979	228,491	5,781		101,910			369,160
Galena.....		8,000							8,000
Rock Island A.....		734			214,678				215,412
Calumet B.....					421,526	58,710	5,512		485,748
Calumet C.....		24,539							24,539
St. Louis.....		13,262	36,954	11,531			882		62,629
Nebraska City.....	1,301	23,688	33,405	727	104,389	53,634	18,045	7,242	242,431
S. Chicago C.....					661,767				661,767
Alton and B.....		20,935	5,676		345,758	493,135	32,842		899,346
National.....			6,871	3,240	19,492	2,649	1,350	265	33,867
Central B.....		42	872	2,640	156,027	59,086	52,557	67,266	338,490
Central A.....						10,567			10,567
Indiana A.....	80		77		3,231	6,462			9,850
Total.....	1,381	469,787	510,668	28,743	2,488,319	933,690	216,015	124,729	4,773,332

EXHIBIT B-4.

Receipts into Store—Spring Wheat—By Rail.

Warehouses.	No. of cars.	1 Northern.	2 Northern.	3 Spring	4 Spring	2 Colorado.	N G Spring	3 Mixed.	Total.
Armour, A. B	12	670		1,185	5,862			1,410	9,127
Peavey B.	1,501	1,132,316	21,873	295,909	125,633		1,091	1,839	1,578,661
St. Paul and Fulton ..	1							60	60
City	6	3,417			2,503				5,920
Union	2	308							308
Rock Island, A.	1	641							641
Indiana, A.	244	3,160	21,255	160,607	988	37,303			223,313
Calumet, B.	512	396,844	153,272						550,116
Calumet, C.	760	571,551	225,553						797,104
South Chicago, C.	2	1,918							1,918
Alton and B.	899	677,469	186,512	21,538					885,579
National	1				1,163				1,163
Central, A.	10				10,065				10,065
Total	3,951	2,788,294	608,465	479,299	146,214	37,303	1,091	3,309	4,063,975

EXHIBIT B-5.

Receipts into Store—Spring Wheat—By Canal.

Warehouses.	No. of Boats.	1 Northern	2 Northern	3 Spring.	4 Spring.	N G Spring	Total.
Armour, A. B.	203	1,064,439	25,062				1,089,501
St. Paul and Fulton ..	60	335,687					335,687
Peavy, B.	6	256,955	40,020	8,492			305,467
City	45	320,231			5,000		325,231
Union	135	1,463,535					1,463,535
Galena	3	22,001					22,001
Calumet, C.	2		93,226			1,757	94,983
Nebraska City	7	56,000					56,000
South Chicago, C.	2	91,564			1,231		92,795
Alton and B.	1	4,772					4,772
National	56	354,607					354,607
Total	510	3,969,791	158,308	8,492	6,231	1,757	4,144,579

EXHIBIT B-6.

Shipments—Spring Wheat.

Warehouses.	1 North- ern.	2 North- ern.	3 Sp- ring.	4 Sp- ring.	N. G. Sp- ring.	3 Colo- rado.	3 Mix- ed.	Total.
Armour A B.....	1,851,364	25,062	1,185	12,443	.....	.....	1,410	1,891,464
Armour C.....	139,766	.....	.....	.....	.....	.....	.....	139,766
St. Paul and Fulton.....	369,105	.....	.....	.....	.....	.....	60	369,165
Peavy B.....	711,082	61,893	326,864	165,013	1,091	.....	1,839	1,267,782
City.....	317,519	.....	179,799	269,243	.....	.....	.....	766,561
Union.....	1,649,079	.....	7,500	23,719	.....	.....	.....	1,680,298
Galena.....	96,392	.....	.....	2,533	.....	.....	.....	98,925
Calumet B.....	790,785	153,272	.....	.....	.....	.....	.....	944,057
Calumet C.....	400,131	225,553	.....	.....	.....	.....	.....	625,684
Nebraska City.....	264,700	.....	23,828	3,000	.....	.....	.....	291,528
South Chicago C.....	627,843	.....	.....	.....	.....	.....	.....	627,843
Alton and B.....	734,534	186,516	37,620	.....	.....	.....	.....	958,670
National.....	354,607	.....	.....	1,163	.....	.....	.....	355,770
Central B.....	420	.....	12,997	14,430	.....	.....	.....	27,847
Indiana A.....	.....	.....	94,654	.....	.....	25,000	.....	119,654
Indiana.....	1,087	.....	.....	.....	.....	.....	.....	1,087
Total.....	8,308,414	652,296	684,447	491,544	1,091	25,000	3,309	10,166,101

EXHIBIT B-7.

Receipts into Store—Corn—By Rail.

Warehouses.	2 Yellow.	3 Yel- low.	2 White.	3 White.	2	3	4	No. of Cars.	Total.
Armour A. B.....	11,410	.....	2,351	.....	20,168	.....	.....	37	33,919
Armour C.....	103,986	18,610	67,423	.....	566,742	.....	.....	853	756,761
Armour F.....	200,451	.....	54,054	.....	493,464	.....	.....	866	747,969
St. Paul and Fulton.....	.....	19,195	.....	.....	1,871	15	.....	26	21,081
Peavy B.....	.....	17,889	2,844	.....	276,481	55,734	13,263	54	366,211
City.....	84,006	1,160	10,369	.....	60,124	1,140	.....	329	156,799
Union.....	1,834	.....	.....	.....	6,107	.....	.....	147	7,941
Rock Island A.....	53,025	6,854	5,019	.....	604,126	7,336	6,445	8	682,805
Indiana A.....	11,771	21,146	1,096	13,635	7,527	1,055	.....	606	56,230
Calumet B.....	.....	.....	.....	.....	372,620	.....	.....	312	372,620
Calumet C.....	187,427	3,076	12,571	.....	981,014	3,476	952	1,091	1,188,516
St. Louis.....	118,159	170,743	24,158	15,822	72,721	65,054	.....	1,021	466,657
Nebraska City.....	51,758	.....	12,491	.....	47,389	.....	.....	491	111,638
South Chicago C.....	414,670	.....	71,631	.....	1,853,994	.....	.....	120	2,340,295
Alton B.....	69,306	132,319	20,596	51,400	497,168	163,632	42,039	1,945	996,460
National.....	.....	.....	1,079	.....	37,001	.....	.....	38	35,080
Central B.....	273,362	4,833	122,066	5,961	417,361	4,779	1,020	725	829,382
Central A.....	14,194	.....	4,112	.....	271,515	.....	.....	240	289,821
Total.....	1,615,359	395,825	411,860	86,818	6,587,383	302,221	63,719	8,909	9,463,185

EXHIBIT B—8.

Receipts into Store—Corn—By Canal.

Warehouses.	No. of boats	2 Yellow	3 Yellow	2 White.	2 Corn.	3 Corn.	4 Corn.	Total.
Armour, A. B.....	29	.....	.....	.....	150,724	.....	.....	150,724
Armour, C.....	58	5,442	.....	.....	288,749	56,859	.....	351,050
St. Paul and Fulton.....	5	.....	.....	.....	41,333	.....	.....	41,333
City.....	9	7,991	.....	.....	60,196	.....	.....	68,187
Union.....	6	.....	.....	.....	37,432	.....	.....	37,432
St. Louis.....	22	.....	5,070	7,994	122,712	10,171	.....	145,947
Nebraska City.....	32	.....	.....	.....	312,820	.....	.....	312,820
Alton and B.....	12	.....	4,140	.....	12,958	14,940	21,724	53,762
Central, B.....	39	4,997	.....	.....	236,297	29,968	.....	271,262
Central, A.....	2	.....	.....	.....	4,992	4,079	.....	9,071
Total.....	214	18,430	9,210	7,994	1,268,213	116,017	21,724	1,441,588

EXHIBIT B—9.

Shipments—Corn.

Warehouses.	2 Yellow.	3 Yellow.	2 White.	3 White.	2 Corn.	3 Corn.	4 Corn.	N. G. Corn	Total.
Armour, A. B.	13,651	17,814	4,592	.....	532,191	405,666	.....	.....	956,100
Armour, C.	116,781	68,379	68,379	.....	1,329,815	58,210	.....	.....	1,851,949
Armour, F.	210,357	4,025	49,375	82,400	612,657	14,375	.....	.....	973,759
St. Paul and Fulton	16,237	19,195	.....	.....	297,703	49,890	.....	.....	372,525
Peavey, B.	.....	56,899	2,844	1,140	305,712	246,527	23,362	.....	635,784
City.	140,566	4,147	14,893	.....	189,081	7,368	.....	.....	356,005
Union.	2,890	8,847	.....	.....	53,497	7,466	.....	.....	72,700
Rock Island, A.	53,452	4,272	4,015	.....	1,309,220	.....	.....	.....	1,370,959
Calumet, B.	.....	.....	.....	.....	684,371	.....	29,217	.....	713,588
Calumet C.	211,964	106,515	13,305	22,980	1,424,841	338,535	.....	5,587	2,214,386
St. Louis.	118,659	181,749	40,327	25,483	327,908	230,399	91,789	.....	924,625
Nebraska City.	65,829	11,456	11,456	3,069	570,232	19,140	.....	.....	677,298
South Chicago, C.	454,571	7,552	.....	.....	2,636,399	.....	.....	.....	3,162,819
Alton and B.	98,668	197,714	24,066	55,945	504,946	219,500	64,208	.....	1,165,075
Central, B.	350,995	7,672	143,063	5,962	1,090,270	47,193	1,020	.....	1,641,115
National, A.	10,316	4,112	.....	.....	169,303	.....	.....	.....	1,844,331
National.	3,099	.....	.....	1,082	177,645	91,550	30	.....	279,856
Indiana, A.	9,296	21,146	3,450	13,635	.....	1,055	.....	.....	46,132
Wabash.	.....	5,943	.....	5,575	.....	.....	.....	.....	11,513
Total.	1,877,239	642,520	451,956	216,671	12,196,331	1,739,374	209,626	5,587	17,339,904

EXHIBIT B--10.

Receipts into Store—Oats—By Rail.

Warehouses.	No. of cars.	2 White.	3 White.	4 White.	N. G. White.	2	3	Standard.	Total.
Armour A. B.	107	984				86,149		48,080	135,163
Armour C.	564	14,768				438,938		253,119	736,826
Armour F.	154					200,441		1,564	202,005
Peavey B.	113		20,166			174,579		1,767	196,502
City	77	6,942				16,333		82,257	105,532
Rock Island A.	334					170,436		319,636	490,072
Indiana A.	765	3,301		15,396		41,589		437,027	1,092,187
Calumet B.	91	21,086				74,936		57,457	153,479
Calumet C.	36	3,246				46,707			49,953
St. Louis	26	2,551					448		38,620
Nebraska City	42			1,073		58,586		812	59,344
South Chicago C.						1,160,610		944,351	2,109,944
Union	1,425	4,963						3,698	3,698
Alton and B.	3					26,412			26,412
National	588	3,689	6,118	8,455	6,115	254,425		489,122	717,924
Central B.	59					91,226			91,226
Central A.	310	21,682	1,577	51,435		137,227		328,871	439,357
	60					6,525	3,999	2,276	64,235
Total	4,704	83,182	622,735	76,349	6,115	2,995,169	4,447	2,953,173	6,736,170

EXHIBIT B—11.

Receipts into Store—Oats—By Canal.

Warehouses.	No. of boats.	4 White.	2	Standard.	Total.
Armour A, B.....	48	.....	79,553	214,079	293,632
Armour C.....	28	.....	258,208	.....	258,208
Union.....	1	.....	5,300	.....	5,300
Galena.....	1	29,523	.....	.....	29,523
Nebraska City.....	5	.....	31,563	42,388	73,951
Central A.....	2	.....	19,632	.....	19,632
Total.....	85	29,523	394,256	256,467	680,246

EXHIBIT B—12.
Shipment--Oats

Warehouses.	2 White Oats.	3 White Oats.	4 White Oats.	N. G. White Oats.	2 Oats.	3 Oats.	4 Oats.	2 White Clipped.	3 White Clipped.	Standard.	Total.
Armour A, B.....	934	38,263			311,488					200,471	551,156
Armour C.....	14,768				703,648					243,759	962,175
Armour F.....					290,690					1,564	292,254
Peavey B.....	6,942	102,886	19,994		342,060				48,906	1,767	515,613
City.....					16,333					82,257	105,532
Union.....			2,454		36,411	5,270				3,698	47,833
Galena.....							29,523				29,523
Rock Island A.....					264,978					76,238	341,216
Galumet B.....	199,931				89,864					16,623	306,418
Galumet C.....	45,463				144,201			21,884			211,548
St. Louis.....	2,561		1,073		26,412					6,906	36,942
Nebraska City.....	4,933				130,523	7,511				43,200	187,334
South Chicago C.....	3,689			6,115	1,362,914					184,807	1,557,704
Alton and B.....		13,271	13,402		321,219					197,138	554,834
National.....	21,682	1,577			91,326						91,326
Central B.....	1,492	302,825	31,957		165,053					328,871	517,213
Central A.....			8,776		12,564	3,999				1,209	49,720
Indiana A.....					41,589					271,145	625,527
Total.....	302,435	458,822	77,656	6,115	4,351,403	16,780	29,523	21,884	48,906	1,659,644	6,979,168

EXHIBIT B—13.

Receipts—Rye—By Rail.

Warehouses.	No. of cars.	2 Rye.	3 Rye.	4 Rye.	Total.
Armour, A, B.....	235	204,356	788	.....	205,144
Armour, C.....	121	107,446	1,390	.....	108,836
Peavey, B.....	122	134,080	.....	.....	134,080
City.....	41	34,413	656	.....	35,069
Union.....	2	830	.....	781	1,611
Calumet, B.....	34	34,420	.....	.....	34,420
Calumet, C.....	75	80,464	.....	.....	80,464
St. Louis.....	3	.....	2,427	.....	2,427
Nebraska City.....	5	8,000	.....	.....	8,000
S. Chicago, C.....	46	54,298	.....	.....	54,298
Alton & B.....	247	239,063	.....	.....	239,063
Central, A.....	1	1,346	.....	.....	1,346
Indiana, A.....	6	.....	5,543	.....	5,543
Total.....	938	898,716	10,804	781	910,301

EXHIBIT B—14.

Receipts into Store—Rye—By Canal.

Warehouses.	No. of boats.	2 Rye.	Total.
Armour, A, B.....	33	180,322	180,322
Total.....	33	180,322	180,322

EXHIBIT B—15.

Shipments—Rye.

Warehouses.	2 Rye.	3 Rye.	4 Rye.	Total.
Armour, A, B.....	770,022	788	.....	770,810
Armour, C.....	190,397	1,390	.....	192,387
Peavey, B.....	159,385	.....	.....	159,385
City.....	41,897	656	.....	42,553
Union.....	15,654	830	781	17,265
Rock Island, A.....	4,387	.....	.....	4,387
Calumet, B.....	37,038	.....	.....	37,038
Calumet, C.....	80,464	.....	.....	80,464
St. Louis.....	.....	2,427	.....	2,427
Nebraska City.....	16,000	.....	.....	16,000
S. Chicago, C.....	28,932	.....	.....	28,932
Alton & B.....	227,825	.....	.....	227,825
Central, B.....	14,254	.....	.....	14,254
Central, A.....	1,346	.....	.....	1,346
Indiana, A.....	.....	5,543	.....	5,543
Indiana.....	381	9,293	.....	9,674
Total.....	1,589,582	20,927	781	1,610,290

EXHIBIT B—16.

Receipts into Store—Barley—By Rail.

Warehouses.	No. 3.	New No. 3.	No. 4.	New No. 4.	New No. 5.	Total.
Armour, A. B	470	.....	600	41,217	.....	42,287
Peavey B. ....	.....	72,830	.....	75,138	.....	147,968
Alton & B.	1,041	.....	1,806	.....	2,543	5,390
Total	1,511	72,830	2,406	116,355	2,543	195,645

EXHIBIT B—17.

Receipts into Store—Barley—By Canal.

Warehouses.	No. of boats.	New No. 3.	Total.
Galena.....	2	83,444	83,444
Total	2	83,444	83,444

EXHIBIT B—18.

Shipments—Barley.

Warehouses.	New No. 2.	No. 3.	New No. 3.	No. 4.	New No. 4.	New No. 5.	Total.
Armour, A. B.....	850	470	17,112	600	44,771	.....	63,749
Peavey B. ....	.....	.....	72,830	.....	75,138	.....	147,968
Galena .....	.....	83,444	.....	.....	.....	.....	83,444
Alton & B. ....	.....	1,041	.....	1,806	.....	2,543	5,390
Total	850	84,955	89,942	2,406	119,855	2,543	300,551

EXHIBIT C—1.

Receipts—By Rail.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour, A. B	159,051	33,919	135,163	205,144	42,287	675,564
Armour, C.....	64,994	766,761	736,825	108,836		1,667,416
Armour, F.....		747,969	202,005			949,974
St. Paul and Fulton	60	21,081				21,141
Peavey, B.....	2,683,984	366,211	196,502	134,080	147,968	3,428,746
City.....	257,404	156,799	105,532	35,069		554,804
Union.....	82,395	7,941	3,698	1,611		95,645
Rock Island, A.....	201,943	682,805	490,072			1,374,820
Indiana, A.....	223,932	56,230	1,092,187	5,543		1,377,892
Calumet, B.....	1,545,589	372,620	153,479	34,420		2,106,108
Calumet, C.....	821,643	1,188,516	49,953	80,464		2,140,576
St. Louis.....	168,414	466,657	38,620	2,427		676,118
Nebraska City.....	173,539	111,638	59,348	5,000		352,525
South Chicago, C.....	293,330	2,340,295	2,109,944	54,238		4,798,467
Alton and B.....	1,757,450	996,460	717,924	239,063	5,390	3,716,287
National.....	25,386	39,080	91,326			154,792
Central, A.....	121,020	829,382	489,357			1,439,759
Central, B.....	110,923	259,821	64,235	1,346		466,325
Total.....	8,691,657	9,463,185	6,736,170	910,301	195,645	25,896,958

EXHIBIT C—2.

Receipts—By Vessels.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour, A. B	1,133,644	150,724	293,632	180,322		1,758,322
Armour, C.....	49,956	351,050	258,208			659,214
St. Paul and Fulton	335,687	41,333				377,020
Peavey, B.....	305,467					305,467
City.....	618,711	68,187				686,898
Union.....	2,759,098	37,432	5,300			2,801,830
Galena.....	534,751		29,523		83,444	647,718
Calumet, C.....	94,983					94,983
St. Louis.....		145,947				145,947
Nebraska City.....	993,132	312,820	73,951			1,379,903
South Chicago, C.....	92,795					92,795
Alton and B.....	4,772	53,762				58,534
National.....	354,607					354,607
Central, B.....	35,007	271,262				306,269
Central, A.....	29,839	9,071	19,632			58,602
Total.....	7,342,509	1,441,588	680,246	180,322	83,444	9,728,109

EXHIBIT 3—C.

Shipments—By Rail.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour, A. B	356,790	455,025	430,046	111,315	63,749	1,416,925
Armour, C	113,504	911,168	293,187	22,390		1,340,249
Armour, F		230,919	243,504			474,423
St. Paul and Fulton	80,161	45,737				125,898
Peavey, B	734,138	140,764	515,613	85,086	147,968	1,623,569
City	105,112	106,190	23,719	41,096		281,117
Union	156,190	12,466	40,109	12,844		221,609
Galena	4,446				83,444	87,890
Rock Island, A.	100,202	335,979	299,413	4,397		739,981
Calumet, B	379,897	252,671	306,418	18,338		957,324
Calumet C	271,863	697,884	182,433	38,237		1,190,417
St. Louis	882	282,028	30,036			312,946
Nebraska City	104,939	131,057	160,062	8,000		404,058
S. Chicago, C	526,274	673,921	893,970	28,932		2,123,097
Alton and B	344,748	560,542	453,935	42,499	5,390	1,412,114
National	29,954	130,805	91,326			252,085
Central, B	48,845	300,843	345,706			695,394
Central, A			45,721	1,346		47,067
Indiana, A	119,654	35,836	533,443			688,933
Wabash		11,518				11,518
Indiana	10,937			9,674		20,611
Total	3,498,536	5,315,353	4,898,641	424,144	300,551	14,427,225

EXHIBIT C—4.

Shipments—By Vessel.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Total.
Armour, A. B	1,787,195	501,075	121,110	659,495	3,068,875
Armour, C	193,565	670,381	668,988	169,997	1,702,931
Armour, F		742,870	48,750		791,620
St. Paul and Fulton	347,973	327,088			675,061
Peavey, B	1,208,758	495,020		74,299	1,778,077
City	920,069	249,815	76,813	1,457	1,248,154
Union	1,893,268	60,234	7,724	4,421	1,965,647
Galena	102,479		29,523		132,002
Rock Island, A.	115,210	1,034,980	41,803		1,191,993
Calumet, B	1,049,907	460,917		18,700	1,529,524
Calumet, C	378,360	1,517,052	29,115	42,227	1,966,754
St. Louis	61,747	642,497	6,906	2,427	713,577
Nebraska City	429,020	546,241	21,272	8,000	1,004,533
S. Chicago, C	763,336	2,488,898	658,734		3,910,968
Alton and B	1,512,268	604,533	95,899	185,326	2,398,026
National	359,683	149,051			508,734
Central, B	317,492	1,340,272	171,507	14,254	1,843,525
Central, A	10,567	184,331	3,999		198,897
Indiana, A		9,296	92,384	5,543	107,223
Total	11,450,897	12,024,551	2,074,527	1,186,146	26,736,121

EXHIBIT D.

Showing the Number of Vessels and Cars and the Total Number of Bushels of Each Kind and Grade of Grain Received into the Public Warehouses of Chicago During the Year Ending October 31, 1902.

Kind and Grade.	No. of Boats.	Bushels in Boats.	No. of Cars.	Bushels in Cars.	Total Bushels.
No. 2 hard winter wheat.....			351	309,012	309,012
No. 3 hard winter wheat.....	64	529,830	594	576,215	1,106,045
No. 4 hard winter wheat.....			22	21,297	21,297
No. 2 red winter wheat.....	44	356,285	2,248	2,377,965	2,734,250
No. 3 red winter wheat.....	240	2,261,859	1,144	1,015,196	3,277,050
No. 4 red winter wheat.....			255	219,454	219,454
No grade red wheat.....	7	49,956	8	7,242	57,198
No grade white wheat.....			1	1,301	1,301
No. 1 northern spring wheat.....	503	3,969,791	2,672	2,788,294	6,758,085
No. 2 northern spring wheat.....	3	158,308	568	608,465	766,773
No. 3 spring wheat.....	1	8,492	506	479,239	487,791
No. 4 spring wheat.....	2	6,231	162	146,214	152,445
No grade spring wheat.....	1	1,757	1	1,091	2,848
No. 2 Colorado wheat.....			37	37,303	37,303
No. 3 mixed wheat.....			5	3,309	3,309
No. 2 yellow corn.....	4	18,430	1,607	1,615,359	1,633,789
No. 3 yellow corn.....	2	9,210	428	395,825	405,035
No. 2 white corn.....	1	7,994	414	411,860	419,854
No. 3 white corn.....			88	86,818	86,818
No. 2 corn.....	182	1,268,213	5,985	6,587,383	7,855,596
No. 3 corn.....	20	116,017	318	302,221	418,238
No. 4 corn.....	5	21,724	69	63,719	85,443
No. 2 white oats.....			58	83,182	83,182
No. 3 white oats.....			432	622,735	622,735
No. 4 white oats.....	1	29,523	70	76,349	105,872
No grade white oats.....			4	6,115	6,115
No. 2 oats.....	46	394,256	2,050	2,985,169	3,379,425
No. 3 oats.....			6	4,447	4,447
Standard oats.....	38	256,467	2,084	2,958,173	3,214,640
No. 2 rye.....	33	180,322	927	898,716	1,079,039
No. 3 rye.....			10	10,804	10,804
No. 4 rye.....			1	781	781
No. 3 barley.....			1	1,511	1,511
New No. 3 barley.....	2	83,444	68	72,830	156,274
No. 4 barley.....			2	2,406	2,406
New No. 4 barley.....			113	116,355	116,355
New No. 5 barley.....			3	2,543	2,543
Total.....	1,199	9,723,109	23,312	25,896,958	35,625,067

EXHIBIT E.

Showing the Number of Cars of Each Kind of Grain Received into the Several Public Warehouses.

Warehouses.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A. B.....	183	12	37	107	235	40	614
Armour C.....	75	.....	853	564	121	.....	1,613
Armour F.....	.....	.....	866	154	.....	.....	1,020
St. Paul and Fulton.....	.....	1	26	.....	.....	.....	27
Indiana A.....	1	244	54	765	6	.....	1,070
Peavey B.....	980	1,501	329	113	122	141	3,186
City.....	279	6	147	77	41	.....	550
Union.....	95	2	8	3	2	.....	110
Rock Island A.....	211	1	606	334	.....	.....	1,152
Calumet B.....	932	512	312	91	34	.....	1,891
Calumet C.....	22	760	1,091	36	75	.....	1,984
St. Louis.....	190	.....	491	26	3	.....	710
Nebraska City.....	209	.....	120	42	5	.....	376
South Chicago C.....	289	2	1,945	1,425	46	.....	3,707
Alton and B.....	931	899	1,021	538	247	6	3,642
National.....	27	1	38	59	.....	.....	125
Central B.....	104	.....	725	310	.....	.....	1,139
Central A.....	95	10	240	60	1	.....	406
Total.....	4,623	3,951	8,909	4,704	938	187	23,312

EXHIBIT F.

Showing the Number of Canal Boats and Vessels of Each Kind of Grain Received into the Several Public Warehouses.

Warehouses.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A. B.....	8	203	29	48	33	.....	321
Armour C.....	7	.....	58	28	.....	.....	93
St. Paul and Fulton.....	.....	50	5	.....	.....	.....	55
Peavey B.....	.....	6	.....	.....	.....	.....	6
City.....	37	45	9	.....	.....	.....	91
Union.....	135	135	6	1	.....	.....	277
Galena.....	53	3	.....	1	.....	2	59
Calumet C.....	.....	2	.....	.....	.....	.....	2
St. Louis.....	.....	.....	22	.....	.....	.....	22
Nebraska City.....	104	7	32	5	.....	.....	148
South Chicago C.....	.....	2	.....	.....	.....	.....	2
Alton and B.....	.....	1	12	.....	.....	.....	13
National.....	.....	56	.....	.....	.....	.....	56
Central B.....	6	.....	39	.....	.....	.....	45
Central A.....	5	.....	2	2	.....	.....	9
Total.....	355	510	214	85	33	2	1,199

EXHIBIT G.

Showing the Number of Cars and the Total Number Each Week
Ending Oct. 31, 1902.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1901.						
November 2	11	101		6		118
9	362	210	5	56		633
16	221	172	45	71		509
23	221	63	9	96		389
30	485	51	35	113		684
December 7	230	32	78	38		378
14	208	34	94	37	98	471
21	109	6	32	1	9	157
28	165	24	16	14	24	243
1902.						
January 4	43	29	7	19	10	108
11	54	8	4	2	1	69
18	75	8	9	55	43	190
25	36	10	19	20	1	86
February 1	125	20		14		159
8	35	1	1	2		39
15	97	14	3	1		115
21	16			3		19
March 1	31	37	10			78
8		28	5			33
15	21	77	24			122
22	26	99	82			207
29	18	83	95			196
April 5	62	114	72			248
12	160	129	19	12		310
19	164	105	26			295
26	100	46	74	1		221
May 3	12	85	109			206
10	63	114	96			273
17	83	90	146	4		323
24	40	29	109	13		191
31	123	93	232	4	1	453
June 7	147	158	4			309
14	99	328				427
21	54	631				685
28	8	423				431
July 5	13	434				447
12	15	854	5	5		879
19	32	1,453	3	11		1,499
26	332	1,331	167	16		1,846
August 2	304	356	906	41		1,607
9	206	6	1	33		246
16	409	3	35	6		453
23	464		74	5		543
30	434	7	116	7		564
September 6	208	2	143	33		386
13	423		154	21		603
20	420	41	366	28		795
27	529	614	504	28		1,675
October 4	664	194	348	74		1,280
11	104	4	164	19		291
18	44	16	136	26		222
25	123	70	126	3		322
31	152	72	56			280
Total.....	8,574	8,909	4,704	938	187	23,312

EXHIBIT H.

Showing the Number of Canal Boats and Vessels Received Each Week During the Year Ending Oct. 31, 1902.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1901.						
November 2	16					16
9	34			2		37
16	23	1	5	2		45
23	27	7		1		35
30	29					29
December 7	39		14			53
14	30		1			31
21	16					16
28	27					27
1902.						
January 4	11					11
11	25			2		27
18	17	2				19
25	13		1	3		17
February 1	2			1		3
8	1					1
15						
21	5					5
March 1	11	1				12
8	2	3				5
15	23					23
22	11	5				16
29	16	5				21
April 5	15		2	1		18
12	17					17
19	18					18
26	18	5				23
May 3	18	7	3		1	29
10	4	1	2		1	8
17	5	2				7
24	4	4				4
31	10	1	13			24
June 7	5	2				7
14		16				16
21		23				23
28	5					5
July 5		8				8
12		25				25
19	1	24				25
26	7	8	3	1		19
August 2	14	1	16	1		32
9	25					25
16	36					36
23	44					44
30	40					40
September 6	27					27
13	24		5			29
20	40	5	8	9		62
27	16	11	5	6		38
October 4	23	20	2	4		49
11	4	5	2			11
18	12	3				15
25	33	7				40
31	21	2	3			26
Total.....	865	214	85	33	2	1,199

EXHIBIT I.

Showing the Weekly Receipts by Cars for the Year Ending October 31, 1902.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1901.						
November 2	10,985	114,233		5,017		130,235
9	328,704	219,165	6,118	50,806		604,793
16	205,075	187,164	59,722	65,545		517,506
23	218,628	61,493	10,726	89,434		380,281
30	495,549	56,313	49,760	113,520		715,142
December 7	240,487	36,266	120,950	34,200		431,903
14	197,976	37,657	150,578	38,051	100,739	525,001
21	109,809	5,772	42,040	768	8,873	167,262
28	170,229	26,375	20,697	14,634	25,801	257,736
1902.						
January 4	43,822	32,826	7,860	20,643	12,212	117,163
11	54,370	8,619	5,908	1,388	1,143	71,428
18	72,969	10,247	12,333	53,573	45,566	194,688
25	36,864	11,944	24,446	17,695	1,041	91,990
February 1	140,243	25,002		12,672		177,917
8	39,398	1,161	1,813	1,611		43,983
15	102,057	16,692	3,965	696		123,410
21	15,077			2,798		17,875
March 1	31,210	37,622	14,082			82,914
8		24,785	6,189			30,974
15	23,511	68,374	33,045			124,930
22	28,794	92,815	137,496			259,105
29	19,578	82,509	153,029			255,116
April 5	68,507	102,819	109,418			280,744
12	154,018	116,241	27,684	12,216		310,159
19	170,645	109,460	36,914			317,019
26	112,675	45,883	99,123	41		267,722
May 3	11,733	101,374	156,283			269,390
10	68,981	125,971	138,145			333,097
17	87,833	101,722	209,894	3,612		403,061
24	44,883	26,772	157,192	14,694		243,541
31	134,253	112,468	326,559	3,576	270	577,126
June 7	146,212	153,911	6,544			306,667
14	101,267	349,032				450,299
21	52,019	670,283				722,302
28	7,915	428,769				436,684
July 5	13,326	438,725				452,051
12	13,512	894,125	7,800	4,802		920,239
19	33,558	1,552,724	4,989	11,016		1,602,286
26	323,141	1,451,767	247,701	15,720		2,038,329
August 2	316,973	384,195	1,337,206	40,953		2,079,327
9	201,941	6,078	1,751	33,850		243,620
16	378,888	2,986	49,496	5,689		437,059
23	452,033		110,473	5,261		567,767
30	444,142	7,923	174,729	8,591		633,385
September 6	209,389	1,549	215,580	32,579		459,096
13	412,650		194,612	19,991		627,253
20	405,104	43,968	418,209	27,258		894,539
27	538,427	678,033	686,880	25,385		1,928,725
October 4	685,307	202,175	481,673	69,577		1,438,732
11	90,491	4,139	234,184	23,714		352,528
18	41,911	19,313	188,547	27,799		277,570
25	129,753	82,214	176,952	2,927		391,846
31	155,035	91,532	76,876			323,443
Total	8,591,657	9,463,185	6,736,170	910,301	195,645	25,896,958

EXHIBIT J.

Showing Weekly Receipts from Canal Boats and Vessels for the Year Ending October 31, 1902.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1901.						
November 2.....	100,392					100,392
9.....	254,396	8,020		12,484		274,900
16.....	222,642	74,595	36,876	13,986		348,099
23.....	207,454	56,401		5,998		269,853
30.....	192,163					192,163
December 7.....	307,229		134,620			441,849
14.....	206,569		5,300			211,869
21.....	103,843					103,843
28.....	215,529					215,529
1902.						
January 4.....	103,043					103,043
11.....	209,390			10,489		219,879
18.....	149,581	11,303				161,184
25.....	106,561		5,704	16,480		128,745
February 1.....	10,492			4,492		14,984
8.....	5,998					5,998
15.....						
21.....	26,983					26,983
March 1.....	58,517	5,990				64,507
8.....	10,481	17,984				28,465
15.....	121,418					121,418
22.....	58,448	26,926				85,374
29.....	83,851	26,916				110,767
April 5.....	85,682		12,829	5,987		104,498
12.....	160,864					160,864
19.....	175,050					175,050
26.....	144,200	37,919				182,119
May 3.....	132,980	56,698	29,054		19,728	238,460
10.....	32,000	5,070	33,539		63,716	134,325
17.....	32,482	7,754				40,236
24.....		18,040				18,040
31.....	80,600	4,140	107,677			192,417
June 7.....	24,921	10,994				35,925
14.....		103,115				103,115
21.....		165,703				165,703
28.....	50,062					50,062
July 5.....		43,919				43,919
12.....		191,710				191,710
19.....	8,000	194,559				202,559
26.....	46,564	88,756	36,312	5,004		176,636
August 2.....	102,505	8,192	123,181	5,007		238,885
9.....	199,000					199,000
16.....	370,435					370,435
23.....	424,100					424,100
30.....	363,751					363,751
September 6.....	257,841					257,841
13.....	211,100		31,975			243,075
20.....	390,000	24,693	52,589	47,946		515,228
27.....	175,602	56,202	26,969	31,471		290,244
October 4.....	174,810	114,307	12,483	20,978		322,578
11.....	40,000	23,828	13,181			77,009
18.....	132,359	14,226				146,585
25.....	334,757	34,345				369,102
31.....	437,554	9,284	17,957			464,795
Total.....	7,342,509	1,441,588	680,246	180,322	83,444	9,728,109

EXHIBIT K.

Showing Weekly Shipments by Cars for the year ending
Oct. 31, 1902.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1901						
November 2	5,000	85,016	2,594			92,610
9	25,921	146,758	72,676			245,355
16	31,262	186,040	378,496			595,798
23	44,600	340,321	265,492		1,000	651,413
30	85,836	249,483	124,599	8,000		467,918
December 7	55,699	208,753	111,859	2,788	14,195	393,294
14	96,015	205,514	201,865	21,758	6,267	531,419
21	32,163	162,539	53,519	10,786		259,007
28	86,769	96,231	78,371			261,371
1902						
January 4	139,908	148,790	68,997	21,335		379,030
11	56,106	124,027	91,126	1,000	1,070	273,329
18	50,653	61,620	179,452	5,981		297,706
25	127,737	134,972	107,003		5,390	375,102
February 1	104,324	6,823	21,076	10,656		142,879
8	133,961	27,954	32,873	11,530		206,018
15	129,898	92,131	10,000	5,397	9,979	247,405
21	131,140	57,702	31,780	19,128	10,174	249,924
March 1	45,331	36,774	15,000	18,403		115,508
8	44,535	56,717	47,090	36,831		185,173
15	27,208	28,364	16,667	2,591	5,587	80,417
22	80,209	41,583	11,894	14,250		147,936
29	126,202	48,429	22,684	27,610	15,662	240,487
April 5	36,000	4,857		23,098	44,708	108,663
12	29,165	20,801	65,917	23,026		181,718
19	89,491	31,982			22,687	144,160
26	43,309	30,071		14,787	18,250	106,417
May 3	35,837	69,707		9,012	3,682	118,238
10	107,364	151,207	51,506	43,480	87,486	441,043
17	108,233	106,002	46,262	15,251	11,435	287,243
24	143,079	58,778	318,294	9,973		530,124
31	85,347	149,038	123,599	10,668		368,652
June 7	91,866	78,360	22,085	1,775	270	194,296
14	95,253	1,972	27,417	9,000		133,642
21	154,790	24,509	83,861	12,000		275,160
28	85,926	36,039	118,521	9,263		249,749
July 5	9,471	40,649	26,922			77,042
12	28,550	245,889	23,501	1,132		299,072
19	22,919	254,646	12,342	1,300		291,207
26	34,189	315,820	14,909	1,792		366,710
August 2	74,846	36,252	86,775			197,873
9	108,503	242,539	408,110			759,152
16	107,474	291,702	170,872	9,226		579,274
23	88,565	148,620	82,698			319,883
30	26,599	157,202	198,060	7,097		388,958
September 6	37,372	47,673	130,657			215,702
13	8,766	43,598	104,761	999		158,124
20	15,000	33,547	78,617			127,164
27	41,174	78,053	149,794	1,179		270,200
October 4	52,546	21,086	104,302	200		178,144
11	17,644	18,688	81,918	1,542		119,792
18	16,221	17,783	78,758			111,762
25	1,310	10,197	217,443			228,950
31	32,850	1,635	125,627			160,012
Total	3,488,536	5,315,353	4,898,641	424,144	300,551	14,427,225

EXHIBIT L.

Showing the Number of Cars Shipped out of the Public Warehouses of Chicago each week during the year ending Oct. 31, 1902.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1901.						
November 2.....	5	83	2	.....	.....	90
9.....	25	150	51	.....	.....	226
16.....	32	192	235	.....	.....	459
23.....	43	306	176	.....	1	526
30.....	73	243	81	5	.....	402
December 7.....	53	199	71	2	12	337
14.....	96	232	126	21	6	481
21.....	32	173	40	11	.....	256
28.....	87	96	55	.....	.....	238
1902.						
January 4.....	124	149	45	18	.....	336
11.....	54	119	61	1	1	236
18.....	53	46	123	7	.....	229
25.....	128	115	76	5	.....	324
February 1.....	100	8	14	7	.....	129
8.....	120	29	22	10	.....	181
15.....	119	90	6	6	9	230
21.....	138	50	21	16	9	234
March 1.....	43	38	12	15	.....	108
8.....	44	49	36	37	.....	166
15.....	27	22	10	4	4	67
22.....	74	34	8	16	.....	132
29.....	118	35	14	21	12	200
April 5.....	36	4	.....	23	33	96
12.....	28	19	39	25	32	143
19.....	85	29	.....	.....	17	131
26.....	39	29	.....	15	14	97
May 3.....	34	55	.....	8	3	100
10.....	107	125	34	40	75	381
17.....	97	101	29	15	10	252
24.....	136	56	215	10	.....	417
31.....	76	122	82	11	.....	291
June 7.....	90	70	16	2	1	179
14.....	95	2	19	9	.....	125
21.....	148	24	55	12	.....	239
28.....	84	35	90	11	.....	200
July 5.....	10	36	17	.....	.....	63
12.....	31	240	16	2	.....	289
19.....	20	270	9	1	.....	300
26.....	33	357	10	2	.....	402
August 2.....	75	34	62	.....	.....	171
9.....	99	230	267	.....	.....	596
16.....	102	278	109	11	.....	500
23.....	84	143	60	.....	.....	287
30.....	26	154	137	7	.....	324
September 6.....	36	47	90	.....	.....	173
13.....	9	45	81	1	.....	136
20.....	15	38	56	.....	.....	109
27.....	43	78	98	1	.....	220
October 4.....	53	24	77	1	.....	155
11.....	19	19	58	2	.....	98
18.....	16	19	54	.....	.....	89
25.....	2	10	156	.....	.....	168
31.....	32	1	90	.....	.....	123
Total.....	3,348	5,152	3,291	411	239	12,441

EXHIBIT M.

Showing Weekly Shipments by Vessels for the year ending
Oct. 31, 1902.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1901.						
November 2	36,000	110,000	2,454			148,454
9	86,311	223,496	10,000			319,807
16	179,978	372,974				552,952
23	97,873	384,262				482,135
30	167,701	152,311				320,012
December 7	141,700	114,387		8,000		264,087
14	365,262		5,270			370,532
21	381,433			74,999		456,432
28	93,924			69,388		163,312
1902.						
January 4	116,783			15,881		132,664
11	229,319					229,319
18	79,739	3,847				83,586
25	56,694					56,694
February 1	12,102					12,102
8	11,500					11,500
15	2,600					2,600
21	7,500					7,500
March 1	26,001	6,223				32,224
8	23,500	6,223				29,723
15	2,600	11,982	133,040			147,522
22	55,108	5,996				61,104
29	131,846	5,996				137,842
April 5	198,524	88,399				286,919
12	407,614	91,519		129,046		628,179
19	48,500	239,357				287,857
26	140,802	126,816				267,618
May 3	324,874	177,270	113,550	50,531		666,225
10	872,344	440,794	214,400	46,500		1,574,038
17	194,037	641,366	161,798	147,903		1,145,104
24	302,018	518,953	176,300			997,271
31	564,888	367,818		61,159		993,865
June 7	404,601	192,065	191,721	17,846		806,133
14	650,622	163,563	87,660	146,675		1,048,520
21	572,488	76,000		11,640		659,128
28	384,230		95,115	68,774		548,119
July 5	129,500	30,545	54,832			214,877
12	153,003	878,675		22,120		1,053,798
19	106,487	588,352				694,839
26	54,698	990,791				985,629
August 2	201,489	88,613	338,043			628,145
9	365,550	586,677	95,749	24,944		1,072,920
16	496,653	500,291	168,962	30,635		1,196,441
23	652,113	1,631,454	83,302	40,000		2,406,869
30	502,745	40,027		76,087		618,869
September 6	405,968	143,154		25,714		574,836
13	163,629	253,350	22,330			439,209
20	267,950	362,235	13,663	25,714		669,562
27	114,607	58,743	10,000			183,350
October 4	45,883	287,638	12,126	22,408		368,035
11	26,101	611,519	20,000			657,620
18	167,818	216,680	30,528	45,208		460,234
25	221,607	271,275	10,000			502,882
31	5,000	23,979	23,684	24,974		77,637
Total	11,450,897	12,024,551	2,074,527	1,186,146		26,736,121

EXHIBIT N.

Showing the Amounts of the Different Kinds of Grain and the Total Amount Received Into Store in the Public Warehouses of Chicago each week during the year ending Oct. 31, 1902.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1901						
November 2	111,377	114,233		5,017		230,627
9	593,100	227,185	6,118	63,290		879,693
16	427,717	261,759	96,598	79,531		865,605
23	426,082	177,894	10,726	95,432		660,134
30	687,712	56,313	49,760	113,520		907,305
December 7	547,716	36,266	255,570	34,200		873,752
14	404,545	37,657	155,878	38,051	100,739	736,870
21	213,652	5,772	42,040	768	8,873	271,105
28	385,758	26,375	20,697	14,634	25,801	473,265
1902						
January 4	146,665	32,826	7,860	20,643	12,212	220,206
11	263,760	8,619	5,908	11,877	1,143	291,307
18	222,850	21,550	12,333	53,573	45,566	355,872
25	143,425	11,944	30,150	34,175	1,041	220,735
February 1	150,735	25,002		17,164		192,901
8	45,396	1,161	1,813	1,611		49,981
15	102,057	16,692	3,965	696		123,410
21	42,060			2,798		44,858
March 1	89,727	43,612	14,052			147,421
8	10,481	42,769	6,189			59,439
15	144,929	68,374	33,045			246,348
22	87,242	119,741	137,496			344,479
29	109,429	109,425	153,029			365,883
April 5	154,189	102,819	122,247	5,987		385,242
12	314,882	116,241	27,684	12,216		471,023
19	345,695	109,460	36,914			492,069
26	256,875	83,802	99,123	41		439,841
May 3	144,713	158,072	185,337		19,728	507,850
10	100,981	131,041	171,684		63,716	467,422
17	120,315	109,476	209,894	3,612		443,297
24	44,883	44,812	157,192	14,694		261,581
31	214,853	116,608	434,236	3,576	270	769,543
June 7	171,143	164,905	6,544			342,592
14	101,267	452,147				553,414
21	52,019	835,986				888,005
28	57,977	428,769				486,746
July 5	13,326	482,644				495,970
12	13,512	1,055,835	7,800	4,802		1,111,949
19	41,558	1,747,282	4,988	11,016		1,804,844
26	369,705	1,540,523	284,013	20,724		2,214,965
August 2	419,478	392,387	1,460,387	45,960		2,318,212
9	400,941	6,078	1,751	33,850		442,620
16	749,323	2,986	49,496	5,689		807,494
23	876,133		110,473	5,261		991,867
30	807,893	7,923	174,729	6,591		997,136
September 6	467,230	1,549	215,580	32,578		716,937
13	623,750		226,587	19,991		870,328
20	795,104	68,661	470,798	75,204		1,409,767
27	714,029	734,235	713,849	56,856		2,218,969
October 4	860,117	316,482	494,156	90,555		1,761,310
11	130,491	27,967	247,365	23,714		429,537
18	174,270	33,539	188,547	27,799		424,155
25	464,510	116,559	176,952	2,927		760,948
31	592,589	100,816	94,833			788,239
Total	15,934,166	10,904,773	7,416,416	1,090,623	279,089	35,625,067

EXHIBIT O.

Showing the Amounts of the Different Kinds of Grain, and the Total Amount Shipped out of the Public Warehouses of Chicago each week during the year ending Oct. 31, 1902.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1901.						
November 2	41,000	195,016	5,048			241,064
9	112,232	370,254	82,676			565,162
16	211,240	559,014	378,496			1,148,750
23	142,473	724,583	265,432		1,000	1,133,548
30	253,537	401,794	124,599	8,000		787,930
December 7	197,399	323,140	111,859	10,788	14,195	657,351
14	461,277	205,514	207,135	21,758	6,267	901,951
21	413,596	162,539	53,519	85,785		715,439
28	180,693	96,231	78,371	69,388		424,683
1902.						
January 4	256,691	148,790	68,997	37,216		511,694
11	285,425	124,027	91,126	1,000	1,070	502,648
18	130,392	65,467	179,452	5,981		381,292
25	184,331	134,972	107,003		5,390	431,696
February 1	116,426	6,823	21,076	10,656		154,981
8	144,861	27,954	32,873	11,830		217,518
15	132,398	92,131	10,000	5,397	9,979	249,905
21	138,640	57,702	31,780	19,128	10,174	257,424
March 1	71,332	42,997	15,000	18,403		147,732
8	68,035	62,940	47,090	36,831		214,896
15	29,708	40,346	149,707	2,591	5,587	227,939
22	135,317	47,579	11,894	14,250		209,040
29	257,548	54,425	22,684	27,610	15,562	377,829
April 5	234,524	93,252		23,098	44,708	395,582
12	436,779	112,320	65,917	152,072	42,809	809,897
19	137,991	271,339			22,687	432,017
26	184,111	156,837		14,787	18,250	374,035
May 3	360,711	246,977	113,550	59,543	3,682	784,463
10	979,708	592,001	265,906	89,990	87,486	2,015,081
17	302,330	747,368	208,060	163,154	11,435	1,432,347
24	445,097	577,731	494,594	9,973		1,527,395
31	650,235	516,856	123,599	71,827		1,362,517
June 7	496,307	270,425	213,806	19,621	270	1,000,429
14	745,875	165,585	115,077	155,675		1,182,162
21	727,278	99,509	83,861	23,640		934,288
28	470,156	36,039	213,636	78,037		797,868
July 5	138,971	71,194	81,754			291,919
12	181,553	1,124,564	23,501	23,252		1,352,870
19	129,406	842,998	12,342	1,300		956,046
26	89,087	1,246,551	14,909	1,792		1,352,339
August 2	276,335	124,865	424,818			826,018
9	474,053	829,216	503,859	24,944		1,832,072
16	604,027	791,993	339,834	39,861		1,775,715
23	740,678	1,780,074	166,000	40,000		2,726,752
30	523,344	197,229	198,060	83,184		1,007,817
September 6	443,340	190,827	130,657	25,714		790,538
13	172,295	296,945	127,091	999		597,333
20	282,950	395,752	92,280	25,714		796,726
27	155,781	136,796	159,794	1,179		453,550
October 4	98,409	308,734	116,428	22,608		546,179
11	43,745	630,207	101,918	1,542		777,412
18	183,039	234,463	109,286	45,208		571,996
25	222,917	281,472	227,443			731,832
31	37,850	25,514	149,311	24,974		237,649
Total.....	14,939,433	17,339,904	6,973,168	1,610,290	300,551	41,163,346

EXHIBIT P.

Showing the Amount of Different Kinds of Grain and the Total Amount in Store in Public Warehouses of Chicago at the close of each week during the year ending Oct. 31, 1902.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1901						
November 2	5,172,490	7,069,095	1,607,365	733,537	21,462	14,603,949
9	5,643,358	6,926,026	1,503,807	796,827	21,462	14,918,480
16	5,859,835	6,628,771	1,245,909	876,358	21,462	14,635,335
23	6,143,444	6,022,082	994,143	973,739	20,462	14,161,921
30	6,577,619	5,676,601	919,804	1,077,310	20,462	14,271,296
December 7	6,927,936	5,389,727	1,063,015	1,000,722	6,267	14,487,667
14	6,871,204	5,221,870	1,011,758	1,117,015	100,739	14,322,856
21	6,671,260	5,065,103	1,000,279	1,031,998	109,612	13,878,252
28	6,876,325	4,995,247	942,605	977,244	135,413	13,926,834
1902						
January 4	6,766,299	4,879,283	881,468	960,671	147,625	13,635,346
11	6,744,634	4,763,875	796,250	971,548	147,696	13,424,005
18	6,837,092	4,719,958	629,131	1,019,140	193,264	13,398,585
25	6,796,186	4,596,930	552,278	1,053,315	188,915	13,187,624
February 1	6,830,495	4,615,109	531,202	1,059,823	188,915	13,225,544
8	6,731,030	4,588,316	500,142	1,049,604	188,915	13,058,007
15	6,700,689	4,512,877	494,107	1,044,903	178,936	12,931,512
21	6,604,109	4,455,175	462,327	1,028,573	168,762	12,718,946
March 1	6,622,504	4,455,790	461,409	1,010,170	168,762	12,718,635
8	6,564,950	4,435,619	420,508	973,339	168,762	12,563,178
15	6,680,171	4,463,647	303,846	970,748	163,175	12,511,587
22	6,632,096	4,535,809	429,448	956,498	163,175	12,717,026
29	6,477,977	4,590,809	559,793	928,888	147,613	12,705,080
April 5	6,397,642	4,600,376	682,040	911,777	102,906	12,694,740
12	6,275,745	4,604,297	643,807	771,921	60,096	12,355,866
19	6,483,449	4,442,418	680,721	771,921	37,409	12,415,918
26	6,566,213	4,369,333	779,844	757,175	19,159	12,481,724
May 3	6,340,215	4,280,428	851,631	697,632	35,205	12,206,111
10	5,461,488	3,819,468	757,409	607,652	11,435	10,657,452
17	5,279,473	3,181,576	759,243	448,110	.....	9,668,402
24	4,879,259	2,648,657	421,841	452,831	.....	8,402,588
31	4,443,877	2,248,409	732,478	384,580	270	7,809,614
June 7	4,118,713	2,142,889	525,216	364,959	.....	7,151,777
14	3,474,105	2,429,501	410,139	209,284	.....	6,523,029
21	2,798,846	3,165,978	326,278	185,644	.....	6,476,746
28	2,386,667	3,558,708	112,642	107,607	.....	6,165,624
July 5	2,261,022	3,970,168	30,888	107,607	.....	6,369,675
12	2,092,981	3,931,429	15,187	89,157	.....	6,128,754
19	2,005,133	4,835,713	7,833	98,873	.....	6,947,552
26	2,285,751	5,129,685	276,937	117,805	.....	7,810,178
August 2	2,428,894	5,397,207	1,312,506	163,765	.....	9,302,372
9	2,355,782	4,574,069	810,399	172,671	.....	7,912,921
16	2,501,078	3,785,062	520,061	138,499	.....	6,944,700
23	2,636,533	2,004,988	464,534	103,760	.....	5,209,815
30	2,915,082	1,815,682	441,203	27,167	.....	5,199,134
September 6	2,988,972	1,626,404	526,126	34,031	.....	5,125,533
13	3,390,427	1,329,456	625,622	53,023	.....	5,398,528
20	3,902,581	1,002,335	1,004,140	102,513	.....	6,011,569
27	4,460,829	1,599,774	1,558,195	158,190	.....	7,776,988
October 4	5,222,537	1,607,522	1,935,923	226,137	.....	8,992,119
11	5,309,293	1,005,282	2,081,370	248,309	.....	8,644,244
18	5,300,514	804,358	2,160,631	230,900	.....	8,496,403
25	5,542,107	639,445	2,110,140	233,827	.....	8,525,519
31	6,096,846	714,747	2,055,662	208,853	.....	9,076,108

EXHIBIT Q.

Showing the number of cars and canal boats from which grain was received into the several public warehouses of Chicago during the year ending Oct. 31, 1902.

WAREHOUSES.	OPERATED BY—	NUMBER RECEIVED.	
		Cars.....	Vessels and canal boats
Armour A. B.....	Armour & Co.....	614	321
Armour C.....	do.....	1,613	93
Armour F.....	do.....	1,020	.....
St. Paul & Fulton.....	do.....	27	55
Central A.....	Central Elevator Co.....	406	9
Central B.....	do.....	1,139	45
Alton & B.....	Alton Elevator Co.....	3,642	13
Rock Island A.....	Chas. Counselman & Co.....	1,152	.....
S. Chicago C.....	South Chicago Elevator Co.....	3,707	2
City.....	Chicago Ry. Terminal Elevator Co.....	550	91
Union.....	do.....	110	277
Galena.....	do.....	.....	59
Nebraska City.....	do.....	376	148
National.....	National Elevator Co.....	125	56
St. Louis.....	Keith & Co.....	710	22
Calumet B.....	Calumet Elevator Co.....	1,881	.....
Calumet C.....	do.....	1,984	2
Peavey B.....	Peavey Grain Co.....	3,186	6
Indiana A.....	A. S. White & Co.....	1,070	.....
Total.....	.....	23,312	1,199

EXHIBIT R.

Showing the number and disposition of appeals from the decisions of the grain inspection department to the Committee on Appeals during the year ending Oct. 31, 1902.

DATE.	INSPECTION SUSTAINED.						INSPECTION CHANGED.							
	WHEAT.		CORN.		OATS.		WHEAT.		CORN.		OATS.			
	Boats.....	Cars.....	Cars.....	Cars.....	Boats.....	Cars.....	Cars.....	Withdrawn	Cars.....	Cars.....	Withdrawn	Cars.....		
November, 1901.....	2	.....	2	
December, 1901.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January, 1902.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
March, 1902.....	2	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....
June, 1902.....	14	.....	.....	14	.....	5	.....	.....	.....	.....	5	
July, 1902.....	3	41	.....	2	46	.....	2	3	4	.....	3	3	
August, 1902.....	4	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
September, 1902.....	3	2	.....	1	3	.....	4	1	1	.....	2	1	
October, 1902.....	7	1	.....	.....	.....	.....	2	.....	.....	.....	.....	.....
Total.....	1	23	58	1	6	2	87	14	4	9	7	4	30

EXHIBIT S.

Showing the Unloading Capacity per Day and the Storage Capacity of the Public Warehouses of Chicago at Date of this Report.

Warehouses.	No. of cars unloaded in ten hours...	Operated by—	Marine leg capacity in ten hours..	Location.	Storage capacity ...
Armour A, B.....	400	Armour & Co	70,000	C., M. & St. P. Ry	4,000,000
Armour C.....	110	..do	80,000	..do	1,500,000
Armour F.....	80	..do .....	.....	C., B. & Q. Ry	1,000,000
St. Paul and Fulton ..	100	..do	60,000	C., M. & St. P. Ry	1,300,000
Central A.....	75	Central Elevator Co. ....	.....	I. C. Ry	1,000,000
Central B.....	120	Central Elevator Co.	80,000	..do	1,600,000
Alton and B.....	125	Alton Elevator Co.....	30,000	C. & A. Ry	1,800,000
Rock Island A.....	120	C. Counselman & Co. ....	.....	C., R. I. & P. Ry.....	1,000,000
S. Chicago C.....	200	S. Chicago Elevator Co ..	60,000	..do	3,000,000
City.....	60	Chicago Ry. Terminal Elevator Co	55,000	C. & N. W. Ry	1,000,000
Union	60	..do	50,000	C. & A. Ry	2,000,000
Galena	100	..do	50,000	C. & N. W. Ry	700,000
Nebraska City.....	50	..do	70,000	C. & A. Ry	2,500,000
National	100	National Elevator Co.	30,000	..do	1,000,000
St. Louis.....	110	Keith & Co.....	30,000	..do	2,000,000
Calumet B.....	100	Calumet Elevator Co.	70,000	E., J. & E. Ry	1,500,000
Calumet C.....	100	..do	70,000	..do	1,500,000
Peavey B.....	80	Peavey Grain Co.....	70,000	..do	1,500,000
Indiana A.....	120	A. S. White & Co.....	35,000	C. & E. I. and Wab. Ry	1,500,000
Total	2,210	.....	910,000	.....	31,400,000

EXHIBIT T.

A Comparative Statement of the Amount of Grain Annually Received into Store by the Public Warehouses of Chicago from 1893 to 1902, both Inclusive, and the Number of Cars, Canal Boats and Vessels from which Such Grain was Received; also the Number of Bushels Shipped from Public Warehouses During Said Time.

	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
Bushels received.....	94, 676, 987	73, 539, 305	61, 230, 995	100, 116, 207	107, 958, 637	86, 475, 629	64, 002, 966	72, 981, 273	51, 830, 000	35, 625, 067
Bushels shipped.....	91, 547, 190	68, 559, 508	69, 337, 697	92, 572, 153	108, 351, 822	99, 253, 858	62, 033, 184	69, 762, 581	51, 003, 749	41, 163, 316
Number of cars.....	121, 728	91, 339	74, 500	120, 449	123, 126	92, 894	60, 343	64, 347	42, 675	23, 312
Number of canal boats and vessels.....	960	1, 206	890	1, 277	1, 743	1, 360	1, 298	1, 452	1, 991	1, 199

EXHIBIT U.

A Statement Comparing the Number of Cars Annually Inspected on Track from 1890 to 1902, both Inclusive with the Number Received in Store During the Same Years.

	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
Inspected on track.....	272, 956	277, 216	320, 572	271, 041	217, 207	204, 616	308, 445	310, 959	326, 877	314, 186	271, 806	213, 426	145, 835
Received into store.....	125, 502	140, 941	154, 085	121, 728	91, 339	74, 500	120, 449	123, 146	92, 894	60, 343	64, 347	42, 675	23, 312
Inspected but not stored..	147, 454	136, 275	166, 487	149, 313	125, 868	130, 116	185, 996	197, 813	223, 983	843	207, 459	170, 751	122, 523

EXHIBIT V.

Showing the Amount of the Different Grades of Grain in Public Warehouses of Chicago at the Close of Business Oct. 31, 1902.

Kind and Grade.	Bushels.	Total Bushels.
No. 2 hard winter wheat	1,009	
No. 3 hard winter wheat	864,893	
No. 4 hard winter wheat	2,426	
No. 2 red winter wheat.....	1,167,556	
No. 3 red winter wheat.....	2,465,212	
No. 4 red winter wheat.....	57,330	
No. 1 Northern spring wheat.....	1,224,318	
No. 2 Northern spring wheat.....	114,481	
No. 2 spring wheat	14,962	
No. 3 spring wheat	133,081	
No. 4 spring wheat	37,518	
No grade spring	1,757	
No. 2 Colorado.....	12,303	
Total wheat.....		6,096,846
No. 2 yellow corn	54,516	
No. 3 yellow corn	3,378	
No. 2 white corn.....	34,088	
No. 2 corn.....	604,905	
No. 3 corn.....	11,415	
No. 4 corn.....	6,445	
Total corn		714,747
No. 2 white oats	1,810	
No. 3 white oats	292,059	
No. 4 white oats	26,058	
No. 2 oats	180,261	
No. 3 oats	448	
Standard	1,554,996	
Total oats.....		2,055,662
No. 2 rye		208,853
Total		9,076,103

EXHIBIT W.

Showing the Number of Cars of the Different Kinds of Grain and the Total Number of Cars, Canal Boats and Vessels Received Into Store from 1872 to 1902, Both Inclusive.

Year.	Cars wheat.	Cars corn.	Cars oats.	Cars rye.	Cars barley.	Total cars.	Canal boats and vessels.
1872.....						154,255	1,036
1873.....						155,116	1,053
1874.....						153,540	1,099
1875.....						124,527	612
1876.....						122,913	1,251
1877.....						134,103	928
1878.....						172,667	1,061
1879.....						168,211	1,166
1880.....						217,028	1,022
1881.....	35,750	116,866	9,667	1,716	1,331	165,330	980
1882.....	34,026	61,759	6,171	2,035	1,449	105,440	598
1883.....	30,174	98,617	6,804	7,471	878	143,946	474
1884.....	32,726	57,286	6,797	5,264	1,160	103,233	358
1885.....	31,365	54,130	2,958	1,475	477	90,405	467
1886.....	18,650	76,704	5,483	2,251	869	103,957	507
1887.....	33,806	63,153	9,825	517	1,101	108,402	522
1888.....	16,947	83,660	15,405	2,062	1,570	119,644	320
1889.....	19,233	104,378	19,698	2,622	2,613	148,534	465
1890.....	16,870	89,523	13,821	2,432	2,851	125,502	445
1891.....	50,766	65,227	13,288	9,297	2,383	140,941	331
1892.....	58,486	74,739	14,828	3,691	2,341	154,085	796
1893.....	40,672	71,500	7,069	657	1,830	121,728	960
1894.....	33,435	50,289	6,468	298	849	91,339	1,206
1895.....	13,171	55,116	5,144	405	664	74,500	880
1896.....	28,939	81,529	6,486	1,966	1,529	120,449	1,277
1897.....	20,305	87,130	10,574	3,549	1,588	123,146	1,743
1898.....	24,735	56,730	6,386	3,574	1,169	92,894	1,360
1899.....	17,080	35,778	4,467	1,886	1,132	60,343	1,298
1900.....	17,838	38,872	6,581	897	159	64,347	1,452
1901.....	9,573	26,828	5,390	628	256	42,675	991
1902.....	8,574	8,909	4,704	938	187	23,312	1,199

EXHIBIT X.

Showing the Amount of the Different Kinds of Grain and the Total Amount Received into Store each year, from 1872 to 1902, both Inclusive.

Year.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1872.....	10,981,969	41,008,920	10,169,307	637,695	3,367,100	66,164,991
1873.....	19,128,328	35,420,259	9,268,435	1,002,727	3,266,038	68,085,787
1874.....	23,565,923	32,639,894	6,616,467	503,301	1,925,603	65,251,188
1875.....	19,082,530	25,134,906	5,822,828	483,794	1,289,561	51,813,619
1876.....	14,832,264	32,379,123	5,331,330	1,146,557	2,377,136	56,066,410
1877.....	12,163,647	38,563,376	5,262,210	1,807,441	2,779,933	60,576,607
1878.....	20,237,985	49,027,527	7,061,128	2,103,438	3,368,053	81,798,130
1879.....	28,344,970	45,163,552	3,819,971	1,731,145	1,594,540	80,654,178
1880.....	20,219,604	81,113,085	4,092,291	1,108,659	816,076	107,349,715
1881.....	16,394,408	61,443,229	8,770,925	818,528	969,545	88,396,635
1882.....	16,463,495	33,453,624	5,588,595	1,007,794	1,173,500	57,687,008
1883.....	14,771,885	52,956,452	6,484,500	3,831,421	680,493	78,724,751
1884.....	16,386,832	30,862,272	6,897,449	2,688,498	715,913	57,550,971
1885.....	15,813,012	30,935,086	3,367,671	765,191	294,551	51,175,511
1886.....	9,986,022	44,003,620	6,144,458	462,432	1,425,960	62,022,522
1887.....	18,662,907	38,216,481	10,661,018	321,493	731,924	68,543,823
1888.....	10,074,314	50,174,836	16,225,964	1,140,418	980,070	78,595,602
1889.....	11,686,460	62,394,069	21,079,204	1,780,076	1,696,053	98,636,862
1890.....	10,607,427	57,097,669	14,764,083	1,535,293	2,011,006	86,015,478
1891.....	31,286,057	40,827,136	14,141,164	5,635,241	1,737,056	93,626,654
1892.....	37,817,945	50,844,355	17,037,056	2,331,880	1,836,966	109,868,202
1893.....	33,720,884	50,361,403	8,775,909	443,488	1,375,303	94,676,987
1894.....	29,638,180	35,047,156	8,241,756	183,776	728,437	73,839,395
1895.....	13,877,042	40,056,490	6,441,080	266,313	590,070	61,230,995
1896.....	28,654,025	59,622,603	9,006,016	1,434,317	1,399,246	100,116,207
1897.....	19,263,789	71,627,881	13,091,836	2,757,505	1,217,626	107,958,637
1898.....	26,983,864	47,674,692	7,638,312	3,215,858	962,933	86,475,629
1899.....	21,104,350	34,200,308	5,997,841	1,719,936	980,531	64,002,966
1900.....	23,302,294	38,441,947	10,150,672	920,885	145,475	72,961,273
1901.....	12,976,746	29,270,063	8,336,397	974,667	272,167	51,830,040
1902.....	15,934,166	10,904,773	7,416,416	1,090,623	279,089	35,625,067

EXHIBIT Y.

Showing the Amount of the Different Kinds of Grain and the Total Amount Shipped Out of the Public Warehouses of Chicago from 1874 to 1902, inclusive.

Year.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1874.....	22,691,909	34,195,960	6,549,235	547,260	2,103,075	66,087,439
1875.....	19,156,496	24,717,926	5,567,535	393,205	1,250,739	51,085,901
1876.....	13,705,627	31,723,565	5,354,338	1,056,323	1,712,042	53,551,895
1877.....	13,749,352	39,909,127	5,664,657	1,945,541	3,239,758	64,507,435
1878.....	17,961,096	48,658,757	6,855,099	1,923,140	2,581,441	77,979,533
1879.....	26,526,854	43,809,076	3,488,043	1,717,286	2,207,917	77,749,176
1880.....	21,649,657	77,322,378	3,551,765	978,456	1,294,002	104,796,257
1881.....	15,667,774	58,946,072	9,741,451	719,213	836,336	85,910,846
1882.....	17,021,224	39,179,768	5,721,928	1,116,842	1,292,101	64,331,863
1883.....	10,714,063	52,259,389	6,467,396	3,163,214	708,280	73,307,290
1884.....	17,868,121	30,774,999	6,672,432	3,397,408	719,904	59,432,864
1885.....	9,446,510	32,166,074	3,652,384	649,252	264,373	46,178,598
1886.....	13,550,610	41,353,588	5,381,613	585,977	875,290	61,747,078
1887.....	24,077,811	40,004,776	10,227,601	404,006	1,040,617	75,754,811
1888.....	9,917,697	47,380,069	14,771,417	519,316	1,120,443	73,708,947
1889.....	13,499,790	63,907,293	20,958,456	1,973,543	1,367,148	101,706,230
1890.....	8,219,689	57,393,561	16,871,068	1,689,584	1,722,028	86,896,930
1891.....	31,004,266	41,203,403	14,148,626	5,558,622	2,112,604	94,027,521
1892.....	35,469,665	45,004,534	15,227,956	2,238,139	1,876,837	99,817,131
1893.....	24,374,461	54,739,034	10,458,769	658,995	1,315,941	91,547,190
1894.....	23,209,238	36,629,923	7,549,447	241,115	923,785	68,553,508
1895.....	21,080,846	39,923,572	7,550,532	220,932	561,816	69,337,697
1896.....	30,754,586	53,375,144	6,474,733	916,921	1,050,769	92,572,153
1897.....	31,996,188	58,585,380	13,872,535	2,683,652	1,247,067	108,354,822
1898.....	28,533,044	56,909,040	8,858,495	3,815,471	1,117,808	99,233,858
1899.....	11,572,106	42,097,542	5,658,612	1,515,849	1,189,075	62,033,184
1900.....	21,557,815	39,269,773	8,022,975	757,500	124,968	69,762,531
1901.....	20,986,778	24,781,704	10,144,298	780,394	310,575	57,003,749
1902.....	14,939,433	17,339,904	6,973,168	1,610,290	300,551	41,163,346

EAST ST. LOUIS INSPECTION DEPARTMENT.

EAST ST. LOUIS, ILL., Oct. 31, 1902.

To the Honorable James S. Neville, Chairman of the Railroad and Warehouse Commission, Springfield, Ill.

DEAR SIR—I have the honor to submit to you my report for 12 months, ending Oct 31, 1902.

This has been one of the best years for this department since it was established. All our elevators are in good shape.

On July 1, 1902, there was established in connection with this department a weighing department, and we have the supervision of weights on all grain in and out of the following elevators, viz: Advance, Union, Venice, East and Montgomery Elevator B.

The following tables of exhibits marked from A-1 to A-9 shows a statement of the business done by this department for the year ending Oct. 31, 1902.

Exhibit A-1 shows track inspection on the arrival of winter wheat by months.

Exhibit A-2 shows track inspection on arrival of spring and mixed wheat by months.

Exhibit A-3 shows inspection on arrival of sack wheat, corn and rye by river.

Exhibit A-4 shows track inspection on arrival of corn by months.

Exhibit A-5 shows track inspection on arrival of rye and barley by months.

Exhibit A-6 shows track inspection on arrival of oats by months.

Exhibit A-7 shows inspection from all regular houses of wheat, corn, oats, rye and barley by months.

Exhibit A-8 shows grand total of track and river in and out inspection on all kinds of grain.

Exhibit A-9 shows inspections from all irregular elevators and special inspection.

The following tables of exhibits from B-1 to B-4 show the amount of grain in store and shipped from all regular elevators from Oct. 31, 1901, to Oct. 31, 1902:

Exhibit B-1 shows amount of grain in store Oct. 31, 1901.

Exhibit B-2 shows amount of grain received in store from Oct. 31, 1901, to Oct. 31, 1902.

Exhibit B-3 shows amount of grain shipped from Oct. 31, 1901, to Oct. 31, 1902.

Exhibit B-4 shows amount of grain in store Oct. 31, 1902.

It is very gratifying to state that the feeling between this department and the receivers of grain and the shippers is very satisfactory and I trust will continue.

I attended the National Grain Dealers' association at Peoria this year and found it very beneficial to both myself and the dealers, and would suggest to your board that the chief inspector attend these meetings as often as possible.

Now as to our working force, both inspector's and office force, I cannot speak too highly of them; they are all old and experienced men, having been here since the department was established, and are competent in every way as will be shown by the small number of complaints filed.

The work in this department is much different from that in Chicago, it being scattered so, having no set tracks on any road to put grain on held for inspection, and I would suggest to your honorable board that they take this matter up with the different railroads centering in East St. Louis and try to remedy same.

As to our weighing department it is young, having been established only July 1, of this year; but it is working very satisfactorily and giving general satisfaction to both shipper and receiver. I know as it grows older it will improve, and I hope to see the day when we will have charge of the weighing of all grain in East St. Louis, and I would suggest that the board take this matter up and so arrange it.

This department charges 50c per car, 50c per 1,000 bushels, $\frac{1}{2}$ c per sack, 15c per wagon load, for inspection, 15c per car in and 15c per car out of all elevators for weighing of grain.

So, thanking your honorable board for all past favors shown me, and hoping that our pleasant relations will continue, I am,

Your obedient servant,

CHARLES DAVIS,

Chief Inspector.

JOHN D. EDMISTEN,

Registrar.

EXHIBIT A--2.

Spring Wheat—Cars.

Months.	Spring.				White.				Mixed.		Total.	
	2	3	4	N. G.	2	3	4	N. G.	2	3		
1901.												
November.....		11	5	1			1		1		19	
December.....		4	3						3	1	11	
1902.												
January.....	2	16	3								21	
February.....		2	2								4	
March.....										2	2	
April.....		3	7							3	13	
May.....		2	18	1			2			2	23	
June.....										2	2	
July.....										2	2	
August.....		1	2							1	2	
September.....										2	2	
October.....										2	2	
Total.....	2	39	40	2		1	2		4	15	105	

EXHIBIT A—3.

Inspection on Arrival by River by Months of Wheat, Corn and Rye—Sacks.

Months.	Red Winter Wheat.			White Winter Wheat.			Yellow Corn.			White Corn.			Corn.			Rye.		
	2	3	4	N. G.	2	3	4	N. G.	2	3	3	2	2	3	2	2	3	3
1901.																		
November.....																		
December.....																		
1902.																		
January.....																		
February.....																		
March.....																		
April.....																		
May.....																		
June.....	19,944	3,256	659	40														
July.....	102,531	102,617	30,061	2,536	1,000	503	895											
August.....	30,007	69,557	49,443	4,288		1,894	2,540	514										
September.....	9,224	16,962	9,186	1,455			921											
October.....	6,927	6,737	1,730						84	393								
Total.....	168,633	199,129	91,079	8,319	1,000	2,387	4,356	514	84	353					2,051		451	766

EXHIBIT A-4.

Showing Inspections on Arrival by Months—Rail and River—of
Corn—Cars.

Months.	Yellow Corn.		White Corn.		Corn.				Total
	2	3	2	3	2	3	4	N. G.	
1901.									
November	182	286	77	257	144	365	59	6	1,376
December	181	336	87	225	253	549	31	4	1,666
1902.									
January	159	260	84	411	194	753	37	1	1,899
February	35	96	32	185	54	125			527
March	44	97	39	149	49	106	6		490
April	66	131	68	157	23	133	6		584
May	62	176	44	214	60	221	22		799
June	20	45	88	85	34	42	6	10	330
July	3	3	27	37	411	29	5		515
August	1	2	5	25	16	14	24		87
September	19	15	36	73	27	15	9	2	196
October	1	2	7	28	18	21	4		81
Total	773	1,449	594	1,846	1,283	2,373	209	23	8,550

EXHIBIT A-5.

Track Inspection on Rye—Cars.

Months.	Rye.		Barley.	N. G.
	2	3	5	
1901.				
November	13	9		
December	14	3		
1902.				
January	4		3	4
February	2		18	4
March	5	1	5	5
April	7	1		
May	4	1		
June	12	2		
July	6	18		
August	5	19		
September	30	29		
October	23	11		
Total	125	94	26	13

EXHIBIT A—6.

Showing Inspections on Arrival by Months—Rail and River—of Oats—Cars.

Months.	White Oats.				Oats.				Total.
	2	3	4	N. G.	2	3	4	N. G.	
1901.									
November	50	100	21	1	88	8	6	.....	274
December	36	174	72	2	87	9	5	.....	385
1902.									
January	63	268	61	.....	185	17	2	10	606
February	72	150	54	.....	157	11	.....	.....	444
March	48	175	97	.....	107	14	1	.....	442
April	31	133	41	.....	72	8	2	2	289
May	53	135	14	.....	183	14	4	1	404
June	20	112	9	.....	153	10	4	2	310
July	17	36	9	.....	67	102	45	7	286
August	3	63	76	.....	55	203	71	19	490
September	19	83	191	.....	127	167	122	56	765
October	8	81	296	.....	231	214	116	28	974
Total.....	420	1,510	941	3	1,512	777	381	125	5,669

EXHIBIT A—8.

Shows Grand Total In and Out Inspection of all Grain.

	WINTER WHEAT.		SPRING WHEAT.		CORN.		OATS.	RYE.		BARLEY.
	Cars.	Sacks.	Cars.	Sacks.	Cars.	Sacks.	Cars.	Cars.	Sacks.	Cars.
1901.										
November ...	233	.....	19	.....	1,484	.....	328	27	.....	.....
December....	645	.....	11	.....	1,675	.....	425	19	.....	.....
1902.										
January.....	828	.....	45	.....	1,990	.....	646	17	.....	7
February....	625	.....	17	.....	801	.....	530	2	.....	14
March.....	339	.....	2	.....	960	.....	555	14	.....	8
April.....	346	.....	16	.....	747	.....	388	28	.....	10
May.....	439	.....	23	.....	916	.....	461	10	.....	.....
June.....	234	23,799	4	.....	490	.....	387	16	.....	.....
July.....	1,444	240,142	2	.....	557	.....	316	25	615	.....
August.....	2,675	158,233	2	.....	441	.....	530	28	72	.....
September...	1,906	37,748	4	.....	249	2,051	806	63	343	.....
October.....	1,681	15,394	6	.....	112	467	1,018	50	196	.....
Total.....	11,395	475,316	151	.....	10,422	2,518	6,390	299	1,226	39

EXHIBIT A—9.

Inspections from Irregular Houses and Special Inspection.

	WINTER WHEAT.		OATS.		WHITE AND YELLOW CORN.		CORN.		RYE.		BARLEY.	
	Special— Cars.	Cars.	Special— Cars.	Cars.	Special— Cars.	Cars.	Special— Cars.	Cars.	Special— Cars.	Cars.	Bushels.	Cars.
1901.												
November.....	35				12							
December.....	69		4			1						
1902.												
January.....	48				5							
February.....		154		20	33				8			
March.....	39		2	22	6	16			2			
April.....	115	44		74	6	78						
May.....	60	10		10	10	40						
June.....	96			48	4	9						
July.....	256		14	14	3	2						
August.....	223	70		35		20						
September.....	195	111		26		19						
October.....				14		21						
Total.....	1,136	560	24	263	78	216		440	12			33

EXHIBIT B—1.

*Shows Amount Grain in Store Regular House Oct. 31, 1901—
Bushels.*

	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Advance.....	417,672	70,119	59,005	1,356	.....	548,052
Venice.....	458,896	.....	.....	.....	.....	458,896
Union.....	91,867	3,994	39,804	14,175	.....	149,840
East Elevator.....	295,146	.....	.....	18,258	.....	313,404

EXHIBIT B—2.

*Shows Amount Grain Received in Store from Oct. 31, 1901, to Oct.
Oct. 31, 1902—Bushels.*

	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Advance.....	1,192,118	375,117	100,180	15,899	.....	1,683,314
Venice.....	461,022	.....	.....	.....	.....	461,022
Union.....	1,670,576	1,012,339	693,880	100,800	34,814	3,512,409
East Elevator.....	844,173	.....	.....	4,838	.....	849,011

EXHIBIT B—3.

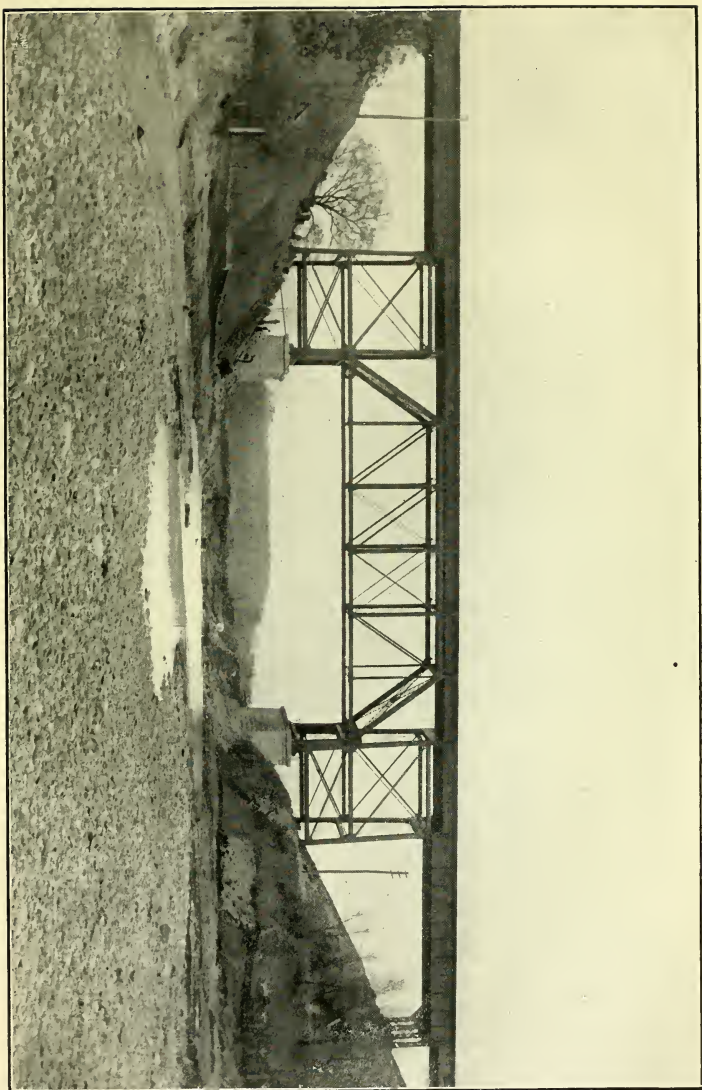
*Shows Amount Grain Shipped from Store Oct. 31, 1901, to Oct. 31,
1902—Bushels.*

	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Advance.....	1,205,795	443,586	143,672	15,805	.....	1,808,858
Venice.....	485,098	.....	.....	.....	.....	485,098
Union.....	1,117,957	1,014,432	721,666	95,620	34,814	2,981,489
East Elevator.....	878,328	.....	.....	21,253	.....	899,611

EXHIBIT B—4.

*Shows Amount Grain in Store Regular Houses Oct. 31, 1902—
Bushels.*

	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Advance.....	403,895	2,190	15,513	1,450	.....	423,048
Venice.....	464,820	.....	.....	.....	.....	464,820
Union.....	644,486	1,846	12,018	19,355	.....	677,695
East Elevator.....	260,991	.....	.....	1,813	.....	262,807



C., B. & Q. R. R. Co.—DOUBLE TRACK STEEL BRIDGE OVER MAIN BUREAU CREEK, ERECTED IN 1899—LENGTH 399 ft., HEIGHT 90 ft.



L A W S

RELATING SPECIALLY TO

Railroads, Inspection of Grain

AND PUBLIC WAREHOUSES.

LAWS RELATING SPECIALLY TO RAILROADS, INSPECTION OF GRAIN AND PUBLIC WAREHOUSES.

CHAPTER 114 OF THE REVISED STATUTES, 1899.

RAILROADS AND WAREHOUSES.

INCORPORATION OF RAILROAD COMPANIES.

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10. Annual or other statements—rate of interest—loans—removal of officers—access to books.
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15. Increase of capital stock—meetings—other business—record.
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17. Liability of stockholder.
18. Condemnation of property.
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20. Laying out, constructing and using road—fix rates—borrow money.
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31. Fine for failure to comply.
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35. Borrowing money by companies formed before March 1, 1872.
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42. Agreement for consolidation.
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46. Use of bridges.
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52. Contract to be in writing.
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55. Defines director's residence.

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56. Who may form corporation.
57. Articles of association.
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59. Corporate powers defined.
60. Election of directors—term of office.
61. No discrimination against or in favor of roads.

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62. Fencing track.
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64. Allowing, etc., animals on right of way—breaking fence, etc.
65. When company neglects to build or repair fences.
66. Adjoining owner may build and recover.
67. Boards at crossings.
68. Bell and whistle—crossings.
69. Killing stock—frightening team.
70. Starting train without signal.
71. Approaches at crossings.
72. Neglect to make, etc., crossings—notice.
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74. Company to pay expense and \$100.
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- 76b. Civil engineer to examine system, etc.—compensation.
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80. Railroad agent, etc., to make complaint.
81. Penalty.
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85. Depots to be kept open—penalty.
86. Texas cattle.
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88. Time to stop at stations.
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- 174. Applies to officers of roads.
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- 177. Examinations of railroads and ware-houses—suits.
- 177a. When board to investigate cause of accident on railroad—bridge, etc. out of repair—mandamus—proceedings by attorney general.
- 178. Cancellation of warehouse licenses.
- 179. Power to examine books, etc.
- 180. May examine witnesses, etc.
- 181. Penalty against witnesses.
- 182. Penalty against railroad companies, etc.
- 183. Attorney general and State's attorney to prosecute.
- 184. In name of people—pay *qui tam* ac-tions.
- 185. Rights of individuals saved.
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- 210. Expense of construction of crossing.
- 211. Protecting crossings—safety devices.
- 212. Where grade crossings dangerous—power of commission—petition.
- 213. Commission to hear petition, etc.
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- 218. When the corporation of this State may sell and convey and such corporation of another state may purchase, in fee simple or otherwise, etc.

INCORPORATION OF RAILROAD COMPANIES.*

AN ACT to provide for the incorporation of associations that may be organized for the purpose of constructing railways, maintaining and operating the same; for prescribing and defining the duties and limiting the powers of such corporations when so organized; and authorizing the same and all railroad companies of this State to own and hold the stock and securities of railroad companies of other states owning connecting lines. [As amended by act approved June 2, 1891. In force July 1, 1891. L. 1891, p. 184; Legal News Ed., p. 124.]

1. CORPORATORS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That any number of persons not less than five may become an incorporated company for the purpose of constructing and operating any railroad in this State, and that any and all railroads or transportation companies authorized to be incorporated and transact business in this State by virtue of this act, shall be and they are hereby authorized and empowered to purchase, own, operate and maintain any railroad sold or transferred under order or powers of sale or decree of, or sale under foreclosure of mortgage or deed of trust, and corporations heretofore organized under the provisions of the act hereby amended, their successors or assigns, shall have and possess all the powers and privileges conferred by this act. [As amended by act approved May 11, 1877. In force July 1, 1877. L. 1877, p. 163; Legal News Ed., p. 150.]

2. ARTICLES OF INCORPORATION—RECORD OF SAME.] § 2. Such persons shall organize by adopting and signing articles of incorporation, which shall be recorded in the office of the recorder of deeds in each county through or into which such railroad is proposed to be run, and in the office of the Secretary of State. [See § 6, 15.]

3. FORM OF ARTICLES. § 3. Such articles shall contain:

First—The name of the proposed corporation.

Second—The places from and to which it is intended to construct the proposed railway.

Third—The place at which shall be established and maintained the principal business office of such proposed corporation.

Fourth—The time of the commencement and the period of the continuance of such proposed corporation.

Fifth—The amount of the capital stock of such corporation.

Sixth—The names and places of residence of the several persons forming the association for incorporation.

Seventh—The names of the members of the first board of directors, and in what officers or persons the government of the proposed corporation and the management of its affairs shall be vested.

Eighth—The number and amount of shares in the capital stock of such proposed corporation.

4. CORPORATE POWERS — SEAL — COPY OF ARTICLES — EVIDENCE.] § 4. When the articles shall have been filed and recorded as aforesaid, the persons named as corporators therein shall thereupon become and be deemed a body corporate, and shall thereupon be authorized to proceed to carry into effect the objects set forth in such articles, in accordance with the provisions of this act. As such body corporate they shall have succession, and in their corporate name may sue and be sued, plead and be impleaded. The said corporation may have and use a common seal, which it may alter at pleasure; may declare the interests of its stockholders transferable; establish by-laws, and make [*800] all rules and regulations deemed necessary for the management of its affairs in accordance with law. A copy of any articles of incorporation filed and recorded in pursuance with this act, or of the record thereof, and certified to be a copy by the Secretary of State, or his deputy, shall be presumptive evidence of the incorporation of such company, and of the facts therein stated.

5. LIMIT OF CHARTER—RENEWAL.] § 5. No such corporation shall be formed to continue more than 50 years in the first instance, but such corporation may be renewed from time to time, in such manner as may be pro-

* Elevated ways and conveyors. See Corporations, ch. 32, § 68.

Incorporation of railroad companies.

vided by law, for periods not longer than 50 years: *Provided*, that three-fourths of the votes cast at any regular election for that purpose shall be in favor of such renewal, and those desiring a renewal shall purchase the stock of those opposed thereto at its current value.

6. BY-LAWS RECORDED.] § 6. A copy of the by-laws of the corporation, duly certified, shall be recorded as provided for the recording of the articles of association in section 2 of this act; and all amendments and additions thereto, duly certified, shall also be recorded as herein provided, within ninety days after the adoption thereof.

7. OFFICE IN THIS STATE.] § 7. Every such corporation organized under the provisions of this act, shall have and maintain a public office or place in this State for the transaction of its business, where transfers of all its stock shall be made, and in which shall be kept for public inspection, books, wherein shall be recorded the amount of capital stock subscribed and by whom, the names of the owners of its stock, the number of shares held by each person, and the number by which each of said shares is respectively designated, and the amounts owned by them respectively, the amount of stock paid in, and by whom, the transfers of said stock, the amount of its assets and liabilities, and the names and places of residence of all its officers. [See Const., Art. 11, § 9.

8. DIRECTORS—THEIR ELECTION AND CLASSIFICATION—VACANCY.] § 8. All the corporate powers of every such corporation shall be vested in and be exercised by a board of directors, who shall be stockholders of the corporation, and shall be elected at the annual meetings of stockholders at the public office of such corporation within this State. The number of such directors, the manner of their election, and the mode of filling vacancies, shall be specified in the by-laws, and shall not be changed except at the annual meetings of the stockholders. The first board of directors shall classify themselves by lot in such manner that there shall be, as nearly as practicable, three directors in each class. Those belonging to the first class shall go out of office at the end of one year, those of the second class at the end of two years, and in like manner those of each class shall go out of office at the expiration of a number of years corresponding to the number of his class; and all vacancies occurring by reason of expiration of term shall be filled by election for a term of years equal to the number of classes. [See § 11, 26.

9. CALLED MEETINGS.] § 9. A meeting may be called at any time during the interval between such annual meetings, by the directors, or by the stockholders owning not less than one-fourth of the stock, by giving thirty days' public notice of the time and place of such meeting, in some newspaper published in each county through or into which the said railway shall run, or be intended to run, provided there be a newspaper published in each of the counties aforesaid; and if, at any such special meeting so called, a majority in value of the stockholders equal to two-thirds of the stock of such corporation, shall not be represented in person or by proxy, such meeting shall be adjourned from day to day, not exceeding three days, without transacting any business; and if, within said three days, two-thirds in value of such stock shall not be represented at such meeting, then the meeting shall be adjourned, and a new call may be given and notified as hereinbefore provided. [See § 15.

10. ANNUAL AND OTHER STATEMENTS.] § 10. At the regular annual meeting [*801] of the stockholders of any corporation organized under the provisions of this act, it shall be the duty of the president and directors to exhibit a full, distinct and accurate statement of the affairs of the said corporation; and at any meeting of the stockholders, or a majority of those present (in person or by proxy) may require similar statements from the president and directors, whose duty it shall be to furnish such statements when required in manner aforesaid.

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RATES OF INTEREST—LOANS.] And at all general meetings of the stockholders, a majority in value of the stockholders of any such corporation may fix the rates of interest which shall be paid by the corporation for loans for the construction of such railway and its appendages, and the amount of such loans.

REMOVAL OF OFFICERS.] At any special meeting by a two-thirds vote in value of all the stock, such stockholders may remove any president, director, or other officer of such corporation, and elect others instead of those so removed.

ACCESS TO BOOKS.] All stockholders shall, at all reasonable hours, have access to, and may examine, all the books, records and papers of such corporation.

11. WHEN DIRECTORS NOT ELECTED ON THE DAY, ETC.] § 11. In case it shall happen, at any time that an election of directors shall not be made on the day designated by the by-laws of such corporation for that purpose, the corporation, for such cause, shall not be dissolved, if within ninety days thereafter the stockholders shall meet and hold an election for directors in such manner as shall be provided by the by-laws of such corporation: *Provided*, that it shall require a majority in value of the stock of such corporation to elect any member of such board of directors, and a majority of such board of directors shall be citizens and residents of this State.

12. OFFICERS—THEIR DUTIES.] § 12. There shall be a president of such corporation, who shall be chosen by and from the board of directors, and such other subordinate officers as such corporation, by its by-laws, may designate, who may be elected or appointed, and shall perform such duties and be required to give such security for the faithful performance thereof as such corporation, by its by-laws, shall require, provided that it shall require a majority of the directors to elect or appoint any officer.

13. PAYMENT OF SUBSCRIPTIONS TO CAPITAL STOCK.] § 13. The directors of such corporation may require the subscribers to the capital stock of such corporation to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution or order of such board of directors, the said board shall be authorized to declare such stock and all previous payments thereon forfeited for the use of the corporation; but the said board of directors shall not declare such stock so forfeited until they shall have caused a notice in writing to be served on such stockholder personally, or by depositing the same in a postoffice, properly directed to the postoffice address of such stockholder, or if he be dead, to his legal representatives, with necessary postage for its transmittal properly prepaid, stating therein that in accordance with such resolution or order, he is requested to make such payment, at a time and place and in the manner to be specified in such notice, and that if he fails to make the same in the manner requested, his stock and all previous payments thereon will be forfeited for the use of such corporation; and thereafter such corporation, should default in payment be made, may sell the same and issue new certificates of stock therefor: *Provided*, that the notice as aforesaid shall be personally served or duly deposited, as above required, at least sixty days previous to the day on which such payment is required to be made.

14. STOCK PERSONALTY—TRANSFER OF—USE OF FUNDS.] § 14. The stock of such corporation shall be deemed personal estate and shall be transferable in the manner prescribed by the by-laws of such corporations. But no shares shall be transferable until all previous calls thereon shall have been paid; and it shall not be lawful for such corporation to use any of the funds thereof in the purchase of its own stock, or that of any other corporation, or to loan any of its funds to any director or officer thereof, or to permit them or any of them to use the same for other than the legitimate purposes of such corporation: *Provided, however*, that any railroad company incorporated and organized, or that may hereafter be incorporated and organized under any general or special law of this State, and operating a railroad which now con-

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nects or may hereafter connect at any point with any railroad of any other state, shall have power, acting by itself, or jointly with another company or companies, to own and hold the stock and securities of the corporation owning said connecting road, or any part thereof; such ownership or holding to comprise at least two-thirds in amount of the stock of such corporation; but in case of the purchase of stock the company or companies so purchasing shall take and pay for all the shares of the company whose stock is so purchased that may be offered, and the terms of purchase of all shares shall be the same to all stockholders. [As amended by act approved June 2, 1891. In force July 1, 1891. L. 1891, p. 185; Legal News Ed., p. 124.]

15. INCREASE OF CAPITAL STOCK—MEETINGS—OTHER BUSINESS. [§ 15. In case the capital stock of any such corporation shall be found insufficient for constructing and operating its road, such corporation may, with the concurrence of two-thirds in value of all its stock, increase its capital stock, from time to time, to any amount required for the purpose aforesaid. Such increase shall be sanctioned by a vote, in person or by proxy, of two-thirds in amount of all the stock of such corporation, at a meeting of such stockholders called by the directors of the corporation for such purpose, by giving notice in writing to each stockholder, to be served personally or by depositing the same in a postoffice, directed to the postoffice address of each of said stockholders severally, with necessary postage for the transmittal of same, prepaid, at least 60 days prior to the day appointed for such meeting, and by advertising the same in some newspaper published in each county through or into which the said road shall run or be intended to run (if any newspaper shall be published therein), at least 60 days prior to the day appointed for such meeting. Such notice shall state the time and place of the meeting, the object thereof, and the amount to which it is proposed to increase such capital stock; and at such meeting the corporate stock of such corporation may be so increased, by a vote of two-thirds in amount of the corporate stock of such corporation, to an amount not exceeding the amount mentioned in the notices so given. Should the directors of any such corporation desire at any time to call a special meeting of the stockholders, for any other necessary purpose, the same may be done in the manner in this section provided, and if such meeting be attended by the owners of two-thirds in amount of the stock, in person or by proxy, any other necessary business of such corporation may be then transacted, except the altering, amending or adding to the by-laws of such corporation: *Provided*, Such business shall have been specified in the notices given. And the proceedings of any such meeting shall be entered on the journal of the proceedings of such corporation. Every order or resolution increasing the capital stock of any such corporation shall be duly recorded as required in section 2 of this act.]

16. LIABILITY OF EXECUTOR, ETC.] § 15½. No person holding stock in any such corporation as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholders of such corporation; but the person pledging the stock shall be considered as holding the same, and shall be liable as a stockholder accordingly.

17. LIABILITY OF STOCKHOLDER.] § 16. Each stockholder of any corporation formed under the provisions of this act shall be held individually liable to the creditors of such corporation to an amount not exceeding the amount unpaid on the stock held by him, for any and all debts and liabilities of such corporation, until the whole amount of the capital stock of such corporation so held by him shall have been paid.

18. CONDEMNATION OF PROPERTY.] § 17. If any such corporation shall be unable to agree with the owner for the purchase of any real estate required for the purpose of its incorporation, or the transaction of its business, or for its depots, station buildings, machine and repair shops, or for right of way or any other lawful purpose connected with or necessary to the building, operating or running of said road, such corporation may acquire such title in the manner that may be now or hereafter provided for by any law of eminent domain. [See "Eminent Domain," ch. 47.]

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19. ACQUIRING MATERIAL.] § 18. Any such corporation may, by their agents and employés, enter upon and take from any land adjacent to its road, earth, gravel, stone or other materials, except fuel and wood, necessary for the construction of such [*803] railway, paying, if the owner of such land and the said corporation can agree thereto, the value of such material taken and the amount of damages occasioned thereby to any such land or its appurtenances; and if such owner and corporation cannot agree, then the value of such material, and the damage occasioned to such real estate, may be ascertained, determined and paid in the manner that may now or hereafter be provided by any law of eminent domain, but the value of such materials, and the damage to such real estate, shall be ascertained, determined and paid for before such corporation can enter upon or take the same. [See "Eminent Domain," ch. 47.

20. LAYING OUT, CONSTRUCTING AND USING ROADS—FIX RATES—BORROW MONEY.] § 19. Every corporation formed under this act shall, in addition to the powers hereinbefore conferred, have power:

First—To cause such examination and survey of its proposed railway to be made as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers, agents or servants, may enter upon the lands or waters of any person or corporation, but subject to responsibility for all damages which shall be occasioned thereby.

Second—To take and hold such voluntary grants of real estate and other property as shall be made to it, in aid of the construction and use of its railway, and to convey the same when no longer required for the uses of such railway, not incompatible with the terms of the original grant.

Third—To purchase, hold and use all such real estate and other property as may be necessary for the construction and use of its railway, and the stations and other accommodations necessary to accomplish the object of its incorporation, and to convey the same when no longer required for the use of such railway.

Fourth—To lay out its road, not exceeding 100 feet in width, and to construct the same; and for the purpose of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the railway, and to cut down any standing trees that may be in danger of falling upon or obstructing the railway, making compensation therefor in the manner provided by law.

Fifth—To construct its railway across, along or upon any stream of water, watercourse, street, highway, plank road, turnpike or canal, which the route of such railway shall intersect or touch; but such corporation shall restore the stream, watercourse, street, highway, plank road and turnpike thus intersected or touched, to its former state, or to such state as not unnecessarily to have impaired its usefulness, and keep such crossing in repair: *Provided*, That in no case shall any railroad company construct a roadbed without first constructing the necessary culverts or sluices, as the natural lay of the land requires for the necessary drainage thereof. Nothing in this act contained shall be construed to authorize the erection of any bridge, or any other obstruction, across or over any stream navigated by steamboats, at the place where any bridge or other obstructions may be proposed to be placed, so as to prevent the navigation of such stream; nor to authorize the construction of any railroad upon or across any street in any city, or incorporated town or village, without the assent of the corporation of such city, town or village: *Provided*, That in case of the constructing of said railway along highways, plank roads, turnpikes or canals, such railway shall either first obtain the consent of the lawful authorities having control or jurisdiction of the same, or condemn the same under the provisions of any eminent domain law now or hereafter in force in this State. [See "Cities," etc., ch. 24, § 62, items 26, 27, 90.

Sixth—To cross, intersect, join and unite its railways with any other railway before constructed, at any point in its route, and upon the grounds of such other railway company, with the necessary turnouts, sidings and switches,

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and other conveniences in furtherance of the objects of its connections; and every corporation whose railway is or shall be hereafter intersected by any new railway, shall unite with the corporation owning such new railway in forming such intersections and connections and grant [*804] the facilities aforesaid; and if the two corporations can not agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined in manner prescribed by law.

Seventh—To receive and convey persons and property on its railway, by the power and force of steam or animals, or by any mechanical power.

Eighth—To erect and maintain all necessary and convenient buildings and stations, fixtures and machinery, for the construction, accommodation and use of passengers, freights and business interests, or which may be necessary for the construction or operation of said railway.

Ninth—To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor, subject, nevertheless, to the provisions of any law that may now or hereafter be enacted. [See § 25, 27.]

Tenth—From time to time borrow such sums of money as may be necessary for completing, finishing, improving or operating any such railway, and to issue or dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporations for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation, to be expressed in the manner and under all the conditions provided in the 15th section of this act, shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in the second section of this act; and the directors of such corporation shall be empowered, in pursuance to any such order or resolution, to confer on any holder of any bond for money so borrowed, as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation, at any time not exceeding ten years after the date of such bond, under such regulations as may be provided in the by-laws of such corporation. [See § 30, 33.]

21. WHAT PERSONAL PROPERTY.] § 20. The rolling stock and all other movable property belonging to any such corporation shall be considered personal property, and shall be liable to execution and sale in the same manner as personal property of individuals. [See Const., art. 11, § 10.]

22. ISSUE OF STOCK AND BONDS LIMITED.] § 21. No such corporation shall issue any stock or bonds, except for money, labor or property actually received and applied to the purposes for which such corporation was organized. All stock dividends, and other fictitious increase of capital stock or indebtedness of any such corporation, shall be void. [See Const., art. 11, § 13.]

23. CONSOLIDATION.] § 22. No such corporation shall consolidate its capital stock with any other railway owning a parallel or competing line. And in no case shall any consolidation take place, except upon sixty days' notice thereof given, which notice shall be given in manner and form as prescribed in the 15th section of this act. [See Const., art. 11, § 11.]

24. ANNUAL REPORT.] § 23. The directors of every such corporation shall annually make a report, under oath, to the Auditor of Public Accounts, and to such other officers as may be designated by law, of all of its actings and doings, which, in part, shall include such matters relating to such corporations as may be now or hereafter prescribed by law. [See Const., art. 11, § 9.]

25. POWERS OF LEGISLATURE.] § 24. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses, and to prevent unjust discriminations and extortions in the rates of freight and passenger tariff, and to establish reasonable maximum rates of charges for the transportation of persons or property on any railway that may be constructed under the provisions of this act, and to enforce such laws by adequate penalties to the extent, if necessary for that purpose, of forfeiture of the property and franchises of any such corporation. [See Const., art. 11, § 15.]

*805] 26. CUMULATIVE VOTING.] § 25. In all elections for directors or managers of such railway corporations every stockholder shall have a right to vote, in person or by proxy, for the number of shares of stock owned by him, for as many persons as there are directors or managers to be elected, or to cumulate said shares, and give one candidate as many votes as the number of directors, multiplied by the number of his shares of stock, shall equal; or to distribute them, on the same principle, among as many candidates as he shall think fit; and such directors or managers shall not be elected in any other manner. [See § 8; also Const., art. 11, § 3.

27. RATES WHEN AID INDUCED.] § 25¹⁻². In all cases, when any corporation organized under this act to induce aid in its construction, either by donation or subscription to its capital stock, shall desire to fix the rates for any period of time for the transportation of passengers or freight, such corporation may adopt a resolution for fixing such rates, and the time for which the same is to be fixed, and have the same recorded in the office of the recorder of deeds in the several counties through which said road is proposed to be run; and during the time for which they are fixed, said rates shall in no case be amended by said corporation or its successors: *Provided*, That said rates shall not exceed the rate allowed by law.

28. LIMITATION.] § 26. If any railway corporation organized under this act, shall not, within two years after its articles of association shall be filed and recorded as provided in the second section of this act, begin the construction of its road, and expend thereon 25 per cent of the amount of its capital, within five years after the date of its organization, or shall not finish the road and put it in operation within ten years from the time of filing its articles of association, as aforesaid, its corporate existence and powers shall cease.

29. REPEAL—SAVING—BENEFITS OF THIS ACT, ETC.] § 27. That an act entitled, "An act to amend 'An act to provide for a general system of railroad incorporations,' approved November 5, 1849," approved February 13, 1857, and also all of an act entitled, "An act to provide for a general system of railroad incorporations," approved November 5, 1849, except the sections of the last named act numbered 34, 35, 36, 37, 38, 39, 40, 41, 42 and 45,* and all laws in conflict with the provisions of this act, be and the same are hereby repealed: *Provided, however*, That all general laws of this State in relation to railroad corporations, and the powers and duties thereof, so far as the same are not inconsistent with the provisions of this act, shall remain in force and be applicable to railroad incorporations organized under this act. The repeal of the acts and parts of acts mentioned in this section shall not be construed so as to affect any rights acquired thereunder; but all corporations formed or attempted to be formed under such acts or parts of acts, notwithstanding any defects or omissions in their articles of association, may, if they will adopt or have adopted this act, be entitled to proceed thereunder, and have all the benefits of this act and all such corporations that have adopted or that will adopt this act, are hereby declared legal and valid corporations, within the provisions of this act, from the date of the filing of their respective articles of association. And the fixing of the termini by any such corporation shall have the same effect as if fixed by the General Assembly: *Provided*, That all corporations to which this act shall apply shall be held liable for, and shall carry out and fulfill all contracts made by them, or for, or on their behalf, or of which they have received the benefit, whether such corporation, at the time of the making of such contract or contracts, was organized or had attempted to organize, under the general laws of the State of Illinois. or not; whether said contract was for right of way, work and labor done, or materials furnished, or for the running of trains or carrying passengers or freight upon such road, or upon any other road in connection therewith. And if such corporation has or does take possession of or use such right of way, labor or material so furnished by other persons or corporations, it shall be evidence of its acceptance of such contract so entered into by such person or

* NOTE—The whole of said act of Nov. 5, 1849, repealed Mar. 31, 1874. [See ch. 131, No. 135.

To have public office.

corporation with said persons or corporations for its benefit. And upon said corporation failing to pay said sum as it ought equitably to pay for such right of way, labor or materials, or fail to carry out such contracts as [*806] aforesaid, so made with persons or corporations, it shall be held liable in an action at law or in chancery for the recovery of the value of said right of way, labor or materials, and for damages for non-fulfillment of such contract, in any court of competent jurisdiction in any county through which the road of such corporation may be located: *And, provided further*, That this act shall not in any manner legalize the subscription of any township, county, or city to the capital stock of any railroad company, nor authorize the issuing of any bonds by any township, city or county in payment of any subscription or donation. [As amended by act approved April 26, 1873. In force July 1, 1873.

AN ACT to require railroad corporations to have and maintain a public office, or place in the State of Illinois where transfers of stock may be made, and to enforce the provisions of section nine (9), article eleven (11), of the Constitution of Illinois. [Approved June 18, 1883. In force July 1, 1883. L. 1883, p. 128; Legal News Ed., p. 102.]

30. SHALL HAVE PUBLIC OFFICE—BOOK WITH TRANSFERS OF STOCK REGISTERED.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* Each and every railroad corporation, organized or doing business in this State, under the laws or authority thereof, shall have and maintain a public office, or place in this State for the transaction of its business, where transfers of shares of its stock shall be made by such railroad corporation, upon the request of the owner of shares thereof, presenting the certificate thereof. Every such railroad corporation shall keep a book in which the transfers of shares of its stock shall be registered, and another book containing the names of its stockholders, which book shall be open to the examination of its stockholders.

31. FINES FOR FAILURE TO COMPLY.] § 2. Any railroad corporation organized or doing business in this State under the laws or authority thereof, or failing to comply with the provisions of section one (1) of this act, within ninety (90) days after the taking effect of this act, shall upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than two thousand dollars (\$2,000). In case any such railroad corporation shall fail to comply with the provisions of said section one (1) within six months after the taking effect of this act, it shall, upon conviction thereof, be fined in any sum, not less than two thousand dollars (\$2,000), nor more than four thousand dollars (\$4,000); and for every year after the taking effect of this act, any such railroad corporation shall fail to comply with the provisions of said section one (1), it shall, upon conviction, be fined not less than four thousand dollars (\$4,000): *Provided*, That in all cases under this act either party shall have the right of trial by jury.

32. FINES RECOVERED IN ACTION OF DEBT.] § 3. The fines hereinbefore provided for may be recovered in an action of debt in the name of the People of the State of Illinois.

33. DUTY OF COMMISSIONERS.] § 4. It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this State; and whenever the facts in any manner ascertained by said commissioners shall, in their judgment, warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Said suits and prosecutions may be instituted in any county in this State, through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners are hereby authorized to employ counsel to assist the Attorney General in conducting such suit on behalf of the State. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney General shall consent thereto.

Borrowing money.

34. FINES TO BE USED FOR COUNTY PURPOSES.] § 5. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same in the manner now provided by law, to be used for county purposes.

AN ACT to enable railroad companies to borrow money and to mortgage their property and franchises therefor. [Approved May 7, 1873. In force July 1, 1873.]

35. BORROWING MONEY BY COMPANIES FORMED BEFORE MARCH 1, 1872.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That every railroad company organized under any law or laws of this State, in force before the first day of March, A. D. 1872, is hereby empowered from time to time to borrow such sums of money as may be necessary for completing, furnishing, improving or operating any such railroad, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation—to be expressed in the manner hereinafter provided—shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in this act; and the directors of such corporation shall be empowered, in pursuance of any such order or resolution, to confer on any holder of any bond, for money so borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation at any time not exceeding ten years after the date of such bond, under such regulation as may be provided in the by-laws of such corporation.

36. HOW CONCURRENCE OF STOCKHOLDERS EXPRESSED.] § 2. The concurrence of the holders of at least two-thirds in amount of the capital stock of such corporation in the creation of any such debt and the execution of any such mortgages, shall be made manifest by the votes cast by such stockholders in person or by proxy, on the passage of appropriate orders or resolutions at a meeting of the stockholders of such corporation, called by the directors thereof for such purpose.

37. NOTICE OF MEETING.] § 3. The directors of such corporation shall give notice of such meeting by causing written or printed notices thereof to be either personally served upon or duly mailed (postage prepaid) to such stockholders whose names and address shall be known to said directors, such notice to be so mailed at least 60 days before the time fixed for such meetings. The said notices shall state the time and place of such meeting and the purpose thereof, as well as the amount of the proposed indebtedness. The said directors shall also cause like notices to be inserted in some newspaper published in each county through which said road shall run (if any newspaper shall be published therein), at least 60 days prior to the day appointed for such meeting.

38. RESOLUTIONS, ETC., RECORDED.] § 4. When such meeting shall be held, the resolution or order authorizing the creation of such indebtedness, and the execution of the mortgage to secure the same, together with the result of the vote thereon, shall be recorded in the office of the recorder of deeds of each county through which said road shall run, and shall also be recorded in the office of the Secretary of State.

RAILROADS—CONSOLIDATION.

AN ACT to provide for the consolidation of certain railroad corporations. [Approved June 14, 1883. In force July 1, 1883. L. 1883, p. 124; Legal News Ed., p. 101.]

39. WHAT RAILROADS MAY CONSOLIDATE, AND HOW.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* Whenever any railroad which is situated partly in this State, and partly in one or more other states, and heretofore owned by a corporation formed by consolidation of railroad corporations of this and other states, has been sold pursuant to the decree of any court or courts of competent jurisdiction, and the same has been purchased as an entirety, and is now, or hereafter may be, held in the name or as the property of two or more corporations incorporated respectively under the laws of two or more of the states in which said railroad is situated, it shall be lawful for the corporation so created in this State to consolidate its property, franchises and capital stock with the property, franchises and capital stock of the corporation or corporations of such other state or states in which the remainder of such railroad is situated, and upon such terms as may be agreed upon between the directors, and approved by the stockholders owning not less than two-thirds in amount of the capital stock of such corporations. Such approval may be given by the stockholders of such corporations of this State at any time, in writing or by vote, at any annual or special meeting, upon sixty days' notice given by publication in any newspaper published in the county where the general office of such company is situated, and such meeting is to be held: *Provided*, that no consolidation shall take place with any railroad owning a parallel or competing line; and a majority of the directors of such consolidated company shall be citizens and residents of this State and where the line of the road of the original company has been located in this State and aid in the construction thereof voted by any municipality by way of subscription or donation and received by the company and the road as so located not yet completed, then the consolidated company shall have no power or right to change such line as so located so as to make the same substantially different from the line so located at the time the aid was voted.

40. WHEN CONSOLIDATION TO TAKE EFFECT.] § 2. Such consolidation shall take effect upon the filing and recording of such articles of consolidation in the office of the Secretary of State of the State of Illinois, and a certified copy thereof in the office of the recorder of the various counties in which said railroad is situated. A certified copy of such articles of consolidation, under seal of the Secretary of State, shall be deemed and taken to be *prima facie* evidence of the existence of such consolidated corporation.

41. LIST OF STOCKHOLDERS—RIGHTS SAVED.] § 3. Such consolidated corporation shall at all times keep a general office within this State, at which shall be kept a complete list of all stockholders of such corporation, their places of residence, the amount of stock owned by each, and where the stock of such corporations may be registered and transferred: *Provided*, that nothing contained in this bill shall be construed to impair or affect the rights of any party holding unsettled claims against any of the corporations to be consolidated.

AN ACT authorizing railroad companies in consolidating so as to form an interstate line to fix the terms and conditions of such consolidation and to retire their preferred stock, and to provide for the issue of the new preferred stock and fix the par value thereof. [Approved and in force June 17, 1883. L. 1883, p. 166; Legal News Ed., p. 116.]

42. AGREEMENT FOR CONSOLIDATION] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That when any railroad company, formed by the consolidation of a company or companies of this State with a company or companies of another state or states, shall make a further consolidation with a company or companies of another state or states owning a continuous and connected but not competing line, the constituent companies shall have power to fix by the agreement for such consolidation

Consolidation—Contracts—Use of bridges—Lessee, etc.

the terms and conditions upon which the same shall be made, which terms and conditions may include the payment or retirement of the preferred stock of either or both of the constituent companies, if they have such. And in case the new company shall issue preferred stock, the par value of the shares thereof may be fixed by the agreement of consolidation or by the resolution for the issue thereof without regard to the par value of shares of the common stock of such company.

43. EMERGENCY.] § 2. Whereas, an emergency exists for the immediate taking effect of this act, therefore the same shall take effect and be in force from and after its passage.

AN ACT to enable railroad companies to enter [into operative contracts and to borrow money. [Approved February [*807 12, 1855. Pr. L. 1855, p. 304.

44. OPERATIVE CONTRACTS—PROPERTY.] § 1. All railroad companies incorporated or organized under, or which may be incorporated or organized under the authority of the laws of this State, shall have power to make such contracts and arrangements with each other, and with railroad corporations of other states, for leasing or running their roads, or any part thereof; and also to contract for and hold in fee simple or otherwise, lands or buildings in this or other states for depot purposes; and also to purchase and hold such personal property as shall be necessary and convenient for carrying into effect the object of this act.

45. CONNECTIONS.] § 2. All railroad companies incorporated or organized, or which may be incorporated or organized as aforesaid, shall have the right of connecting with each other, and with the railroads of other states, on such terms as shall be mutually agreed upon by the companies interested in such connection.

[§ 3, repealed. See "Statute," ch. 131, §5.

AN ACT to facilitate travel and transportation. [Approved and in force February 25, 1867 L. 1867, p. 174.

46. USE OF BRIDGES.] § 1. Railroads terminating, or to terminate at any point on any line of continuous railroad thoroughfare where there now is or shall be a railroad bridge for crossing of passengers and freight in cars over the same as part of such thoroughfare, shall make convenient connections of such railroads, by rail, with the rail of such bridge; and such bridge shall permit and cause such connections of the rail of the same with the rail of such railroads, so that by reason of said railroads and bridge, there shall be uninterrupted communication over such railroads and bridge as public thoroughfares. But by such connections no corporate rights shall be impaired.

AN ACT relating to lessees in this State of railroads in adjoining states. Approved March 30, 1875. In force July 1, 1875. L. 1875, p. 96; Legal News Ed., p. 102.

47. RIGHTS AND POWERS OF PURCHASING FROM LESSEES.] § 1. That all railroad companies incorporated or organized or which may be incorporated or organized under the laws of this State, or of this and any adjoining state, (or of any adjoining state) which now or at any time hereafter may be, in possession of or operating connecting railroads in this State or states adjoining this State under lease in perpetuity or for a period of not less than twenty years, shall have power to purchase or sell the remaining interests, property and franchise of the lessors of such railroads situated in this or in such adjoining states, on such terms and conditions as may be agreed upon by the parties or their assigns to such lease: *Provided*, that the railroad company which purchases any railroad in this State shall operate such road and hold such property and franchises subject to all the rights, privileges, duties and

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obligations prescribed by the general railroad laws of this State enacted or which shall hereafter be enacted for the regulation, government, taxation or control of the railroads organized or which may be organized under the laws of this State. *And, provided, further*, that this act shall not be construed so as to permit such railroad company to purchase any parallel or competing line of railroad. [As amended by Act approved June 24, 1895. In force July 1, 1895. L. 1895, p. 293; Legal News Ed., p. 207.]

AN ACT to empower township trustees to sell and convey right of way and depot grounds for the use of railroads crossing school lands. [Approved April 13, 1875. In force July 1, 1875. L. 1875, p. 96; Legal News Ed., p. 101.]

48. [The act constituting section 46, of which the above is the title, was repealed by act approved and in force May 24, 1889. See Ch. 122, entitled School, section 300.]

AN ACT to facilitate the carriage and transfer of passengers and property by railroad companies. [Approved May 24, 1877. In force July 1, 1877. L. 1877, p. 167; Legal News Ed., p. 153.]

49. POWER TO OWN AND USE WATER CRAFT.] § *Be it enacted by the People of the State of Illinois, represented in the General Assembly*: That all railroad companies incorporated under the laws of this State, having a terminus upon any navigable river bordering on this State, shall have power to own for their own use any water craft necessary in carrying across such river any cars, property or passengers transported over their lines or transported over any railroad terminating on the opposite side of such river to be transported over their lines: *Provided*, that no right shall exist under this act to condemn any real estate for landing for such water craft, or for any other purpose. And this act shall only apply to such railroad companies as own the landing for such water craft: *Provided, also*, that nothing in this act shall be held to impair or affect any right or privilege granted any ferry company incorporated under the laws of this State; and that all the powers and rights herein granted said railroad companies shall be subject to whatever rights and privileges may have heretofore been granted to any ferry company in this State, and that nothing in this act shall prevent said railroad companies from being subject, in the use of such water craft, to all laws of the State regulating ferries, now in force or hereafter to be in force: *And, provided, further*, that nothing in this act shall be held or construed to authorize any railroad or railway company doing business under any charter granted by this State, to consolidate with any railroad company out of this State, so as to form one continuous line of railroad, or otherwise to alter, modify or repeal any provision of any such charter granted by this State; or to impair the rights of this State, as now reserved to it in any such charter.

AN ACT compelling railroad companies in this State to build and maintain depots for the comfort of passengers and for the protection of shippers of freight at towns and villages on the line of their roads. [Approved May 23, 1877. In force July 1, 1877. L. 1877, p. 165; Legal News Ed., p. 154.]

50. RAILROADS REQUIRED TO BUILD AND MAINTAIN DEPOTS.] § 1. That all railroads in this State carrying passengers or freight shall, and they are hereby required to build and maintain depots for the comfort of passengers and for the protection of shippers of freight, where such railroad companies are in the practice of receiving and delivering passengers and freight, at all towns and villages having a population of two hundred (200) or more, on the line of their roads, or roads leased or operated by them. [As amended by act approved June 21, 1895. In force July 1, 1895. L. 1895, p. 294; Legal News Ed., p. 208.]

Sale or leasing of equipment stock—Residence of directors.

51. PENALTY.] § 2. Any railroad company in this State failing to comply with the provisions of the preceding section after this act shall go into effect and within ninety days after notice in writing of its failure to comply with the provision of said section shall have been served upon any agent of said railroad by the authorized agent of any town or village aggrieved, shall pay for each and every day it shall neglect, the sum of fifty dollars (\$50.00) to be recovered in an action of debt before any justice of (the) peace, in the name of the People of the State of Illinois, in any town or village aggrieved. Said penalty to be paid to said town or village for the school fund.

CONTRACTS FOR SALE OR LEASE OF RAILROAD OR STREET CAR EQUIPMENT STOCK.

AN ACT concerning contracts for the conditional sale or lease of railroad, street car equipment and rolling stock and providing for the record thereof. [Approved June 20, 1893. In force July 1, 1893. L. 1893, p. 166; Legal News Ed., p. 116.]

52. CONTRACT TO BE IN WRITING. § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That whenever any railroad or street car equipment or rolling stock shall hereafter be sold, leased or loaned on the condition that the title to the same notwithstanding the possession and use of the same by the vendee, lessee or bailee shall remain in the vendor, lessor or bailor, until the terms of the contract, as to the payment of the installments, amounts or rental payable or the performance of other obligations thereunder, shall have been fully complied with, but also providing that the title thereto shall pass to the vendee, lessee or bailee on full performance of said terms, such contract shall be invalid as to any subsequent judgment creditor or any subsequent purchaser for a valuable consideration without notice, unless,

First—The same shall be evidenced by writing, duly acknowledged by the vendee, lessee or bailee, before some person authorized by law to take acknowledgments of deeds and in the form proper for acknowledgments of deeds.

Second—Such writing shall be recorded, or a copy thereof filed in the office of the Secretary of State, who shall be entitled to receive one dollar for each such copy filed by him.

Third—Each locomotive or car so sold, leased or loaned shall have the name of the vendor, lessor or bailor plainly marked upon both sides thereof, followed by the word owner, lessor, vendor or bailor, as the case may be.

53. CONTRACT NOT TO INVALIDATE PRIOR CONTRACT.] § 2. This act shall not be held to apply to or invalidate any contract heretofore made of the character described in the first section, but the same shall be and remain valid if recorded according to the provisions of this act within ninety days from the time this act takes effect.

54. REPEAL.] § 3. An act entitled, "An act to render valid leases, bailments and conditional sales of railway rolling stock," approved May 30, 1881, is hereby repealed.

RELATING TO RESIDENCE OF DIRECTORS ON RAILROADS UNDER SPECIAL CHARTERS.

AN ACT in relation to the residence of directors on railroads organized under special charters. [Approved and in force July 17, 1893. L. 1893, p. 107; Legal News Ed., p. 117.]

55. DEFINES DIRECTORS' RESIDENCE.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* In all cases where any railroad company organized and doing business under any law of this State by which it is required that a majority of the directors of such company shall reside in counties along the line of the road, such requirements shall be construed to

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require such majority of such directors to reside in some or all of the counties along the line of road in this state, actually operated by such company. whether such line be owned by such company or leased thereby, and shall not require that any of the directors of such company shall reside in counties along such part of the line of the road of such company as may have been sold and transferred to any other corporation.

2. EMERGENCY.] § 2. Whereas an emergency exists, therefore, this law shall take effect and be enforced from and after its passage.

UNION DEPOTS.

AN ACT authorizing the formation of union depots and stations for railroads in this State. [Approved April 7, 1875. In force July 1, 1875. L. 1875, p. 97; Legal News Ed., p. 103.]

56. WHO MAY FORM CORPORATION.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly.* That in order to facilitate the public convenience and safety in the transmission of goods and passengers from one railroad to another, and to prevent the unnecessary expense, inconvenience and loss attending the accumulation of a number of stations, any number of persons, not less than five, are hereby authorized to form themselves, or any two or more railroad companies may themselves form or join individuals in forming a corporation for the purpose of constructing, establishing and maintaining a union station for passenger or freight depots, or for both, in any city, town or place in this state, with the necessary officers, and rooms convenient for the same, and appurtenances thereto, and for that purpose may make and sign articles, in which shall be stated the number of years the same is to continue, the city, town or place in which the same is to be located, and the amount of the capital stock of said company, which shall not exceed three millions of dollars, the amount of each share of stock, the name and places of residence of its directors, which shall not be less than five nor exceed fifteen, who shall manage its affairs for the first year, and until others are chosen in their place, and shall also state the amount of stock taken by each subscriber.

57. ARTICLES OF ASSOCIATION.] § 2. Any association of persons or corporation, desiring to become incorporated under the provisions of this act, shall present their articles of association to the circuit court of the county in which such city or place is, or to the judge thereof in vacation, with the petition from such members for a certificate of incorporation under the provisions of this act, to which petition shall be added or appended a certificate of at least two railroad companies who have tracks leading into said city, town or place, stating its public utility, and that they expect to make arrangements for its use when it shall be constructed, signed by the presidents of their respective companies.

58. CERTIFICATE OF INCORPORATION.] § 3. If the circuit court, or any judge thereof, in vacation, shall be satisfied that said certificate has been signed by such companies, then the said court or judge upon filing the said petition, articles and certificate aforesaid, with the clerk of the court, shall grant to the said association a certificate of incorporation, which may be in the following form, to-wit:

Whereas, A, B and C, etc., (stating the names) have filed in the office of the clerk of the circuit court their articles of association, in compliance with the provisions of an act entitled, "An act authorizing the formation of union depots and stations for railroads in this State," approved (stating day of approval) with their petition of incorporation, under the name and style of; they are therefore hereby declared a body politic and corporate, by the name and style aforesaid, with all the powers, privileges and immunities granted in the act above named. By order of the circuit court (or judge thereof).....
attest.....clerk of the circuit court of county.....

And thereupon, upon filing the same, or a certified copy thereof, in the office of the Secretary of State the said association, from the time of such filing, shall be a corporation under the laws of this State.

59. CORPORATE POWERS DEFINED—PROVISOS AND LIMITATIONS.] § 4. Every corporation formed under this act, in addition to the general powers conferred by the laws of this State in relation to corporations shall have power—

First—To take and hold such real estate as it may acquire either by conveyance to said corporation, or such as it may acquire under the provisions of this act by condemnation, and which shall be necessary for the transaction of its business.

Second—To take, occupy and condemn any land, and real estate, or any interest therein needed for the establishment of such union station or depot, and necessary approaches thereto, and the same proceedings shall be had therefor as are now or may hereafter be provided by law, concerning the condemnation of lands for or by railroad companies in this State, so far as such laws are applicable to the purposes of this act; and when so condemned, the said land, and any interest therein, shall belong to such corporation for the purposes of this act: *Provided*, that nothing in this act shall be construed to authorize the condemnation of depot grounds of any railroad which is not of the same gauge of those joining in the petition: *Provided further*, that none of the provisions of this act relating to the condemnation of lands, shall extend to any land or lands to which any municipal corporation has a title.

Third—With the consent of the corporate authorities of the city, town or place in which said station or depot is to be constructed, to have the right to lay the necessary track or tracks over, upon or under such streets or roads of said city, town or place as may be necessary to make the necessary connections with railroads proposing to use said union depot, and may, with such consent, also construct such station or depot, under, over or upon any such streets or roads: *Provided*, that all injury, if any, that may be occasioned to the property fronting on any streets or roads, by the laying of any railroad tracks, or the location of any depot upon such streets or roads, under the provisions of this act, shall be assessed and the assessment paid into the city treasury, to the use of the owners of the property so injured by the corporation so appropriating such streets or roads, before such corporation shall have the right to lay any track or locate any depot over, under or upon such streets or roads.

Fourth—From time to time to borrow such sums of money as may be necessary for the construction, completion and furnishing or repairing of such station or depot, and to issue or dispose of their bonds for such amounts, at such prices as they shall think proper, and to mortgage their corporate property and franchises for the purpose of securing the same.

Fifth—To open, from time to time, books of subscription to the remainder of the capital stock not taken by the subscribers to the articles of association. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses and to prevent unjust discrimination and extortions in the management and prosecution of the business of any corporation formed under this act, and to enforce such laws by adequate penalties.

60. TERMS AND ELECTION OF DIRECTORS.] § 5. After the directors named in the articles of incorporation shall have served for one year, there shall be an annual election of directors, to be conducted in the manner prescribed in the constitution of this State; the directors so elected shall serve for the ensuing year, and notices of such election, appointing a time and place, shall be given by the directors as originally constituted for the first annual election, and thereafter by their successors in office, which notice shall be published not less than twenty days previous thereto in some newspaper published in the English language, in the city, town or place in which said station or depot is located.

61. NO DISCRIMINATION.] § 6. There shall be no discrimination against or in favor of any railroad company using or desiring to use the said union depot, but the terms, conditions and regulations adopted for the use of the same shall be, so far as practicable, uniform, and apply alike to all railroads using or desiring to use said union depot.

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AN ACT in relation to fencing and operating railroads. [Approved March 31, 1874, in force July 1, 1874.

62. FENCING TRACK.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That every railroad corporation shall, within six months after any part of its line is open for use, erect and thereafter maintain fences on both sides of its road or so much thereof as is open for use, suitable and sufficient to prevent cattle, horses, sheep, hogs or other stock from getting on such railroad, except at the crossings of public roads and highways, and within such portion of cities and incorporated towns and villages as are or may be hereafter laid out and platted into lots and blocks with gates or bars, at the farm crossings of such railroad, which farm crossings shall be constructed by such corporation when and where the same may become necessary, for the use of the proprietors of the lands adjoining such railroads; and shall also construct, where the same has not already been done, and thereafter maintain at all road crossings now existing or hereafter established, cattle-guards suitable and sufficient to prevent cattle, horses, sheep, hogs and other stock from getting on such railroad; and when such fences or cattle-guards are not made as aforesaid, or when such fences or cattle-guards are not kept in good repair, such railroad corporations shall be liable for all damages which may be done by the agents, engines or cars of such corporation, to such cattle, horses, sheep, hogs or other stock thereon, and reasonable attorney's fees in any court wherein suit is brought for such damages, or to which same may be appealed; but where such fences and guards have been duly made and kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or wilfully done. [As amended by act approved May 29, 1879. In force July 1, 1879. L. 1879, p. 224; Legal News Ed., p. 170.

63. RIGHT OF WAY CLEAR OF COMBUSTIBLES.] § 1½. It shall be the duty of all [*808] railroad corporations to keep their right of way clear from all dead grass, dry weeds, or other dangerous combustible material, and for neglect shall be liable to the penalties named in section 1.

64. ALLOWING, ETC., ANIMAL ON RIGHT OF WAY—BREAKING FENCE, ETC.] § 2. If any person shall ride, lead or drive any horse or other animal upon the track or lands of such railroad corporation, and within such fences or guards (except to cross at farm or road crossings) without the consent of the corporation; or shall tear down, or otherwise render insufficient to exclude stock, any part of such fence, guards, gates or bars—or shall leave the gates or bars at farm crossings open or down—or shall leave horses or other animals standing upon farm or road crossings, he shall be liable to a penalty of not less than \$10, nor more than \$100, to be recovered in an action of debt, before any court having competent jurisdiction thereof, in the name of such railroad corporation, and for the use of the school fund in the county, and shall pay all damages which shall be sustained thereby to the party aggrieved. [L. 1855, p. 174, § 3.

65. WHEN COMPANY NEGLECTS TO BUILD—NOTICE.] § 3. Whenever a railroad corporation shall neglect or refuse to build or repair such fence, gates, bars or farm crossings, as provided in this act, the owner or occupant of the lands adjoining such railroad, or over or through which the railroad track is or may be laid, may give notice, in writing, to such corporation, or the lessee thereof, or the persons operating such railroad, to build such fence, gate, bars or farm crossings within 30 days (or repair said fence, gate, bars or farm crossings, as the case may be, within ten days), after the service of said notice. Such notice shall describe the lands on which said fence, gates, bars or farm crossings are required to be built or repaired. Service of such notice may be made by delivering the same to any station agent of said railroad corporation or the person operating such railroad. [L. 1869, p. 315, § 1.

66. ADJOINING OWNER MAY BUILD AND RECOVER.] § 4. If the party so notified shall refuse to build or repair such fence, gates, bars or farm cross-

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ings, in accordance with the provisions of this act, the owner or occupant of the land required to be fenced shall have the right to enter upon the land and track of said railroad company, and may build or repair such fence, gates, bars or farm crossings, as the case may be, and the person so building or repairing such fence, gates, bars or farm crossings, shall be entitled to double the value thereof from such corporation, or party actually occupying or using such railroad, to be recovered, with interest at one per cent per month, as damages, from the time such fence, gates, bars or farm crossings were built or repaired, in any court of competent jurisdiction, together with costs, to be taxed by the court. [L. 1869, p. 315, §2.

67. BOARDS AT CROSSINGS.] § 5. Every railroad corporation shall cause boards, well supported by posts or otherwise, to be placed and constantly maintained upon each public road or street, where the same is crossed by its railroad on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers. On each side of said boards shall be painted in capital letters, of at least the size of nine inches each, the words "Railroad Crossing," or "Look Out for the Cars." This section shall not apply to streets in cities or incorporated towns or villages, unless such railroad corporation shall be required to put up such boards by the corporate authorities of such cities, towns or villages: *Provided*, that when warning boards have already been erected, under existing laws, the maintenance of the same shall be a sufficient compliance with the requirements of this section. [2d L. 1849, p. 32. § 39.

68. BELL AND WHISTLE—CROSSINGS.] § 6. Every railroad corporation shall cause a bell of at least 30 pounds weight, and a steam whistle placed and kept on each locomotive engine, and shall cause the same to be rung or whistled by the engineer or fireman, at the distance of at least 80 rods from the place where the railroad crosses or intersects any public highway, and shall be kept ringing or whistling until such highway is reached. [L. 1869, p. 308, § 1.

69. KILLING STOCK—FRIGHTENING TEAM.] § 6½. Any engineer [*809] or person having charge of and running any railroad engine or locomotive, who shall willfully or maliciously kill, wound or disfigure any horse, cow, mule, hog, sheep or other useful animal, shall, upon conviction, be fined in the sum of not less than the value of the property so killed, wounded or disfigured, or confined in the county jail for a period of not less than ten days; and any such engineer or fireman, or other person, who shall wantonly or unnecessarily blow the engine whistle, so as to frighten any team, shall be liable to a fine of not less than \$10 nor more than \$50. [See "Criminal Code," ch. 38, § 191.

70. STARTING TRAINS WITHOUT SIGNAL.] § 7. If any engineer on any railroad shall start his train at any station, or within any city, incorporated town or village, without ringing the bell or sounding the whistle a reasonable time before starting, he shall forfeit a sum not less than \$10 nor more than \$100, to be recovered in an action of debt in the name of the People of the State of Illinois, and such corporation shall also forfeit a like sum, to be recovered in the same manner.

71. APPROACHES AT CROSSINGS.] § 8. Hereafter, at all of the railroad crossings of highways and streets in this State, the several railroad corporations in this State shall construct and maintain said crossings, and the approaches thereto, within their respective rights of way, so that at all times they shall be safe as to persons and property.]L. 1869, p. 312, § 1.

72. NEGLIGENCE TO MAKE, ETC., CROSSINGS—NOTICE.] § 9. Whenever any railroad corporation shall neglect to construct and maintain any of its crossings and approaches, as provided in section 8 of this act, it shall be the duty of the proper public authorities having the charge of such highways or streets, to notify, in writing, the nearest agent of said railroad corporation of the condition of said crossing or approaches, and direct the same to be constructed, altered or repaired in such manner as they shall deem necessary for the safety of persons and property.

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73. WHEN COMPANY NEGLECTS, AUTHORITIES TO CONSTRUCT, ETC.] § 10 If any railroad corporation of this State shall, after having been notified, as provided in section 9 of this act, neglect or refuse to construct, alter or repair such crossing or approaches within 30 days after such notice, then said public authorities shall forthwith cause such construction, alteration or repairs to be made.

74. COMPANY TO PAY EXPENSE AND \$100.] § 11. Said railroad corporation shall be holden for all necessary expenses incurred in making such construction, alteration and repairs, and in addition thereto shall be liable to a fine of \$100 for such neglect to comply with the requirements of this act, which fine shall be enforced by the said public authorities, in the name of the People of the State of Illinois, before any court of competent jurisdiction in the county. Such fine, when collected, to be paid into the treasury of the authorities enforcing the fine.

75. DRAW BRIDGE—RAILROAD CROSSING, ETC.—STOP.] § 12. All trains running on any railroad in this State, when approaching a crossing with another railroad upon the same level, or when approaching a swing or draw bridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885; Legal News Ed., p. 177.

76. PENALTY.] § 13. Every engineer or other person having charge of such engine, violating the provisions of the preceding section, shall be liable to a penalty of \$200 for each offense, to be recovered in an action of debt in the name of the People of the State of Illinois, and the corporation on whose road such offense is committed, shall be liable to a penalty of not exceeding \$200, to be recovered in like manner, the amount so recovered to be paid into the treasury of the county in which the offense occurs, but no recovery shall be had in case for any offense committed more than 60 days prior to the commencement of the action. The provisions of this and of the preceding section shall extend to and govern all cases of neglect or failure to stop the train as required by law before passing any bridge or railroad crossing, whether occurring before or after the said provisions shall take effect, and no act or part of an act inconsistent with such operation and effect being given to this law shall in any way apply hereto. [As amended by act approved June 19, 1885, in force July 1, 1885. L. 1885; Legal News Ed., p. 178.

76a. TWO OR MORE RAILROADS CROSSING EACH OTHER ON SAME LEVEL—REQUIREMENTS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw bridge shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works or fixtures shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures for such crossings designating the plan of crossing shall have been filed with such Railroad and Warehouse Commissioners then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over said crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of laws contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall by experience prove to be unsafe or impracticable to order the same to be discontinued. (1) [As amended by

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act approved May 28, 1891, in force July 1, 1891; L. 1891, p. 179; Legal News Ed., p. 124. See §§ 205 and 206 for act of 1889 in relation to the crossing of one railway by another, etc.

76b. CIVIL ENGINEER TO EXAMINE SYSTEM, ETC.—COMPENSATION.] § 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners; and said Railroad and Warehouse Commissioners are hereby authorized to allow and reward \$5 per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and reward such other and further sums, as they shall deem fit to pay all other fees, costs and expenses to arise under said application, to be paid by the railroad company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose to be fixed by them. (1)

77. NOT TO OBSTRUCT HIGHWAY—STONING, ETC., TRAIN.] § 14. No railroad corporation shall obstruct any public highway by stopping any train upon, or by leaving any car or locomotive engine standing on its track where the same intersects or crosses such public highways, except for the purpose of receiving or discharging passengers or freight, or for taking in or setting out cars, or to receive the necessary fuel and water, and in no case to exceed ten minutes for each train, car or locomotive engine.

Any person who shall throw any stone, or other hard substance at any railroad car, train or locomotive, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be fined in any sum not more than \$200, and shall stand committed to the county jail until such fine and costs shall be paid. [As amended by act approved June 21, 1895, in force July 1, 1895; L. 1895, p. 293; Legal News Ed., p. 208.

78. PENALTY.] § 15. Every engineer or conductor violating the provisions of the preceding section shall, for each offense, forfeit the sum of not less than \$10 nor more than \$100, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for the like sum.

79. MINORS TO KEEP OFF CARS.] § 17. No person or minor shall climb, jump, step, stand upon, cling to, or in any way attach himself to any locomotive engine or car, either stationary or in motion, upon any part of the track of any railroad, unless in so doing he shall be acting in compliance with law, or by permission, under the lawful rules and regulations of the corporation then owning or managing such railroad.

80. RAILROAD AGENT, ETC., TO MAKE COMPLAINT.] § 18. Whenever any officer, agent, or employé of any railroad corporation shall have any information that any person or minor has violated any of the provisions of the preceding section, and has thereby endangered himself, or caused reasonable alarm to others, said officer, agent or employé shall, without unnecessary delay, make complaint of such offense against such person or minor before some justice of the peace.

81. PENALTY.] § 19. Any person or minor who shall violate any of the provisions of the 17th section of this act shall be punished by a fine not exceeding \$25, to be recovered in an action of debt, in the name of the People of the State of Illinois, before a justice of the peace, or, upon conviction, by imprisonment in the county jail, or other place of confinement, for a period not exceeding 12 hours.

(1) [AN ACT in regard to the dangers incident to railroad crossings on the same level. Approved June 3, 1887, in force July 1, 1887; L. 1887, p. 252; Legal News Ed., p. 183.

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82. THREE PRECEDING SECTIONS POSTED.] § 20. The several railroad corporations in this State shall, without unnecessary delay, cause printed copies of the three preceding sections of this act to be kept posted in conspicuous places at all their stations along their lines of railroad in this State. Every railroad corporation that shall neglect to post, and keep posted, such notices as required by this section, shall, for each offense, forfeit the sum of \$50, to be recovered in an action of debt in the name of the People of the State of Illinois.

83. NO FREIGHT, ETC., CARS BEHIND PASSENGER.] § 21. In no train shall freight, merchandise or lumber cars be run in the rear of passenger cars, and if such cars, or any of them, shall be so run, the officers or agent who so directed, or knowingly suffer such arrangement to be made, shall each be deemed guilty of a misdemeanor, and punished accordingly. [2d L. 1849, p. 31. § 37.

84. MUST FURNISH CARS AND TRANSPORT PASSENGERS AND PROPERTY—WHEN.] § 22. Every railroad corporation in the State shall furnish, start and run cars for the transportation of such passengers and property as shall, within a reasonable time previous thereto, be ready or be offered for transportation at the several stations on its railroads and at the junctions of other railroads, and at such stopping places as may be established for receiving and discharging way-passengers and freights; and shall take, receive, transport and discharge such passengers and property, at, from and to such stations, junctions and places, on and from all trains advertised to stop at the same for passengers and freight, respectively, upon the due payment or tender of payment of tolls, freight or fare legally authorized therefore, if payment shall be demanded, and such railroad companies shall at all junctions with other railroads, and at all depots where said railroad companies stop their trains regularly to receive and discharge passengers in cities and villages, for at least one-half hour before the arrival of, and one-half hour after the arrival of any passenger train, cause their respective depots to be open for the reception of passengers; said depots to be kept well lighted and warmed for the space of time aforesaid. [As amended by act approved June 25, 1883. In force July 1, 1883. L. 1883, p. 125; Legal News Ed. p. 100.

85. DEPOTS TO BE KEPT OPEN—PENALTY.] § 23. In the case of the refusal of such corporation or railroad company, or its agents, to take, receive and transport any person or property, or to deliver the same within a reasonable time, at their regular or appointed time and place, or to keep their said depots open, lighted and warmed according to the provisions of the preceding section of this act, such corporation or railroad company shall pay to the party aggrieved treble the amount of damages sustained thereby, with costs of suit; and in addition thereto, said corporation or railroad company shall forfeit a sum of not less than \$25, nor more than \$1000 for each offense, to be recovered in an action of debt, in the name of the People of the State of Illinois—the treble damages for the use of the party aggrieved, and the forfeiture for the use of the school fund of the county in which the offense is committed. [As amended by act approved June 25, 1883, in force July 1, 1883. L. 1883, p. 125; Legal News Ed., p. 101.

86. TEXAS CATTLE.] § 23¹/₂. In any suit brought for a violation of "An act concerning the transportation of Texas or Cherokee cattle," approved April 16, 1869, the consignor of any live stock, the bringing of which into this State, shall constitute the offense created by this act, if he be a citizen of this State, and if not the consignee, he shall have knowledge of and consent to such consignment, of any such live stock, shall be made a joint defendant with any railroad or transportation company which may be sued for the offense aforesaid, and the said consignor, or consignee, shall suffer jointly any penalty passed upon any such railroad or transportation company for any violation of the act aforesaid. Any action brought for a violation of the act aforesaid, must be commenced within the 18 months next succeeding the bringing of the cattle into this State, on account of which the action may be brought. Any railroad company who shall transport any Texas, Cherokee or diseased cattle in violation of the aforesaid act, without knowing them to be

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such, may recover from any consignor, or consignee, any sum of money it may be compelled by the judgment of any court to pay for the transportation of such cattle, and the record of the judgment against the said company shall, in any suit, against any such consignor, or consignee, be evidence of the amount of damages to be recovered, with interest from the time of payment: *Provided*, that nothing in this section shall be construed to effect any right existing or suit pending. [See "Animals," ch. 8.

87. SPEED THROUGH CITIES, ETC.—DAMAGES.] § 24. Whenever any railroad corporation shall, by itself or agents, run any train, locomotive engine, or car, at a greater rate of speed in or through the incorporated limits of any city, town or village, than is permitted by any ordinance of such city, town or village, such corporation shall be liable to the person aggrieved for all damages done the person or property by such train, locomotive engine or car; and the same shall be presumed to have been done by the negligence of said corporation or their agents; and in addition to such penalties as may be provided by such city, town or village, the person aggrieved by the violation of any of the provisions of this section, shall have an action against such corporation so violating any of the provisions to recover a penalty of not less than one hundred dollars (\$100), nor more than two hundred dollars (\$200), to be recovered in any court of competent jurisdiction; said action to be an action of debt in the name of The People of the State of Illinois, for the use of the person aggrieved; but the court or jury trying the case may reduce said penalty to any sum, not less, however, than fifty dollars (\$50), where the offense committed by such violation may appear not to be malicious or wilful: *Provided*, that no such ordinance shall limit the rate of speed, in case of passenger trains, to less than ten miles per hour, nor in any other case to less than six miles per hour. [As amended by act approved May 22, 1877, in force July 1, 1877. L. 1877, p. 165; Legal News Ed., p. 150; L. 1865, p. 103, §§ 1, 2. *

88. TIME OF STOP AT STATIONS.] § 25. Every railroad corporation shall cause its passenger trains to stop upon its arrival at each station advertised by such corporation as a place for receiving and discharging passengers, upon and from such trains, a sufficient length of time to receive and let off such passengers with safety: *Provided*, all regular passenger trains shall stop a sufficient length of time at the railroad station of county seats, to receive and let off passengers with safety: *But provided, further*, that where three (3) regular passenger trains each way each day are so stopped at the railroad stations of county seats on any division of any railroad in this State, it shall be lawful for not more than two through express or mail passenger trains carrying mail or express and passengers from one state to another, each way each day, to pass through the railroad stations of county seats on such division in this State without stopping. [As amended by act approved April 11, 1899, in force July 1, 1899. L. 1899, p. 333; Legal News Ed., p. 244.

89. BRAKEMAN, ETC., ON PASSENGER CARS.] § 26. No railroad corporation shall run or permit to be run upon its railroad any train of cars moved by steam power, for the transportation of passengers, unless there is placed upon the train one trusty and skillful brakeman for every two cars in the train, or unless the brakes are efficiently operated by power applied from the locomotive.

90. BRAKEMAN ON FREIGHT CARS.] § 27. No railroad corporation shall run or permit to be run upon its railroad any train of cars, for the transportation of merchandise or other freight, without a good and sufficient brake attached to the rear or hindmost car of the train, and a trusty and skillful brakeman stationed upon said car, unless the brakes are efficiently operated by power applied from the locomotive.

91. DAMAGES—PENALTY.] § 28. If any railroad corporation shall violate any of the provisions of the three preceding sections, it shall be liable to the person aggrieved for all damages done to person or property by reason thereof, with costs of suit; and in addition thereto, said corporation shall forfeit the sum of not less than \$100 nor more than \$500, for each offense, to

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be recovered in an action of debt, in the name of The People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

92. CHECKS OR RECEIPTS FOR BAGGAGE.] § 28 Every railroad corporation, when requested, shall give checks or receipts to passengers for their ordinary baggage, when delivered for transportation on any passenger train, which baggage shall in no case exceed 100 pounds in weight for each passenger, and shall deliver such baggage to any passenger upon the surrender of such checks or receipts. Any such corporation wilfully refusing to comply with the requirements of this section, shall pay a fine of not less than \$10 nor more than \$100, which may be recovered before any court of competent jurisdiction, in an action of debt, in the name of The People of the State of Illinois, for the use of the person aggrieved: *Provided*, that no passenger shall be entitled to receive checks or receipts for any baggage unless he shall have paid or tendered the lawful rate of fare for his transportation to the proper agent for such corporation.

93. BAGGAGE SMASHING.] § 30. Any person employed by a railroad corporation in this State, who shall wilfully, carelessly or negligently break, injure or destroy any baggage, shall be liable for the amount of damage to the owner thereof, and may be arrested, and, on conviction before a justice of the peace, be fined in any sum not exceeding \$200, and held in custody or confined in the county jail until such fine shall be paid: *Provided*, that the remedy hereby given against such employé shall not lessen the liability of such corporation. [See "Criminal Code," ch. 38, § 193.]

94. PUTTING OFF PASSENGERS.] § 31. If any passenger on any railroad car or train shall refuse, upon reasonable demand, to pay his lawful fare, or shall, upon such car or train, use abusive, threatening, vulgar, obscene or profane language thereon, or shall so conduct himself as to make his presence offensive or unsafe to passengers thereon, it shall be lawful for the conductor of the train to remove, or cause to be removed, such passenger from the train; but if such conductor shall use, or cause or permit to be used, unreasonable force or violence, he shall be liable for all damages, to the person injured thereby: *Provided*, that the recovery and satisfaction of damages, under the provisions of this section, shall not lessen the liability of or the amount of the damage that such corporation may be liable to for such acts. [As amended by act approved June 3, 1889, in force July 1, 1889. L. 1889, p. 224.]

95. BADGE.] § 32. Every conductor, baggage-master, brakeman, or other servant of any railroad corporation in this State, employed on a passenger train, or about the passenger depots, shall wear upon his hat or cap a badge which shall indicate his office. No conductor without such badge shall demand, or be entitled to receive from any passenger [*813] any fare, toll or ticket, or exercise any of the powers of his office; and neither shall any other of said officers or servants, without such badge, be authorized to meddle or interfere with any passenger, his baggage or property.

96. COMMON LAW LIABILITY NOT TO BE LIMITED.] § 33. That whenever any property is received by any railroad corporation to be transported from one place to another, within or without this State, it shall not be lawful for such corporation to limit its common law liability safely to deliver such property at the place to which the same is to be transported, by any stipulation or limitation expressed in the receipt given for the safe delivery of such property.

97. TO FURNISH AX, SAW, SLEDGE, ETC., FOR EACH CAR.] § 34. That every railroad corporation shall furnish each car used for the transportation of passengers with one woodman's ax, one hand saw, one sledge hammer and two leather buckets; said articles to be kept in good repair, ready for instant use, and in some convenient place in such car, easy of access in case of collision or other accident.

* NOTE—The act amending this section contains the following:

§ 2. All acts or parts of acts in conflict with this act are hereby repealed.

98. COUPLINGS.] § 34^{1/2}. It shall be the duty of all railroad corporations operating any railroad in this State, to provide such of their passenger cars as are used in trains with some suitable automatic coupling, or other coupling which will secure personal safety, within one year from the time this law goes into effect, and any company refusing or neglecting to provide such automatic coupling, or other couplings that will secure personal safety, for each passenger car so used in trains, shall be liable to a fine of not less than \$25 nor more than \$50.

99. FLAGMAN—SHELTER.] § 35. In all cases where the public authorities having charge of any street over which there shall be a railroad crossing, shall notify any agent of the corporation owning, using or operating such railroad that a flagman is necessary at such crossing, it shall be the duty of such railroad company, within 60 days thereafter, to place and retain a flagman at such crossing, who shall perform the duties usually required of flagmen; and such flagman is hereby empowered to stop any and all persons from crossing a railroad track when, in his opinion, there is danger from approaching trains or locomotive engines; and any railroad company refusing or neglecting to place flagmen as required by this section, shall be liable to a fine of \$100 per day for every day they shall neglect or refuse to do so; and it is hereby made the duty of such public authorities having charge of such street, to enforce the payment of such fine, by suit, in the name of the town or municipal corporation wherein such crossing shall be situated, before any court of competent jurisdiction in the county, and the prosecuting attorney shall attend to the prosecution of all suits as directed by said public authorities. All the moneys collected under the provisions of this act shall be paid into the treasury of the town or municipal corporation in whose name such suits shall have been brought: *Provided*, that when any railroad company is required to keep a flagman at a crossing, it shall have the right to erect and maintain in the highway or street crossed a suitable house for the shelter of such flagman, the same to be so located as to create the least obstruction to the use of such street or highway, and afford the best view of the railroad track in each direction from such crossing. [L. 1869, p. 314, § 8.

100. PENALTIES.] § 36. If any railroad corporation, or any of its agents, servants or employes, shall violate any of the provisions of this act, such corporation, agent, servant or employe shall, severally, unless otherwise herein provided, be liable to a fine of not less than \$10 nor more than \$200, to be recovered in an action of debt, in the name of The People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

101. CORPORATION DEFINED.] § 37. The word "corporation," as used in this act, shall be construed to include all companies, lessees, contractors, persons, or association of persons, owning, operating or using any railroads in this State.

102. STREET RAILROADS.] § 38. This act shall not apply to horse cars or street railroads.

§ 39, repeal, omitted. See "Statutes," ch. 131, § 5.

AN ACT relating to fires caused by locomotive. [Approved and in force March 29, 1869. Laws 1869, p. 312.] [*814

103. FIRES BY LOCOMOTIVES.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in all actions against any person or incorporated company for the recovery of damages on account of any injury to any property, whether real or personal, occasioned by fire communicated by any locomotive engine while upon or passing along any railroad in this State, the fact that such fire was so communicated shall be taken as full *prima facie* evidence to charge with negligence the corporation, or person or persons who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owners, lessees or mort-

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gagees, and also those who shall at such time have the care and management of such engine; and it shall not, in any case, be considered as negligence on the part of the owner or occupant of the property injured, that he has used the same in the manner, or permitted the same to be used or remain in the condition it would have been used or remained had no railroad passed through or near the property so injured, except in cases of injury to personal property which shall be at the time upon the property occupied by such railroad. This act shall not apply to injuries already committed.

104. ACT TAKES EFFECT.] § 2. This act shall take effect and be in force from and after it passage.

AN ACT to amend an act entitled, "An Act for the protection of passengers on railroads," approved May 14, 1877, in force July 1, 1877. [Approved May 29, 1879, in force July 1, 1879 Laws 1873, p. 223; Legal News Ed., p. 171.]

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That an act entitled, "An act for the protection of passengers on railroads," approved May 14, 1877, in force July 1, 1877, be amended so as to read as follows: "An Act for the protection of passengers on railroads and steamboats."

105. CONDUCTORS INVESTED WITH POLICE POWERS.] § 2. That the conductors of all railroad trains and captain or master of any steamboat carrying passengers within the jurisdiction of this State, shall be invested with police powers while on duty on their respective trains and boats.

106. EJECTION OF PASSENGERS FROM TRAIN.] § 3. When any passenger shall be guilty of disorderly conduct, or use of any obscene language, to the annoyance and vexation of passengers, or playing any games of cards, or other games of chance for money or other valuable thing, upon any railroad train or steamboat, the conductor of such train and captain or master of such steamboat is hereby authorized to stop his train or steamboat, at any place where such offense has been committed and eject such passenger from the train or boat, using only such force as may be necessary to accomplish such removal, and may command the assistance of the employés of the railroad company or steamboat, are any of the passengers to assist in such removal; but before doing so he shall tender to such passenger such proportion of the fare he has paid as the distance he then is from the place to which he has paid his fare, bears to the whole distance for which he has paid his fare.

107. WHEN PASSENGER MAY BE ARRESTED.] § 4. When any passenger shall be guilty of any crime or misdemeanor upon any train, or steamboat, the conductor, captain, or master, or employes of such train or boat, may arrest such passenger and take him before any justice of the peace, in any county through which such boat or train may pass, on in which its trip may begin or terminate, and file an affidavit before such justice of the peace, charging him with such crime or misdemeanor.

AN ACT to prohibit any person from obstructing the regular operation an conduct of the business of railroad companies or other corporations, firms or individuals, [approved June 2, 1877, in force July 1, 1877; L. 1877, p. 167; Legal News Ed., p. 155.]

108. ENGINEER NOT TO ABANDON ENGINE.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* If any locomotive engineer, in furtherance of any combination or agreement, shall wilfully and maliciously abandon his locomotive upon any railroad at any other point than the regular schedule destination of such locomotive, he shall be fined not less than \$20, nor more than \$100, and confined in the county jail, not less than 20 days, nor more than 90 days.

To prevent frauds upon travelers, etc.

109. PERSONS OBSTRUCTING BUSINESS OF RAILROAD—FINE.] § 2. If any person or persons shall wilfully or maliciously, by act or means of intimidation, impede or obstruct, except by due process of law, the regular operation and conduct of the business of any railroad company or other corporation, firm or individual in this State, or of the regular running of any locomotive engine, freight or passenger train of any such company, or the labor and business of any such corporation, firm or individual, he or they shall, on the conviction thereof, be punished by a fine of not less than \$20, nor more than \$200, and confined in the county jail not less than 20 nor more than 90 days.

110. CONSPIRACY TO IMPEDE BUSINESS] § 3. If two or more persons shall wilfully and maliciously combine or conspire together to obstruct or impede by any act, or by means of intimidation, the regular operation and conduct of the business of any railroad company or any other corporation, firm or individual in this State, or to impede, hinder or obstruct, except by due process by law, the regular running of any locomotive engine, freight or passenger train on any railroad, or the labor or business of any such corporation, firm, or individual, such persons shall, on conviction thereof, be punished by fine not less than \$20, nor more than \$200, and confined in the county jail not less than 20 days, nor more than 90 days.

111. CONSTRUCTION OF ACT.] § 4. This act shall not be construed to apply to cases of persons voluntarily quitting the employment of any railroad company or such other corporation, firm or individual, whether by concert of action or otherwise, except as provided in section (1) of this act.

AN ACT to prevent frauds upon travelers and owners of any railroad, steamboat or other conveyance for the transportation of passengers. Approved April 19, 1875. In force July 1, 1875. L. 1875, p. 81; Legal News Ed., p. 101.]

112. OWNERS TO FURNISH AGENT CERTIFICATE OF AUTHORITY TO SELL TICKETS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That it shall be the duty of owner or owners of any railroad or steamboat for the transportation of passengers, to provide each agent who may be authorized to sell tickets or other certificates entitling the holder to travel upon any railroad or steamboat, with a certificate setting forth the authority of such agent to make such sale; which certificate shall be duly attested by the corporate seal of the owner of such railroad or steamboat.

113. NOT LAWFUL FOR PERSONS NOT HAVING SUCH AUTHORITY TO SELL TICKETS.] § 2. That it shall not be lawful for any person not possessed of such authority, so evidenced, to sell, barter or transfer, for any consideration whatever, the whole or any part of any ticket or tickets, passes, or other evidence to the holder's title to travel on any railroad or steamboat, whether the same be situated, operated or owned within or without the limits of this State.

114. PENALTY FOR VIOLATING ACT.] § 3. That any person or persons violating the provisions of the second section of this act shall be deemed guilty of a misdemeanor, and shall be liable to be punished by a fine not exceeding \$500, and by imprisonment not exceeding one year, or either or both, in the discretion of the court in which such person or persons shall be convicted.

115. AGENT TO EXHIBIT CERTIFICATE ON REQUEST.] § 4. That it shall be the duty of every agent who shall be authorized to sell tickets or parts of tickets, or other evidences of the holder's right to travel, to exhibit to any person desiring to purchase a ticket, or to any officer of the law who may request him, the certificate of his authority thus to sell, and to keep said certificate posted in a conspicuous place in his office for the information of travelers.

To prevent frauds upon travelers, etc.

116. DUTY OF OWNER TO PROVIDE FOR REDEMPTION OF TICKETS.] § 5. That it shall be the duty of the owner or owners of railroad or steamboat, by their agents or managers, to provide for the redemption of the whole or any parts or coupons of any ticket or tickets, as they may have sold, as the purchaser, for any reason, has not used, and does not desire to use, at a rate which shall be equal to the difference between price paid for the whole ticket and the cost of a ticket between the points for which the proportion of said ticket was actually used; and the sale by any person of the unused portion of any ticket otherwise than by the presentation of the same for redemption, as provided for in this section, shall be deemed to be a violation of the provisions of this act, and shall be punished as hereinbefore provided. *Provided* that this act shall not prohibit any person who has purchased a ticket from any agent authorized by this act, with the *bona fide* intention of traveling upon the same, from selling any part to any other person.

117. PENALTY FOR FAILURE TO REDEEM TICKETS.] § 6. Any railroad or steamboat company that shall, by any of its agents in this state, refuse to redeem any of its tickets or parts of tickets as prescribed in section five of this act, shall pay a fine of five hundred dollars for each offense, to the People of the State of Illinois, and it shall be unlawful for said company, subsequent to such refusal, to sell any ticket or tickets in this state until such fine is paid.

RECEIVING, CARRYING AND DELIVERING GRAIN.

AN ACT regulating the receiving, transportation and delivery of grain by railroad corporations, and defining the duties of such corporations with respect thereto. [Approved April 25, 1871. In force July 1, 1871. L. 1871, p. 636.]

118. RECEIVE AND CARRY GRAINS WITHOUT DISTINCTION.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly.* That every railroad corporation, chartered by or organized under the laws of this State or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk, within a reasonable time, and load the same either upon its tracks, at its depot, or in any warehouse adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned.

WEIGHING IN RECEIPT.] And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight.

WEIGHING OUT—SHRINKAGE.]—And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same.

DAMAGES.] In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

EVIDENCE—SHORTAGE.] If any such corporation shall, upon the receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped; and in [*815] case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same, as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true, as to the amount delivered. And if, by such

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statements it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage, at the time and place, when and where the same should have been delivered. [See § 70.]

119. SCALES—WEIGHING—PENALTIES.] § 2. At all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to fifty thousand (50,000) bushels or more, such corporation shall, when required so to do by the persons who are the shippers of the major part of said fifty thousand bushels of grain, erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by car load in their cars after the same shall have been loaded. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain shipped in bulk from any station or place, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain shipped, shall be taken as true as to the amount so shipped. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of section first, second and fifth of this act, it shall, in addition to the penalties therein provided, forfeit and pay for every such offence and for each and every day such refusal or neglect is continued, the sum of one hundred dollars (\$100), to be recovered in an action of debt before any justice of the peace, in the name of the People of the State of Illinois, such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution, including such reasonable attorney's fees as may be assessed by the justice before whom the case may be tried. [As amended by act approved May 18, 1877. In force July 1, 1887. L. 1877, p. 168; Legal News Ed., p. 152. *

120. DELIVERY—PENALTY.] § 3. Every railroad corporation which shall receive any grain in bulk for transportation to any place within the state, shall transport and deliver the same to any consignee, elevator, warehouse, or place to whom or to which it may be consigned or directed. *Provided*, such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses, where grain is or may be stored. Any such corporation neglecting or refusing to comply with the requirements of this section, shall be liable to all persons injured thereby for all damages which they may sustain on that account, whether such damages result from any depreciation in the value of such property by such neglect or refusal to deliver such grain as directed, or in loss to the proprietor or manager of any public warehouse to which it is directed to be delivered, and costs of suit, including such reasonable attorney's fees as shall be taxed by the court. And in case of any second or later refusal of such railroad corporation to comply with the requirements of this section, such corporation shall be by the court, in the action on which such failure or refusal shall be found, adjudged to pay, for the use of the People of this State, a sum of not less than \$1,000, nor more than \$5,000, for each and every such failure or refusal, and this may be a part of the judgment of the court in any second or later proceeding against such corporation. In case any railroad corporation shall be found guilty of having violated, failed, or omitted to observe and comply with the requirements of this section, or any part thereof, three or more times, it shall be lawful for any person interested to apply to a court of chancery, and obtain the appointment of a receiver to take charge of and

*Note.—The act amending this section contains the following:

§ 2. All parts of said section in conflict with section one of this act are hereby repealed.

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manage such railroad corporation until all damages, penalties, costs and expenses adjudged against such corporation for any and every violation shall, together with interest, be fully satisfied.

121. RIGHT TO CHANGE CONSIGNMENT.] § 4. All consignments of grain ^{816]} to any elevator or public warehouse shall be held to be temporary, and subject to change by the consignee or consignor at any time previous to the actual unloading of such property from the cars in which it is transported. Notice of any change in consignment may be served by the consignee on any agent of the railroad corporation having the property in possession who may be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncanceled, such property is delivered in any way different from such altered or changed consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property to its own use, and shall be liable to pay the owner or consignee of such property double the value of the property so appropriated; and no extra charge shall be permitted by the corporation having the custody of such property, in consequence of such change of consignment.

122. RECEIVING ON TRACK—RIGHTS OF OWNERS SAVED.] § 5. Any consignee or person entitled to receive the delivery of grain transported in bulk by any railroad, shall have twenty-four hours, free of expense, after actual notice of arrival by the corporation to the consignee, in which to remove the same from the cars of such railroad corporation, if he shall desire to receive it from the cars on the track; which twenty-four hours shall be held to embrace such time as the car containing such property is placed and kept by such corporation in a convenient and proper place for unloading. And it shall not be held to have been placed in a proper place for unloading, unless it can be reached by the consignee, or person entitled to receive it, with teams or other suitable means for removing the property from the car, and reasonably convenient to the depot of such railroad corporation at which it is accustomed to receive and unload merchandise consigned to that station or place. Nothing herein contained, however, shall be held to authorize the changing of any consignment of grain, except as to the place at which it is to be delivered or unloaded, nor shall such change of consignment, in any degree, affect the ownership or control of property in any other way.

123. RECEIPTS AND DELIVERY AT CROSSING, ETC.] § 6. Every railroad corporation organized or doing business under the laws of this State, or authority thereof, shall receive and deliver all grain consigned to its care for transportation at the crossing and junctions of all other railroads, canals and navigable rivers. Any violation of this section shall render any such railroad corporation subject to the same penalty as contained in section 3 of this act.

§ 7, repeal, omitted. See "Statutes," ch. 131, §5.]

EXTORTION AND UNJUST DISCRIMINATION.

AN ACT to prevent extortion and unjust discrimination in the rates charged for the transportation of passengers and freights on railroads in this State and to punish the same and prescribe a mode of procedure and rules of evidence in relation thereto, and to repeal an act entitled "An act to prevent unjust discriminations and extortions in the rate to be charged by the different railroads in this State for the transportation of freights on said roads," approved April 7, A. D. 1871. [Approved May 2, 1873. In force July 1, 1873.]

124. EXTORTION.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* If any railroad corporation, organized or doing business in this State under any act of incorporation or general law of this State, now in force or which may hereafter be enacted, or any railroad corporation organized or which may hereafter be organized under the laws of any other state, and doing business in this State, shall charge, collect, demand or receive more than a fair and reasonable rate of

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toll or compensation for the transportation of passengers or freight, of any description, or for the use and transportation of any railroad car upon its track or any of the branches *817] thereof or upon any railroad within this State which it has the right, license or permission to use, operate or control the same shall be deemed guilty of extortion, and upon conviction thereof shall be dealt with as hereinafter provided. [See Const.. art. 11, § 15.

125. UNJUST DISCRIMINATION.] § 2. If any such railroad corporation aforesaid shall make any unjust discrimination in its rates or charges of toll, or compensation, for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its said road, or upon any of the branches thereof, or upon any railroads connected therewith, which it has the right, license or permission to operate, control or use, within this State, the same shall be deemed guilty of having violated the provisions of this act, and upon conviction thereof shall be dealt with as hereinafter provided. [See Const., article 11, § 15. *C. & Q. R. R. Co. v. The People*, 77 Ill., 443; *C. & A. R. R. Co. v. C. V. & W. Coal Co.*, 79 Ill., 121; *C. B. & Q. R. R. Co. v. Cutts et al.*, 9 Legal News, 200; *Winona & St. Peter R. R. Co. v. Blake et al.*, 9 Legal News, 212; *McDuffee v. Portland & Rochester R. R. Co.*, 6 Legal News, 10; *C. & N. W. Ry, Co. v. Fuller*, 6 Legal News, 133.

126. EVIDENCE.] § 3. If any such railroad corporation shall charge, collect or receive, for the transportation of any passenger, or freight of any description, upon its railroad, for any distance, within this State, the same, or a greater amount of toll or compensation than is at the same time charged, collected or received for the transportation, in the same direction, of any passenger or like quantity of freight of the same class, over a greater distance of the same railroad, or if it shall charge, collect or receive, at any point upon its railroad, a higher rate of toll or compensation for receiving, handling or delivering freight of the same class and quantity, than it shall, at the same time, charge, collect or receive at any other point upon the same railroad; or if it shall charge, collect or receive for the transportation of any passenger, or freight of any description, over its railroad, a greater amount as toll or compensation than shall, at the same time, be charged, collected or received by it for the transportation of any passenger, or like quantity of freight of the same class, being transported in the same direction, over any portion of the same railroad, of equal distance; or if it shall charge, collect or receive from any person or persons, a higher or greater amount of toll or compensation than it shall, at the same time, charge, collect, or receive from any other person or persons for receiving, handling or delivering freight of the same class and like quantity, at the same point upon its railroad; or if it shall charge, collect or receive from any person or persons, for the transportation of any freight upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the transportation of the like quantity of freight of the same class, being transported from the same point, in the same direction, over equal distances of the same railroad; or if it shall charge, collect or receive from any person or persons for the use and transportation of any railroad car or cars upon its railroad, for any distance, the same or a greater amount of toll or compensation than it at the same time charged, collected or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being transported in the same direction, over a greater distance of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the use and transportation of any railroad car or cars of the same class or number, for a like purpose, being transported from the same point, in the same direction, over an equal distance of the same railroad; all such discriminating rates, charges, collections or receipts, whether made directly, or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken, against such

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railroad corporation, as *prima facie* evidence of the unjust discriminations prohibited by the provisions of this act; and it shall not be deemed a sufficient excuse of justification of such discriminations on the part of such railroad corporation, that the railway station or point at which it shall charge, collect or receive the same or less rates of toll or compensation, for the transportation of such passenger or freight, or for the use and transportation of such railroad car the greater distance, than for the shorter distance, is a railway station or a point at which there exists competition with any [*818] other railroad or means of transportation. This section shall not be construed so as to exclude other evidence tending to show any unjust discrimination in freight and passenger rates. The provisions of this section shall extend and apply to any railroad, the branches thereof, and any road or roads which any railroad corporation has the right, license or permission to use, operate or control, wholly or in part, within this State: *Provided, however*, that nothing herein contained shall be so construed as to prevent railroad corporations from issuing commutation, excursion or thousand-mile tickets, as the same are now issued by such corporations.

127. PENALTIES.] § 4. Any such railroad corporation guilty of extortion, or of making any unjust discriminations as to passenger or freight rates, or the rates for the use and transportation of railroad cars, or in receiving, handling and delivering freights, shall, upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000) nor more than five thousand dollars (\$5,000), for the first offense; and for the second offense not less than five thousand dollars (\$5,000) nor more than ten thousand dollars (\$10,000), and for the third offense not less than ten thousand dollars (\$10,000) nor more than twenty thousand dollars (\$20,000); and for every subsequent offense and conviction thereof, shall be liable to a fine of twenty-five thousand dollars (\$25,000): *Provided*, That in all cases under this act either party shall have the right of trial by jury. [See "Quo Warranto," ch. 112, § 1, 6.]

128. PROCEEDINGS TO RECOVER FINES.] § 5. The fines hereinbefore provided for may be recovered in an action of debt, in the name of the People of the State of Illinois, and there may be several counts joined in the same declaration as to extortion and unjust discrimination, and as to passenger and freight rates, and rates for the use and transportation of railroad cars, and for receiving, handling or delivering freight. If, upon the trial of any cause instituted under this act, the jury shall find for the people, they shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than one thousand dollars (\$1,000) nor more than five thousand dollars (\$5,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant had been once before convicted of a violation of the provisions of this act, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than five thousand dollars (\$5,000) nor more than ten thousand dollars (\$10,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been twice before convicted of a violation of the provisions of this act, with respect to extortion or unjust discrimination, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than ten thousand dollars (\$10,000) nor more than twenty thousand dollars (\$20,000); and in like manner, for every subsequent offense and conviction, such defendant shall be liable to a fine of twenty five thousand dollars (\$25,000): *Provided*, That in all cases under the provisions of this act a preponderance of evidence in favor of the people shall be sufficient to authorize a verdict and judgment for the people.

129. DAMAGES.] § 6. If any such railroad corporation shall in violation of any of the provisions of this act, ask, demand, charge or receive of any person or corporation any extortionate charge or charges for the trans-

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portation of any passengers, goods, merchandise or property, or for receiving, handling or delivering freights, or shall make any unjust discrimination against any person or corporation in its charges therefor, the person or corporation so offended against may, for each offense, recover of such railroad corporation, in any form of action, three times the amount of the damages sustained by the party aggrieved, together with the cost of suit and a reasonable attorney's fee, to be fixed by the court where the same is heard, on appeal or otherwise, and taxed as a part of the costs of the case.

130.. DUTIES OF RAILROAD AND WAREHOUSE COMMISSIONERS.] § 7. It shall [*819] be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this State, and to visit the various stations upon the line of each railroad for that purpose, as often as practicable; and whenever the facts, in any manner ascertained by said commissioners, shall in their judgment warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Such suits and prosecutions may be instituted in any county in this State through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners are hereby authorized, when the facts of the case presented to them shall, in their judgment, warrant the commencement of such action, to employ counsel to assist the Attorney General in conducting such suit on behalf of the State. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney General shall consent thereto.

131. SCHEDULES.] § 8. The Railroad and Warehouse Commissioners are hereby directed to make, for each of the railroad corporations doing business in this State, as soon as practicable, a schedule of reasonable maximum rates of charges for the transportation of passengers and freights, and cars of each of said railroads; and said schedule shall in all suits brought against such railroad corporations wherein is, in any way, involved the charges of any such railroad corporation for the transportation of any passenger or freight, or cars, or unjust discrimination in relation thereto, be deemed and taken in all courts of this State as *prima facie* evidence that the rates therein fixed are reasonable maximum rates of charges for the transportation of passengers and freights, and cars upon the railroads for which said schedules may have been respectively prepared. Said commissioners shall, from time to time, as often as circumstances may require, change and revise said schedules. When any schedule shall have been made or revised, as aforesaid, it shall be the duty of said commissioners to have the same printed by the State Printer under the contract governing the State printing, and said commissioners shall furnish two copies of such printed schedule to the president, general superintendent or receiver of each railroad company or corporation doing business in this State. All such schedules heretofore or hereafter made shall be received and held in all such suits as *prima facie* the schedules of said commissioners, without further proof than the production of the schedule desired to be used as evidence, with a certificate of the Railroad and Warehouse Commissioners, that the same is a true copy of a schedule prepared by them for the railroad company or corporation therein named. [As amended by act approved June 30, 1885. In force July 1, 1885. L. 1885; Legal News Ed., p. 178.]

132. EVIDENCE—FINES—PRACTICE.] § 10. In all cases under the provisions of this act, the rules of evidence shall be the same as in other civil actions, except as hereinbefore otherwise provided. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person conducting the same, in the manner now provided by law, to be used for county purposes. The remedies hereby given shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies. Suits commenced under the provisions of this act shall have precedence over all other business, except criminal business.

133. "RAILROAD CORPORATION" DEFINED.] § 11. The term "railroad corporation," contained in this act shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate any railroad, in whole or in part, in this State; and the provisions of this act shall apply to all [*820] persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railways in this State (street railways excepted) the same as to railroad corporations hereinbefore mentioned.

§ 12, repeal, omitted. See "Statutes," ch. 131, § 5.

WAREHOUSES.

AN ACT to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to article thirteen of the Constitution of this State. [Approved April 29, 1871. In force July 1, 1871. L. 1871-2, p. 763.]

134. CLASSIFIED.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That public warehouses, as defined in article 13 of the constitution of this State, shall be divided into three classes, to be designated as classes A, B and C, respectively.

135. CLASSES DEFINED.] § 2. Public warehouses of class A shall embrace all warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels can not be accurately preserved, such warehouses, elevators or granaries being located in cities having not less than 100,000 inhabitants. Public warehouses of class B shall embrace all other warehouses, elevators or granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together. Public warehouses of class C shall embrace all other warehouses or places where property of any kind is stored for a consideration.

136. LICENSE.] § 3. The proprietor, lessee or manager of any public warehouse of class A shall be required, before transacting any business in such warehouse, to procure from the circuit court of the county in which such warehouse is situated, a license, permitting such proprietor, lessee or manager to transact business as a public warehouseman under the laws of this State, which license shall be issued by the clerk of said court upon a written application, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or, if the warehouse be owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation shall be stated; and the said license shall give authority to carry on and conduct the business of a public warehouse of class A in accordance with the laws of this State, and shall be revocable by the said court upon a summary proceeding before the court, upon complaint of any person in writing, setting forth the particular violation of the law, and upon satisfactory proof, to be taken in such manner as may be directed by the court. [See § 162. *Munn et al., vs. The People*, 6 Legal News, 165 and 173, and 9 Ib., 199.]

137. BOND.] § 4. The person receiving a license as herein provided, shall file with the clerk of the court granting the same, a bond to the People of the State of Illinois, with good and sufficient surety, to be approved by said court, and in the penal sum of \$10,000 conditioned for the faithful performance of his duty as a public warehouseman of class A, and his full and unreserved compliance with all the laws of this State in relation thereto.

138. PENALTY FOR DOING BUSINESS WITHOUT LICENSE.] § 5. Any person who shall transact the business of a public warehouse of class A without

first procuring a license as herein provided, or who shall continue to transact any such business after such license has been revoked (save only that he may be permitted to deliver property previously stored in such warehouse), shall on conviction be fined in a sum not less than \$100 nor more than \$500 for each and every day such business is so carried on; and the court may refuse to renew any license, or grant a new one, to any of the persons whose license has been revoked, within one year from the time the same was revoked.

139. NOT TO DISCRIMINATE—WHEN GRAIN MAY BE MIXED—RECEIPTS.] § 6. It shall be the duty of every warehouseman of class A to receive for storage any grain that may be tendered to him in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons, or between himself as the owner of grain stored in such house, and other persons, desiring to avail themselves of warehouse facilities—such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be. In no case shall grain of different grades be mixed together while in store; but, if the owner or consignee so requests and the warehouseman consent thereto, his grain of the same grade may be kept in a bin by itself, apart from that of other owners, which bin shall thereupon be marked and known as a "separate bin." If a warehouse receipt be issued for grain so kept separate, it shall state on its face that it is in a separate bin, and shall state the number of such bin; and no grain shall be delivered from such warehouse unless it be inspected on the delivery thereof, by a duly authorized inspector of grain. Nothing in this section shall be so construed as to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouse is necessarily closed.

The proprietors, lessees or managers of public warehouses of class A may store in any such warehouses, owned, leased or managed by them, grain of their own, and mix it with the grain of others of like grade stored therein, and may purchase warehouse receipts representing grain on store in such warehouses owned, leased or managed by them; but when any such proprietor, lessee or manager shall desire to so store and mix his own grain in any such warehouse or warehouses owned, leased or managed by him, or to purchase receipts for grain in store therein, he shall so inform the chief inspector of grain of the county in which such warehouse or warehouses are located, and said chief inspector shall thereupon place and keep in such warehouse or warehouses, whenever necessary so to do, one or more assistant inspectors, who shall, in addition to their usual duties as assistant inspectors, have general supervision over the storing and care of the grain stored in such warehouse or warehouses, under such rules and regulations as shall be made by the railroad and warehouse commissioners; and said commissioners are hereby invested with full power and authority to make all rules and regulations concerning the storing, handling and delivery of grain warehouses of class A, in which the proprietors, lessees or managers thereof store their own grain, as may, in their opinion, be necessary to prevent any fraud upon, or discrimination against, other depositors of grain in their said warehouses, and to prevent any proprietor, lessee or manager of such warehouse or warehouses from securing to himself, as the owner of grain stored therein, any benefit or advantage over any other depositor of grain stored in such warehouse or warehouses. [As amended by act approved May 26, 1897. In force July 1, 1897. L. 1897, p. 302. Legal News Ed., p. 196.]

140. MANNER OF ISSUING RECEIPTS.] § 7. Upon application of the owner or consignee of grain stored in a public warehouse of class A, the same being accompanied with evidence that all transportation or other charges which may be a lien upon such grain, including charges of inspection, have been paid, the warehouseman shall issue to the person entitled thereto, a warehouse receipt therefore, subject to the order of the owner or consignee, which receipt shall bear date corresponding with the receipt of grain into store, and shall state upon its face the quantity and inspected grade of the grain, and that the grain mentioned in it has been received into store, to be

stored with grain of the same grade by inspection, received at about the date of the receipt, and that it is deliverable upon the return of the receipt, properly endorsed by the person to whose order it was issued, and the payment of proper charges for storage. All warehouse receipts for grain, issued from the same warehouse, shall be consecutively numbered; and no two receipts, bearing the same number, shall be issued from the same warehouse during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original, and shall be plainly marked on its face "duplicate." If the grain was received from railroad cars, the number of each car shall be stated upon the receipt, with the amount it contained, if from canal boat or other vessel, the name of such craft; if from teams or by other means, the manner of its receipt shall be stated on its face.

141. CANCELING RECEIPTS.] § 8. Upon the delivery of grain from store, upon any receipt, such receipt shall be plainly marked across its face with the word "canceled," with the name of the person canceling the same, and shall thereafter be void, and shall not again be put in circulation, nor shall grain be delivered twice upon the same receipt.

142. FURTHER OF ISSUING AND CANCELING RECEIPTS.] § 9. No warehouse receipt shall be issued, except upon the actual delivery of grain into store, in the warehouse from which it purports to be issued, and which is to be represented by the receipt; nor shall any receipt be issued for a greater quantity of grain than was contained in the lot or parcel stated to have been received; nor shall more than one receipt be issued for the same lot of grain, except in cases where receipts for a part of a lot are desired, and then the aggregate receipts for a particular lot shall cover that lot and no more. In cases where a part of the grain represented by the receipt is delivered out of store and the remainder is left, a new receipt may be issued for such remainder; but such new receipt shall bear the same date as the original, and shall state on its face that it is balance of receipt of the original number; and a receipt upon which a part has been [*822] delivered shall be canceled in the same manner as if it had all been delivered. In case it be desirable to divide one receipt into two or more, or in case it be desirable to consolidate two or more receipts into one, and the warehouseman consent thereto, the original receipt shall be canceled the same as if the grain had been delivered from store and the new receipts shall express on their face that they are parts of other receipts, or a consolidation of other receipts, as the case may be; and the numbers of the original receipts shall also appear upon the new ones issued, as explanatory of the change, but no consolidation of receipts of dates differing more than ten days shall be permitted, and all new receipts issued for old ones canceled, as herein provided, shall bear the same date as those originally issued, as near as may be.

143. NOT TO LIMIT LIABILITY.] § 10. No warehouseman in this State shall insert in any receipt issued by him, any language in anywise limiting or modifying his liability or responsibility, as imposed by the laws of this State.

144. DELIVERY OF PROPERTY.] § 11. On the return of any warehouse receipt issued by him, properly indorsed, and the tender of all proper charges upon the property represented by it, such property shall be immediately delivered to the holder of such receipt, and it shall not be subject to any further charges for storage, after demand for such delivery shall have been made. Unless the property represented by such receipt shall be delivered within two business hours after such demand shall have been made, the warehouseman in default shall be liable to the owner of such receipt for damages for such default, in the sum of 1 cent per bushel, and in addition thereto, 1 cent per bushel for each and every day of such neglect or refusal to deliver; *Provided*, no warehouseman shall be held to be in default in delivering if the property is delivered in the order demanded, and as rapidly as due diligence, care and prudence will justify. [See § 135.]

145. POSTING GRAIN IN STORE—STATEMENT TO REGISTRAR—DAILY PUBLICATION—CANCELED RECEIPTS.] § 12. The warehousemen of every public warehouse of Class A shall, on or before Tuesday morning of each week,

cause to be made out, and shall keep posted up in the business office of his warehouse, in a conspicuous place a statement of the amount of each kind and grade of grain in store in his warehouse at the close of business on the previous Saturday; and shall, also, on each Tuesday morning, render a similar statement, made under oath before some officer authorized by law to administer oaths, by one of the principal owners or operators thereof, or by the bookkeeper thereof, having personal knowledge of the facts, to the warehouse registrar appointed as hereinafter provided. They shall also be required to furnish daily to the same registrar, a correct statement of the amount of each kind and grade of grain received in store in such warehouse on the previous day; also the amount of each kind and grade of grain delivered or shipped by such warehouseman during the previous day, and what warehouse receipts have been canceled, upon which the grain has been delivered on such day, giving the number of each receipt, and amount, kind and grade of grain received and shipped upon each; also, how much grain, if any, was so delivered or shipped, and the kind and grade of it, for which warehouse receipts had not been issued and when and how such unreceipted grain was received by them; the aggregate of such reported cancellations and delivery of unreceipted grain, corresponding in amount, kind and grade with the amount so reported delivered or shipped. They shall also, at the same time, report what receipts, if any, have been canceled and new ones issued in their stead as herein provided for. And the warehouseman making such statements, shall, in addition, furnish the said registrar any further information regarding receipts issued or canceled, that may be necessary to enable him to keep a full and correct record of all receipts issued and canceled, and of grain received and delivered. [See § 159.

[§ 13, repealed; § 152.

146. APPOINTMENT OF CHIEF INSPECTOR.] § 14. ¶ 1. It shall be the duty of the Governor to appoint by and with the advice and consent of the Senate a suitable person who shall not be a member of the board of trade, and who shall not be interested either directly or indirectly in any warehouse in the State, a chief inspector of grain, who shall hold his office for a term of two years, unless sooner removed, as hereinafter provided for, in every city or county in which is located a warehouse of class A or class B:

Provided, that no such grain inspector for cities or counties in which are located warehouses of class B shall be appointed, except upon the recommendation of the Board of Railroad and Warehouse Commissioners; and such recommendations shall be made only upon a request for such action by the county commissioners or board of supervisors of the county in which such warehouses are located and in cities or counties wherein an inspector may be appointed no person other than such duly appointed inspector, or those authorized as assistant inspectors, shall inspect or grade any grain without being liable to the penalties provided in section 20 of said act.

¶ 2. **DUTY OF CHIEF INSPECTOR.]** It shall be the duty of such chief inspector of grain to have a general supervision of the inspection of grain, as required by this act or laws of this State, under the advice and immediate direction of the board of commissioners of railroads and warehouses.

¶ 3. **ASSISTANT INSPECTOR.]** The said chief inspector shall be authorized to nominate to the commissioners of railroads and warehouses such suitable persons in sufficient number as may be deemed qualified for assistant inspectors, who shall not be members of the board of trade nor interested in any warehouse and also such other employes as may be necessary to properly conduct the business of his office; and the said commissioners are authorized to make such appointments.

¶ 4. **WHEN INSPECTOR TO TAKE OATH AND GIVE BOND.]** The chief inspector shall, upon entering upon the duties of his office, be required to take an oath as in cases of other officers, and he shall execute a bond to the People of the State of Illinois, in the penal sum of \$50,000 when appointed for any city in which is located a warehouse of class A, and \$10,000 when appointed for any other city or county, with sureties to be approved by the board of commissioners of railroads and warehouses, with a

condition therein that he will faithfully and strictly discharge the duties of his said office of inspector according to law, and the rules and regulations prescribing his duties, and that he will pay all damages to any person or persons who may be injured by reason of his neglect, refusal or failure to comply with law and the rules and regulations aforesaid.

¶ 5. ASSISTANT INSPECTOR—OATH—BOND.] And each assistant inspector shall take a like oath, execute a bond in the penal sum of five thousand dollars, with like conditions, and to be approved in like manner as is provided in case of the chief inspector, which said several bonds shall be filed in the office of said commissioners; and suit may be brought upon said bond or bonds in any court having jurisdiction thereof, in the county where the plaintiff or defendant resides, for the use of the person or persons injured.

¶ 6. RULES FOR GOVERNMENT OF INSPECTORS.] The chief inspector of grain, and all assistant inspectors of grain and other employes in connection therewith, shall be governed in their respective duties by such rules and regulations as may be prescribed by the board of commissioners of railroads and warehouses; and the said board of commissioners shall have full power to make all proper rules and regulations for the inspection of grain, and shall also have power to fix the rate of charges for the inspection of grain and the manner in which the same shall be collected, which charges shall be regulated in such manner as will, in the judgment of the commissioners, produce sufficient revenue to meet the necessary expenses of the service of inspection and no more.

¶ 7. COMPENSATION.] It shall be the duty of the said board of commissioners to fix the amount of compensation to be paid to the chief inspector, assistant inspectors, and all other persons employed in the inspection service, and prescribe the time and manner of their payment.

¶ 8. APPOINTMENT OF WAREHOUSE REGISTRAR.] The said board of commissioners of railroads and warehouses are hereby authorized to appoint a suitable person as warehouse registrar and such assistants as may be deemed necessary to perform the duties imposed upon such registrar by the provisions of this act.

¶ 9. BOARD OF COMMISSIONERS TO EXERCISE GENERAL SUPERVISION.] The said board of commissioners shall have and exercise a general supervision and control of such appointees, shall prescribe their respective duties, shall fix the amount of their compensation and the time and manner of its payment.

¶ 10. PENALTY FOR VIOLATING ACT.] Upon the complaint in writing of any person to the said board of commissioners, supported by reasonable and satisfactory proof, that any person appointed or employed under the provisions of this section has violated any of the rules prescribed for his government, has been guilty of any improper official act, or has been found insufficient or incompetent for the duties of his position, such person shall be immediately removed from his office or employment by the same authority that appointed him, and his place shall be filled, if necessary, by a new appointment; or, in case it shall be deemed necessary to reduce the number of persons so appointed or employed, their term of service shall cease under the orders of the same authority by which they were appointed or employed.

¶ 11. NECESSARY EXPENSES OF INSPECTOR OF GRAIN.] All necessary expenses incident to the inspection of grain, and to the office of registrar, economically administered, including the rent of suitable offices, shall be deemed expenses of the inspection service and shall be included in the estimate of expenses of such inspection service, and shall be paid from the funds collected for the same. (1) [As amended by act approved June 7, 1897. In force July 1, 1897; L. 1897, p. 300; Legal News Ed., p. 197. This section

(1) AN ACT to amend section 14 of an act entitled "An act to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to Article XIII of the Constitution of this State," approved April 25, 1871, in force July 1, 1871, and to provide for revenue and the payment of the expenses of the same. [Approved June 7, 1897. In force July 1, 1897.]

having been amended by act approved May 28, 1879, and the act of 1897 purporting to amend the original act: Query, is it valid? See *L. & N. R. R. Co. v. E. St. Louis*, 134 Ill., 661, and *Callon v. Jacksonville*, 147 Ill., 118.]

147. RATES OF STORAGE.] § 15. Every warehouseman of public warehouses of class "A" shall be required, during the first week in January of each year, to publish in one or more of the newspapers (daily, if there be such), published in the city in which such warehouse is situated, a table or schedule of rates for the storage of grain in his warehouse during the ensuing year, which rates shall not be increased (except as provided for in section 16 of this act) during the year; and such published rates, or any published reduction of them, shall apply to all grain received into such warehouse from any person or source, and no discrimination shall be made directly or indirectly, for or against any charges made by such warehouseman for the storage of grain. The maximum charge for storage and handling of grain, including the cost of receiving and delivering, shall be, for the first ten days or part thereof, one and one-quarter ($1\frac{1}{4}$) cents per bushel, and for each ten days or part thereof after the first ten days one-half of one cent per bushel: *Provided, however, that grain damp or liable to early damage, as indicated by its inspection when received, may be subject to two cents per bushel storage, for the first ten days, and for each additional five days, or part thereof, not exceeding one-half of one cent per bushel: Provided, further, that where grain has been received in any such warehouse prior to the first day of March, 1877, under any express or implied contract to pay and receive rates of storage different from those prescribed by law, or where it has been received under any custom or usage prior to said day to pay or receive rates of storage different from the rates fixed by law, it shall be lawful for any owner or manager of such warehouse to receive and collect such agreed or customary rates.* [As amended by act approved May 21, 1877. In force July 1, 1877. L. 1877, p. 169; Legal News Ed., p. 153.]

148. LOSS BY FIRE—HEATING—ORDER OF DELIVERY—GRAIN OUT OF CONDITION.] § 16. No public warehouseman shall be held responsible for any loss or damage to property by fire while in his custody, provided reasonable care and vigilance be exercised to protect and preserve the same, nor shall he be held liable for damage to grain by heating, if it can be shown that he has exercised proper care in handling and storing the same, and that such heating or damage was the result of causes beyond his control; and in order that no injustice may result to the holder of grain in any public warehouses of classes A or B, it shall be deemed the duty of such warehouseman to dispose of, by delivery or shipping, in the ordinary and legal manner of so delivering, that grain of any particular grade which was first received by them, or which has been the longest time in store in his warehouse; and, unless public notice has been given that some portion of the grain in his warehouse is out of condition, or becoming so, such warehouseman shall deliver grain of quality equal to that received by him, on all receipts as presented. In case, however, any warehouseman of classes A or B shall discover that any portion of the grain in his warehouse is out of condition, or becoming so, and it is not in his power to preserve the same, he shall immediately give public notice, by advertisement in a daily newspaper in the city in which such warehouse is situated, and by posting a notice in the most public place (for such a purpose) in such city, of its actual condition, as near as he can ascertain it; shall state in such notice the kind and grade of the grain, and the bins in which it is stored; and shall also state in such notice the receipts outstanding upon which such grain will be delivered, giving the numbers, amounts and dates of each—which receipts shall be those of the oldest dates then in circulation or uncanceled, the grain represented by which has not [*825] previously been declared or receipted for as out of condition, or if the grain longest in store has not been receipted for, he shall so state, and shall give the name of the party for whom such grain was stored, the date it was received, and the amount of it; and the enumeration of receipts and identification of grain so discredited shall embrace, as near as may be, as great a quantity of grain as is contained in such bins; and such grain shall be delivered upon the return and cancellation of the receipts, and the unreceipted grain upon the request of the owner

or person in charge thereof. Nothing herein contained shall be held to relieve the said warehouseman from exercising proper care and vigilance in preserving such grain after such publication of its condition; but such grain shall be kept separate and apart from all direct contact with other grain, and shall not be mixed with other grain while in store in such warehouses. Any warehouseman guilty of any act or neglect, the effect of which is to depreciate property stored in the warehouse under his control, shall be held responsible as at common law, or upon the bond of such warehouseman, and in addition thereto, the license of such warehouseman, if his warehouse be of class A, shall be revoked. Nothing in this section shall be so construed as to permit any warehouseman to deliver any grain stored in a special bin, or by itself, as provided in this act, to any but the owner of the lot, whether the same be represented by a warehouse receipt or otherwise. In case the grain declared out of condition, as herein provided for, shall [not] be removed from store by the owner thereof within two months from the date of the notice of its being out of condition, it shall be lawful for the warehouseman where the grain is stored to sell the same at public auction, for account of said owner, by giving ten days' public notice, by advertisement in a newspaper (daily, if there be such,) published in the city or town where such warehouse is located.

149. TAMPERING WITH GRAIN STORED—PRIVATE BINS—DRYING, CLEANING, MOVING.] § 17. It shall not be lawful for any public warehouseman to mix any grain of different grades together, or to select different qualities of the same grade for the purpose of storing or delivering the same, nor shall he attempt to deliver grain of one grade for another, or in any way tamper with grain while in his possession or custody, with a view to securing any profit to himself or any other person; and in no case, even of grain stored in a separate bin, shall he be permitted to mix grain of different grades together while in store. He may, however, on request of the owner of any grain stored in a private bin, be permitted to dry, clean, or otherwise improve the condition or value of any such lot of grain; but in such case it shall only be delivered as such separate lot, or the grade it was originally when received by him, without reference to the grade it may be as improved by such process of drying or cleaning. Nothing in this section, however, shall prevent any warehouseman from moving grain while within his warehouse for its preservation or safe keeping. [See § 125.]

150. EXAMINATION OF GRAIN AND SCALES—INCORRECT SCALES.] § 18. All persons owning property, or who may be interested in the same, in any public warehouse, and all duly authorized inspectors of such property shall at all times, during ordinary business hours, be at full liberty to examine any and all property stored in any public warehouse in this State, and all proper facilities shall be extended to such person by the warehouseman, his agents and servants, for an examination; and all parts of public warehouses shall be free for the inspection and examination of any person interested in property stored therein, or of any authorized inspector of such property. And all scales used for the weighing of property in public warehouses shall be subject to examination and test by any duly authorized inspector or sealer of weights and measures, at any time when required by any person or persons, agent or agents, whose property has been or is to be weighed on such scales—the expense of such test by an inspector or sealer to be paid by the warehouse proprietor if the scales are found incorrect, but not otherwise. Any warehouseman who may be guilty of continuing to use scales found to [*826] be in an imperfect or incorrect condition by such examination and test, until the same shall have been pronounced correct and properly sealed, shall be liable to be proceeded against as hereinafter provided. [See § 165 6. "Weights and Measures," ch. 146, § 14. "Criminal Code," ch. 38, § 101.]

151. GRAIN MUST BE INSPECTED.] § 19. In all places where there are legally appointed inspectors of grain, no proprietor or manager of a public warehouse of class B shall be permitted to receive any grain and mix the same with the grain of other owners, in the storage thereof, until the same shall have been inspected and graded by such inspector.

152. ASSUMING TO ACT AS INSPECTOR.] § 20. Any person who shall assume to act as an inspector of grain, who has not first been so appointed and sworn, shall be held to be an imposter, and shall be punished by a fine of not less than \$50 nor more than \$100 for each and every attempt to so inspect grain, to be recovered before a justice of the peace.

MISCONDUCT OF INSPECTOR—INFLUENCING.] Any duly authorized inspector of grain who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other consideration, directly or indirectly, for any neglect of duty or the improper performance of any duty as such inspector of grain; and any person who shall improperly influence any inspector of grain in the performance of his duties as such inspector, shall be deemed guilty of a misdemeanor, and, on conviction, shall be fined in a sum not less than \$100 nor more than \$1,000, in the discretion of the court, or shall be imprisoned in the county jail not less than three nor more than twelve months, or both, in the discretion of the court.

153. OWNER, ETC., DISSATISFIED WITH INSPECTION—HIS RIGHTS.] § 21. In case any owner or consignee of grain shall be dissatisfied with the inspection of any lot of grain, or shall from any cause, desire to receive his property without its passing into store, he shall be at liberty to have the same withheld from going into any public warehouse (whether the property may have previously been consigned to such warehouse or not), by giving notice to the person or corporation in whose possession it may be at the time of giving such notice, and such grain shall be withheld from going into store, and be delivered to him, subject only to such proper charges as may be a lien upon it prior to such notice. The grain if in railroad cars, to be removed therefrom by such owner or consignee within twenty-four hours after such notice has been given to the railroad company having it in possession: *Provided*, such railroad company place the same in a proper and convenient place for unloading; and any person or corporation refusing to allow such owner or consignee to so receive his grain shall be deemed guilty of conversion, and shall be liable to pay such owner or consignee double the value of the property so converted. Notice that such grain is not to be delivered into store may also be given to the proprietor or manager of any warehouse into which it would otherwise have been delivered, and if, after such notice, it be taken into store in such warehouse, the proprietor or manager of such warehouse shall be liable to the owner of such grain for double its market value.

154. COMBINATION.] § 22. It shall be unlawful for any proprietor, lessee or manager of any public warehouse, to enter into any contract, agreement, understanding or combination, with any railroad company or other corporation, or with any individual or individuals, by which the property of any person is to be delivered to any public warehouse for storage or for any other purpose, contrary to the direction of the owner, his agent or consignee. Any violation of this section shall subject the offender to be proceeded against as provided in section 23 of this act.

155. SUITS.] § 23. If any warehouseman of class A shall be guilty of a violation of any of the provisions of this act, it shall be lawful for any person injured by such violation to bring suit in any court of competent jurisdiction, upon the bond of such warehouseman, in the name of the People of the State of Illinois, to the use of such person. In all criminal prosecutions against a warehouseman, for the violation [*827] of any of the provisions of this act, it shall be the duty of the prosecuting attorney of the county in which such prosecution is brought, to prosecute the same to a final issue, in the name of and on behalf of the People of the State of Illinois.

156. WAREHOUSE RECEIPT ASSIGNABLE.] § 24. Warehouse receipts for property stored in any class of public warehouses, as herein described, shall be transferable by the endorsement of the party to whose order such receipt may be issued, and such endorsement shall be deemed a valid transfer of the property represented by such receipt, and may be made either in blank or to

the order of another. All warehouse receipts for property stored in public warehouses of class C shall distinctly state on their face the brand or distinguishing marks upon such property.

157. FALSE RECEIPTS—FRAUDULENT REMOVAL.] § 25. Any warehouseman of any public warehouse who shall be guilty of issuing any warehouse receipt for any property not actually in store at the time of issuing such receipt, or who shall be guilty of issuing any warehouse receipt in any respect fraudulent in its character, either as to its date or the quantity, quality, or inspected grade of such property, or who shall remove any property from store (except to preserve it from fire or other sudden danger), without the return and cancellation of any and all outstanding receipts that may have been issued to represent such property, shall, when convicted thereof, be deemed guilty of a crime, and shall suffer, in addition to any other penalties prescribed by this act, imprisonment in the penitentiary for not less than one, and not more than ten years. [Restricted as to receipts issued before Oct. 8, 1871. L. 1871-2, p. 774. See "Criminal Code," ch. 38, § 124, 125.]

158. COMMON LAW REMEDY SAVED.] § 26. Nothing in this act shall deprive any person of any common law remedy now existing.

159. PRINTED COPY OF ACT POSTED.] § 27. All proprietors or managers of public warehouses shall keep posted up at all times, in a conspicuous place in their business offices, and in each of their warehouses, a printed copy of this act.

160. REPEAL.] § 28. All acts or parts of acts inconsistent with this act are hereby repealed.

AN ACT to amend an act entitled "An act to regulate public warehouses and the warehouseing and inspection of grain, and to give effect to article thirteen (13) of the constitution of the State," approved April 25, 1871, in force July 1, 1871, and to establish a committee of appeal, and prescribe their duties. [Approved April 15, 1873. In force July 1, 1873.]

161. COMMISSIONERS TO ESTABLISH GRADES.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That the board of railroad and warehouse commissioners shall establish a proper number and standard of grades for the inspection of grain, and may alter or change the same from time to time: *Provided,* no modification or change of grades shall be made, or any new ones established, without public notice being given of such contemplated change, for at least twenty days prior thereto, by publication in three daily newspapers printed in each city containing warehouses of class A: *And provided further,* that no mixture of old and new grades, even though designated by the same name or distinction shall be permitted while in store.

162. COMMITTEE OF APPEALS.] § 2. Within twenty days after this act takes effect, the board of railroad and warehouse commissioners shall appoint three discreet and competent persons to act as a committee of appeals, in every city wherein is located a warehouse of class A, who shall hold their office for one year and until their successors are appointed. And every year thereafter a like committee of appeals shall be appointed by said commissioners, who shall hold their office for one year and until their successors are appointed: *Provided,* said commissioners shall have power, in their discretion, to remove from office any member of said committee at any time, and fill vacancies thus created by the appointment of other discreet persons.

*828] **163. APPEALS—NOTICES.]** § 3. In all matters involving doubt on the part of the chief inspector, or any assistant inspector, as to the proper inspection of any lot of grain, or in case any owner, consignee or shipper of grain, or any warehouse manager, shall be dissatisfied with the decision of the chief inspector or any assistant inspector, an appeal may be made to aid committee of appeal, and the decision of a majority of said committee shall be final. Said board of commissioners are authorized to make all necessary rules governing the manner of appeals herein provided. And all com-

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plaints in regard to the inspection of grain, and all notices requiring the services of the committee on appeals, may be served on said committee, or may be filed with the warehouse registrar of said city, who shall immediately notify said committee of the fact, and who shall furnish said committee with such clerical assistance as may be necessary for the proper discharge of their duties. It shall be the duty of said committee, on receiving such notice, to immediately act on and render a decision in each case.

164. COMMITTEE OF APPEALS—OATH—BOND—WHO MAY SERVE ON.] § 4. The said committee of appeals shall, before entering upon the duties of their office, take an oath, as in case of other inspectors of grain, and shall execute a bond in the penal sum of five thousand dollars; with like conditions as is provided in case of other inspectors of grain, which said bonds shall be subject to the approval of the board of railroad and warehouse commissioners. *It is further provided*, that the salaries of said committee of appeals shall be fixed by the board of railroad and warehouse commissioners, and be paid from the inspection fund, or by the party taking the appeal under such rules as the commission shall prescribe; and all necessary expenses incurred in carrying out the provisions of this act, except as herein otherwise provided, shall be paid out of the funds collected for the inspection service upon the order of the commissioners. *Provided*, that no person shall be appointed to serve on the committee of appeals who is a purchaser of, or a receiver of grain, or other articles to be passed upon by said committee. [As amended by act approved June 26, 1885. In force July 1, 1885. L. 1885, Legal News Ed., p. 178.]

165. "REGISTERED FOR COLLECTION"—INSPECTION FEES.] § 5. No grain shall be delivered from store from any warehouse of class A, for which or representing which warehouse receipts shall have been issued, except upon the return of such receipts stamped or otherwise plainly marked by the warehouse register with the words "registered for collection" and the date thereof; and said board of commissioners shall have power to fix the rates of charges for the inspection of grain, both into and out of warehouse; which charges shall be a lien upon all grain so inspected, and may be collected of the owners, receivers or shippers of such grain, in such manner as the said commissioners may prescribe.

166. REPEAL.] § 6. Section 13 of the act to which this is an amendment, is hereby repealed: *Provided*, the provisions contained in said section shall remain in force until the grades for the inspection of grain shall have been established by the commissioners, as provided in section 1 of this act. [Grades fixed by commissioners, July 1, 1873.]

AN ACT providing for the issuing and the cancellation of receipts for public warehouses, or warehouses of class A or class B, in the State of Illinois, and providing penalties for violation thereof. [Approved May 11, 1901. In force July 1, 1901. L. 1901, p. 320; Legal News Ed., p. 213.]

166 1-2. ISSUANCE AND CANCELLATION OF RECEIPTS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That upon the receipt of any grain for storage in any public warehouse of class A or class B (in counties where a chief grain inspector has or shall be lawfully appointed), the said warehouseman shall issue, or cause to be issued, a receipt for the number of bushels, the kind, the grade of such grain, the owner thereof, and shall report within twenty-four (24) hours to the warehouse registrar the amount of said grain, the owner thereof, the number of the receipt issued therefore, the kind and grade of said grain, and that no grain shall be delivered from store from any such public warehouse, of class A or class B (in counties where a chief grain inspector has or shall be lawfully appointed), for which, or representing which, any such receipt shall have been issued, except upon the return of said receipt stamped, or otherwise plainly marked by the warehouse registrar with the words "Registered for

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Cancellation," and the date thereof. And it shall be the duty of the warehouseman, after said receipts have been stamped and marked "Registered for Cancellation" and within twenty-four (24) hours after the last of said grain has been delivered, to report said receipts to the registrar cancelled, and any warehouseman, agent, clerk or servant failing to issue receipts for grain, when received as aforesaid, shall be subject to a fine of one hundred dollars (\$100) for each offense. And any warehouseman, agent, clerk or servant so delivering any grain, where receipts have been issued as aforesaid, or inspector or person connected with the grain department knowingly permitting said grain to be delivered without notice from the registrar that said receipts have been registered for cancellation, shall be deemed guilty of a crime, and upon conviction thereof shall be fined an amount (equal) to the value of the property so delivered, or imprisonment in the penitentiary not less than one year nor more than ten years.

RAILROAD AND WAREHOUSE COMMISSIONERS.

AN ACT to establish a board of railroad and warehouse commissioners, and prescribe their powers and duties. [Approved April 13, 1871, in force July 1, 1871. L. 1871-2, p. 618.]

167. APPOINTMENT—TERM.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That a commission which shall be styled, "Railroad and Warehouse Commission," shall be appointed as follows: Within 20 days after this act shall take effect, the Governor shall appoint three persons as such commissioners, who shall hold their office until the next meeting of the General Assembly, and until their successors are appointed and qualified. At the next meeting of the General Assembly, and every two years thereafter, the Governor, by and with the advice and consent of the Senate, shall appoint three persons as such commissioners, who shall hold their offices for the term of two years from the first day of January in the year of their appointment, and until their successors are appointed and qualified.

168. QUALIFICATION.] § 2. No person shall be appointed as such commissioner who is at the time of his appointment in any way connected with any railroad company [*829] or warehouse, or who is directly or indirectly interested in any stock, bond, or other property of, or is in the employment of any railroad company or warehouseman; and no person appointed as such commissioner shall during the term of his office, become interested in any stock, bond or other property of any railroad company or warehouse, or in any manner be employed by or connected with any railroad company or warehouse. The Governor shall have power to remove any such commissioner at any time in his discretion.

169. OATH—BOND.] § 3. Before entering upon the duties of his office, each of the said commissioners shall make and subscribe, and file with the Secretary of State, an affidavit, in the following form:

I do solemnly swear (or affirm, as the case may be), that I will support the Constitution of the United States, and the Constitution of the State of Illinois, and that I will faithfully discharge the duties of the office of commissioner of railroads and warehouses, according to the best of my ability.

And shall enter into bonds, with security to be approved by the Governor, in the sum of \$20,000, conditioned for the faithful performance of his duty as such commissioner.

170. COMPENSATION—SECRETARY—OFFICE—EXPENSES.] § 4. Each of said commissioners shall receive for his services a sum not exceeding \$3,500 per annum, payable quarterly. They shall be furnished with an office, office furniture and stationery, at the expense of the State, and shall have power to appoint a secretary to perform such duties as they shall assign to him. Said secretary shall receive for his services a sum not exceeding \$1,500 per annum. The office of said commissioners shall be kept at Springfield, and all sums authorized to be paid by this act shall be paid out of the State Treasury and only on the order of the Governor: *Provided*, that the total sum to be expended by said commissioners for office rent and furniture and stationery hall, in no case exceed the total sum of \$800 per annum.

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171. RIGHT TO PASS ON TRAINS, ETC.] § 5. The said commissioners shall have the right of passing, in the performance of their duties concerning railroads, on all railroads and railroad trains in this State.

172. REPORT OF RAILROADS.] § 6. Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated or do business under any general or special law of this State, shall, on or before the first day of September, in the year of our Lord 1871, and on or before the same day in each year thereafter, make and transmit to the commissioners appointed by virtue of this act, at their office in Springfield, a full and true statement, under oath of the proper officers of said corporation, of the affairs of the said corporation, as the same existed on the first day of the preceding July, specifying—

First—The amount of capital stock subscribed, and by whom.

Second—The names of the owners of its stock, and the amount owned by them, respectively, and the residence of each stockholder as far as known.

Third—The amount of stock paid in, and by whom.

Fourth—The amount of its assets and liabilities.

Fifth—The names and place of residence of its officers.

Sixth—The amount of cash paid to the company on account of the original capital stock.

Seventh—The amount of funded debt.

Eighth—The amount of floating debt.

Ninth—The estimated value of the roadbed, including iron and bridges.

Tenth—The estimated value of rolling stock.

Eleventh—The estimated value of stations, buildings and fixtures.

Twelfth—The estimated value of other property.

Thirteenth—The length of single main track.

Fourteenth—The length of double main track.

Fifteenth—The length of branches, stating whether they have single or double track.

Sixteenth—The aggregate length of siding and other tracks not above enumerated.

Seventeenth—The number of miles run by passenger trains during the year preceding [*830] the making of the report.

Eighteenth—The number of miles run by freight trains during the same period.

Nineteenth—The number of tons of through freight carried during the same time.

Twentieth—The number of tons of local freight carried during the same time.

Twenty-first—Its monthly earnings for the transportation of passengers during the same time.

Twenty-second—Its monthly earnings for the transportation of freight during the same time.

Twenty-third—Its monthly earnings from all other sources, respectively.

Twenty-fourth—The amount of expenses incurred in the running and management of passenger trains during the same time.

Twenty-fifth—The amount of expense incurred in the running and management of freight trains during the same time: also, the amount of expense incurred in the running and management of mixed trains during the same time.

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Twenty-sixth—All other expenses incurred in the running and management of the road during the same time, including the salaries of officers, which shall be reported separately.

Twenty-seventh—The amount expended for repairs of road and maintenance of way, including repairs and renewal of bridges and renewal of iron.

Twenty-eighth—The amount expended for improvement, and whether the same are estimated as a part of the expenses of operating or repairing the road, and, if either, which.

Twenty-ninth—The amount expended for motive power and cars.

Thirtieth—The amount expended for station houses, buildings and fixtures.

Thirty-first—All other expenses for the maintenance of way.

Thirty-second—All other expenditures, either for management of road, maintenance of way, motive power and cars, or for other purposes.

Thirty-third—The rate of fare for passengers for each month during the same time, through and way passengers separately.

Thirty-fourth—The tariff of freights, showing each change of tariff during the same time.

Thirty-fifth—A copy of each published rate of fare for passengers and tariff of freight, in force or issued for the government of its agents during the same time.

Thirty-sixth—Whether the rate of fare and tariff of freight in such published lists are the same as those actually received by the company during the same time; if not, what were received.

Thirty-seventh—What express companies run on its roads and on what terms and on what conditions; the kind of business done by them, and whether they take their freights at the depots or at the office of such express companies.

Thirty-eighth—What freight and transportation companies run on its road, and on what terms.

Thirty-ninth—Whether such freight and transportation companies use the cars of the railroad or the cars furnished by themselves.

Fortieth—Whether the freight cars of such companies are given any preference in speed or order of transportation, and if so, in what particular.

Forty-first—What running arrangements it has with other railroad companies, setting forth the contracts for the same. [See § 168.]

173. ADDITIONAL INQUIRIES.] § 7. The said commissioners may make and propound to such railroad companies any additional interrogatories, which shall be answered by such companies in the same manner as those specified in the foregoing section. [See § 165-6.]

174. APPLIES TO OFFICERS OF ROAD.] § 8. Sections 6 and 7 of this act shall apply to the president, directors and officers of every railroad company now existing or which shall be incorporated or organized in this State, and to every lessee, manager and operator of any railroad within this State.

[*831] **175. STATEMENT BY WAREHOUSEMAN.]** § 9. It shall be the duty of every owner, lessee or manager of every public warehouse in this State to furnish in writing, under oath, at such times as such Railroad and Warehouse Commissioners shall require and prescribe, a statement concerning the condition and management of his business as such warehouseman. [See § 165-6.]

176. REPORT OF COMMISSIONERS—EXAMINATION.] § 10. Such commissioners shall, on or before the first day of December in each year, or oftener if required by the Governor to do so, make a report to the Governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation and warehouse business in their bearings upon the business and prosperity of the people of this State, and such suggestions in relation thereto as

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to them may seem appropriate, and particularly, first, whether in their judgment the railroads can be classified in regard to the rate of fare and freight to be charged upon them, and if so, in what manner; second, whether a classification of freight can also be made, and if so, in what manner. They shall also, at such times as the Governor shall direct, examine any particular subject connected with the condition and management of such railroads and warehouses, and report to him in writing their opinion thereon, with their reasons therefor.

177. EXAMINATIONS OF RAILROADS AND WAREHOUSES—SUITS.] § 11. Said commissioners shall examine into the condition and management, and all other matters concerning the business of railroads and warehouses in this State, so far as the same pertain to the relation of such roads and warehouses to the public, and to the accommodation and security of persons doing business therewith, and whether such railroad companies and warehouses, their officers, directors, managers, lessees, agents and employés, comply with the laws of this State now in force, or which shall hereafter be in force concerning them. And whenever it shall come to their knowledge, either upon complaint or otherwise, or they shall have reason to believe that any such law or laws have been or are being violated, they shall prosecute or cause to be prosecuted all corporations or persons guilty of such violation. In order to enable said commissioners efficiently to perform their duties under this act, it is hereby made their duty to cause one of their number, at least once in six months, to visit each county in the State, in which is or shall be located a railroad station, and personally inquire into the management of such railroad and warehouse business. [See § 165-6.]

177a. WHEN BOARD TO INVESTIGATE CAUSE OF ACCIDENT ON RAILROAD—BRIDGE, ETC., OUT OF REPAIR—MANDAMUS—PROCEEDINGS BY ATTORNEY GENERAL.] § 11². It shall be the duty of said board of commissioners to investigate the cause of any accident on any railroad, resulting in the loss of life or injury to person or persons, which in their judgment shall require investigation, and the result of such investigation shall be reported upon in a special report to the Governor as soon after the accident as may be practicable, and also in the annual report of said commissioners. And it is hereby made the duty of the general superintendent or manager of each railroad in this State to inform said board of any such accident immediately after its occurrence. Whenever it shall come to the knowledge of said board, by complaint or otherwise, that any railroad bridge or trestle, or any portion of the track of any railroad in this State is out of repair, or is in an unsafe condition, it shall be the duty of such board to investigate, or cause an investigation to be made of the condition of such railroad bridge, trestle or track, and may employ such person or persons who may be civil engineer or engineers, as they shall deem necessary for the purpose of making such investigation, and whenever in the judgment of said board, after such investigation, it shall become necessary to rebuild such bridge, track or trestle, or repair the same, the said board shall give notice and information in writing to the corporation of the improvements and changes which they may deem to be proper. And shall recommend to the corporation or person or persons owning or operating such railroad, that it, or he, or they, make such repairs, changes or improvements, or rebuild such bridge or bridges on such railroad as the board shall deem necessary to the safety of persons being transported thereon. And said board shall give such corporation or person or persons owning or operating said railroad an opportunity for a full and fair hearing on the subject of such investigation and recommendation. And said board shall, after having given such corporation or person or persons operating such railroad an opportunity for a full hearing thereon, if such corporation or person shall not satisfy said board that no action is required to be taken by it or them, fix a time within which said changes or repairs shall be made, or such bridges, tracks or culverts shall be rebuilt, which time the board may extend. It shall be the duty of the corporation, person or persons owning or operating said railroad to comply with such recommendations of said board as are just and reasonable. And the supreme court or the circuit court in any circuit in which such railroad may be in part situated, shall have power in all cases

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of such recommendations by said board, to compel compliance therewith by mandamus. If any such corporation or person or persons owning or operating any such railroad shall, after such hearing, neglect or refuse to comply with the recommendation or recommendations of said board as to making any repairs, changes or improvements on any bridge, track or trestle, or to rebuild any bridge within the time which shall be fixed by said board therefor, said board shall report such neglect or refusal, together with the facts in such case as said board shall find facts to be, touching the necessity for such repairs, changes or rebuilding to the Attorney General of the State of Illinois, who shall thereupon take such action as may be necessary to secure compliance with such recommendations of said board. In all actions or proceedings brought by the Attorney General to compel compliance with the recommendations of the board, the findings of the board shall be *prima facie* evidence of the facts therein stated, and the recommendations of the board shall be deemed *prima facie* just and reasonable. Nothing herein contained shall impair the legal liability of any railroad company for the consequence of its acts. And all existing remedies therefore are hereby saved to the people and to individuals. [Added by act approved June 16, 1887. In force July 1, 1887, L. 1887, p. 255; Legal News Ed., p. 186.]

178. CANCELLATION OF WAREHOUSE LICENSES.] § 12. Said commissioners are hereby authorized to hear and determine all applications for the cancellations of warehouse licenses in this State which may be issued in pursuance of any laws of this State, and for that purpose to make and adopt such rules and regulations concerning such hearing and determination as may, from time to time, by them be deemed proper. And if, upon such hearing, it shall appear that any public warehouseman has been guilty of violating any law of this State concerning the business of public warehousemen, said commissioners may cancel and revoke the license of said public warehouseman, and immediately notify the officer who issued such license of such revocation and cancellation; and no person whose license as a public warehouseman shall be cancelled or revoked shall be entitled to another license or to carry on the business in this State of such public warehouseman until the expiration of six months from the date of such revocation and cancellation, and until he shall have again been licensed: *Provided*, that this section shall not be construed as to prevent any such warehouseman from delivering any grain on hand at the time of such revocation or cancellation of his said license. And all licenses issued in violation of the provisions of this section shall be deemed null and void. [See § 122.]

179. POWER TO EXAMINE BOOKS, ETC.] § 13. The property, books, records, accounts, papers and proceedings of all such railroad companies, and all public warehousemen, shall at all times, during business hours, be subject to the examination and inspection of such commissioners, and they shall have power to examine, under *[832 oath or affirmation, any and all directors, officers, managers, agents and employes of any such railroad corporation, and any and all owners, managers, lessees, agents and employes of such public warehouses and other persons, concerning any matter relating to the condition and management of such business.

180. MAY EXAMINE WITNESSES, ETC.] § 14. In making any examination as contemplated in this act, or for the purpose of obtaining information, pursuant to this act, said commissioners shall have the power to issue subpoenas for the attendance of witnesses, and may administer oaths. In case any person shall wilfully fail or refuse to obey such subpoena, it shall be the duty of the circuit court of any county, upon application of the said commissioners, to issue an attachment for such witness, and compel such witness to attend before the commissioners, and give his testimony upon such matters as shall be lawfully required by such commissioners; and the said court shall have power to punish for contempt, as in other cases of refusal to obey the process and order of such court,

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181. PENALTY AGAINST WITNESSES, ETC.] § 15. Any person who shall wilfully neglect or refuse to obey the process of subpoena issued by said commissioners, and appear and testify as therein required, shall be deemed guilty of a misdemeanor, and shall be liable to an indictment in any court of competent jurisdiction, and on conviction thereof shall be punished for each offense by a fine of not less than \$25 nor more than \$500, or by imprisonment of not more than 30 days, or both, in the discretion of the court before which such conviction shall be had.

182. PENALTY AGAINST RAILROAD COMPANIES, WAREHOUSEMEN, ETC.] § 16. Every railroad company, and every officer, agent or employé of any railroad company, and every owner, lessee, manager or employé of any warehouse, who shall wilfully neglect to make and furnish any report required in this act at the time herein required, or who shall wilfully and unlawfully hinder, delay or obstruct said commissioners in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum of not less than \$100 nor more than \$5,000 for each offense, to be recovered in an action of debt in the name and for the use of the People of the State of Illinois; and every railroad company, and every officer, agent, or employé of any such railroad company, and every owner, lessee, manager, or agent, or employé of any public warehouse, shall be liable to a like penalty for every period of ten days it or he shall wilfully neglect or refuse to make such report.

183. ATTORNEY GENERAL AND STATE'S ATTORNEY TO PROSECUTE SUITS.] § 17. It shall be the duty of the Attorney General, and the State's attorney in every circuit or county, on the request of said commissioners, to institute and prosecute any and all suits and proceedings which they or either of them, shall be directed by said commissioners to institute and prosecute for a violation of this act, or any law of this State concerning railroad companies or warehouses, the officers, employés, owners, operators or agents of any such companies or warehouses.

184. IN NAME OF PEOPLE—PAY—QUI TAM ACTIONS.] § 18. All such prosecutions shall be in the name of the People of the State of Illinois, and all moneys arising therefrom shall be paid into the State treasury by the sheriff or other officer collecting the same; and the State's attorney shall be entitled to receive for his compensation, from the State treasury, on bills to be approved by the Governor, a sum not exceeding 10 per cent of the amount received and paid into the State treasury as aforesaid: *Provided*, this act shall not be construed so as to prevent any person from prosecuting any *qui tam* action as authorized by law, and of receiving such part of the amount recovered in such action as is or may be provided under any law of this State.

185. RIGHTS OF INDIVIDUALS SAVED.] § 19. This act shall not be so construed as to waive or affect the right of any person, injured by the violation of any law in regard to railroad companies or warehouses, from prosecuting for his private damages in any manner allowed by law.

AN ACT to provide that the railroad and warehouse commission may keep and use a common seal for the authentication of its acts, records and proceedings. [Approved June 19, 1891. In force July 1, 1891. L., 1891, p. 185; Legal News Ed., p. 127.]

185a. SEAL—HOW RECORDS, ETC., AUTHENTICATED.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That the Railroad and Warehouse Commission of this State may, for the authentication of its records, process and proceedings, adopt, keep and use a common seal, of which seal judicial notice shall be taken in all courts of this State; and any process, writ, notice, or other paper which the said commission may be authorized by law to issue, shall be deemed sufficient if signed by the secretary of said commission and authenticated by such seal; and all acts, orders, proceedings, rules of inspections, entries, minutes, schedules and records of said commission may be proved in any court in this State by a copy thereof, certified to by the secretary of said commission, with the seal of said commission attached.

STATE WEIGH-MASTERS.

AN ACT to provide for the appointment of State weigh-masters. [Approved June 23, 1883. In force July 1, 1883. L. 1883, p. 172; Legal News Ed., p. 137.]

186. WEIGH-MASTER—APPOINTMENT OF.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That there shall be appointed by the Railroad and Warehouse Commissioners in all cities where there is State inspection of grain, a State weigh-master and such assistants as shall be necessary.

187. DUTIES OF.] § 2. Said State weigh-master and assistants, shall, at the places aforesaid, supervise and have exclusive control of the weighing of grain and other property which may be subject to inspection, and the inspection of scales and the action and certificate of such weigh-master and assistants in the discharge of their aforesaid duties shall be conclusive upon all parties in interest.

188. FIX FEES.] § 3. The Board of Railroad and Warehouse Commissioners shall fix the fees to be paid for the weighing of grain and other property, which fees shall be paid equally by all parties interested in the purchase and sale of the property weighed, or scales inspected and tested.

189. WEIGH-MASTER—QUALIFICATIONS—BOND—COMPENSATION.] § 4. Said State weigh-master and assistants shall not be a member of any board of trade or association of like character; they shall give bonds in the sum of five thousand dollars (\$5,000), conditioned for the faithful discharge of their duties, and shall receive such compensation as the Board of Railroad and Warehouse Commissioners shall determine.

190. MAY ADOPT RULES.] § 5. The Railroad and Warehouse Commissioners shall adopt such rules and regulations for the weighing of grain and other property as they shall deem proper.

191. NEGLECT OF DUTY—PENALTY.] § 6. In case any person, warehouseman or railroad corporation, or any of their agents, or employes, shall refuse or prevent the aforesaid State weigh-master or either of his assistants from having access to their scales, in the regular performance of their duties in supervising the weighing of any grain or other property in accordance with the tenor and meaning of this act, they shall forfeit the sum of one hundred dollars (\$100) for each offense, to be recovered in an action of debt, before any justice of the peace, in the name of the People of the State of Illinois; such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution.

WEIGHING GRAIN IN BULK BY RAILROAD COMPANY.

AN ACT relating to the receipt, shipment, transportation and weighing of grain in bulk by railroad companies. [Approved June 15, 1887. In force July 1, 1887. L. 1887, p. 253; Legal News Ed., p. 186.]

192. ROAD RECEIVING FOR TRANSPORTATION SHALL FURNISH SUITABLE APPLIANCES FOR WEIGHING, ETC.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in all counties of the third class, and in all cities having not less than 50,000 inhabitants, where bulk grain, mill-stuffs, or seeds are delivered by any railroad transporting the same from initial points to another road for transportation to other points, such road or roads receiving the same for transportation to said points or other connections leading thereto, shall provide suitable appliances for unloading, weighing and transferring such property from one car to another without mixing, or in anyway changing the identity of the property so transferred, and such property shall be accurately weighed in suitably covered hopper scales, which will determine the actual net weight of the entire contents of any car-load of grain, mill-stuffs or seeds at a single draft, without gross or tare, and which weights shall always be given in the receipts or bills of lading and used as the basis of any freight contracts affecting such shipments between such railroad companies and the owners, agents or shippers of such grain, mill-stuffs or seeds so transported and transferred.

Weighing grain in bulk by railroad company.

193. WHERE ORIGINAL CAR RUNS THROUGH WITHOUT TRANSFER.] § 2. The practice of loading grain, mill-stuffs or seeds into foreign or connecting line cars at the initial point from which the grain, mill-stuffs or seeds are originally shipped, or the running of the original car through without transfer, shall not relieve the railroad making the contract to transport the same to its destination or connection leading thereto, from weighing and transferring such property in the manner aforesaid, unless the shipper, owner or agent of such grain, mill-stuffs or seeds shall otherwise order or direct.

194. LIABILITY OF RAILROAD COMPANY FOR NEGLIGENCE OR FAILURE—PROCEEDINGS.] § 3. Any railroad company neglecting or refusing to comply promptly with any and all of the requirements of either sections 1 or 2 of this act, shall be liable in damages to the party interested, to be recovered by the party damaged in an action of assumpsit, and such party may proceed by mandamus against any railroad company so refusing or neglecting to comply with the requirements of this act; and if the shipper, owner or agent of any such grain, mill-stuffs or seeds shall fail or neglect to proceed by mandamus, it shall then be the duty of the Railroad and Warehouse Commissioners of this State, upon complaint of the party or parties interested, to proceed against the railroad failing or refusing to comply with the provisions of this act; and all the powers heretofore conferred by law upon the Board of Railroad and Warehouse Commissioners of this State, shall be applicable in the conduct of any legal proceeding commenced by such commissioners under this act.

195. PENALTY, HOW RECOVERED.] § 4. Any railroad company so refusing or neglecting as aforesaid, shall be liable to a penalty of not less than \$100 nor more than \$500 for each neglect or refusal as aforesaid, to be recovered in an action of assumpsit in the name of the People of the State of Illinois, for the use of the county in which such act or acts of neglect or refusal shall occur, and it shall be the duty of the Railroad and Warehouse Commissioners to cause prosecutions for such penalties to be instituted and prosecuted.

CONSOLIDATION OF RAILROAD CORPORATIONS.

A Bill for an act to increase the powers of railroad corporations. [Approved June 30, 1885. In force July 1, 1885. L. 1885; Legal News Ed., p. 179.]

196. CONSOLIDATION OF RAILROAD CORPORATIONS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly.* That all railroad companies now organized, or hereafter to be organized, under the laws of this State, which now are, or hereafter may be in possession of, and operating in connection with, or extension of their own railway lines, any other railroad or railroads, in this State or in any other state or states, or owning and operating a railroad which connects at the boundary line of this State with a railroad in another state, are hereby authorized and empowered to purchase and hold in fee simple or otherwise, and to use and enjoy the railway property, corporate rights and franchises of the company or companies owning such other road or roads, upon such terms and conditions as may be agreed upon between the directors, and approved by the stockholders, owning not less than two-thirds in amount of the capital stock of the respective corporations becoming parties to such purchase and sale; such approval may be given at any annual or special meeting, upon sixty days' notice being given to all shareholders, of the question to be acted on, by publication in some newspaper published in the county where the principal business office of the corporation is situated: *Provided*, that notice of any special meeting called to act upon such question, shall be given to each shareholder whose postoffice address is known, by depositing in the postoffice, at least thirty days before the time appointed for such meeting, a notice properly addressed and stamped, signed by the secretary of the company, stating the time, place and object of such meeting: *And, provided further*, that no railroad corporation shall be permitted to purchase any railroad which is a parallel or competing line with any line owned or operated by such corporation.

Consolidation of railroad corporations.

197. CONSOLIDATED COMPANY—BODY CORPORATE—POWER OF—ILLINOIS CENTRAL.] § 2. Any railroad company now organized or hereafter to be organized under the laws of this State, shall have power from time to time to borrow such sums of money as may be necessary for the funding of its indebtedness paying for constructing, completing, improving or maintaining its lines of railroad, and to issue bonds therefor, and to mortgage its corporate property, rights, powers, privileges and franchises, including the right to be a corporation, to secure the payment of any debt contracted for such purposes; and to increase its capital stock to any amount required for the purposes aforesaid, not exceeding the cost of the roads and works owned or constructed and equipped by it; such increase of capital stock to be made in such manner and in accordance with and subject to such regulations, preferences, privileges and conditions as the company at any general or special meeting of its shareholders, held at the time such creation of new shares may be authorized, shall think fit: *Provided*, that no stock or bonds shall be issued, except for money, labor or property actually received and applied to the purposes for which such corporation was created; nor shall the capital stock be increased for any purpose except upon giving 60 days public notice in the manner provided in the first section of this act: *And, provided further*, that nothing contained in this act shall be held or construed to alter, modify, release or impair the rights of this State as now reserved to it in any railroad charter heretofore granted, or to affect in any way the rights or obligations of any railroad company derived from, or imposed by such charter: *And, provided further*, That nothing herein contained shall be so construed as to authorize or permit the Illinois Central Railroad company to sell the railway constructed under its charter, approved Feb. 10, 1851, or to mortgage the same, except subject to the rights of the State under its contract with said company, contained in its said charter, or to dissolve its corporate existence, or to relieve itself or its corporate property from its obligations to this State, under the provisions of said charter; nor shall anything herein contained be so construed, as to in any manner, relieve or discharge any railroad company, organized under the laws of this State, from the duties or obligations imposed by virtue of any statute now in force or hereafter enacted: *And, provided further*, That nothing in this act shall be so construed as to authorize any corporation, other than those organized in and under the laws of this State, to purchase or otherwise become the owner, owners, lessee or lessees of any railroad within this State.

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RAILROAD COMPANIES—CONSOLIDATION OF—EXTENDING CORPORATE RIGHTS AND FRANCHISES.

AN ACT to ratify consolidations, and sales and purchases between railroad companies of this State and railroad companies of other states, and to confirm in the purchasing companies or in the companies formed by such consolidations, as the case may be, during the term of their corporate existence, and of any extensions thereof, all the corporate rights, franchises, privileges and immunities, sold and purchased, or belonging or pertaining to the constituent companies, and to define the term of the corporate existence of such consolidated companies and to authorize them to renew their corporate existence. [Approved and in force July 9, 1897. L. 1897, p. 281; Legal News Ed., p. 198.]

198. CONSOLIDATION OF COMPANIES RATIFIED.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That every agreement, whether in form of deed of sale, articles of consolidation or otherwise, made and entered into between the first day of July in the year Anno Domini one thousand eight hundred and seventy-four and the first day of July, Anno Domini one thousand eight hundred and eighty-three, by and between any railroad company organized under the laws of this State, or of this State and any other state or states, and any railroad company or companies organized under the laws of any other state or states, providing or purporting to provide for the consolidation or merger of the capital stocks, corporate and other franchises, privileges and property of the respective companies parties thereto, and under which the consolidated company thereby created or attempted to be created, or its successor or lessee, now owns, controls or

operates, or is in possession of the several railway lines of the respective companies parties to such agreement, be, and the same is hereby ratified, approved and confirmed; and all the corporate rights, franchises, privileges and immunities of the several and respective companies parties to every such agreement, are hereby granted, vested and confirmed in the consolidated company thereby created or attempted to be created for and during the term of its corporate existence and of any renewal thereof.

199. AGREEMENTS BETWEEN RAILROAD COMPANIES RATIFIED, APPROVED AND CONFIRMED.] § 2. That every agreement between any railroad company of this State, or of this State and any other state or states, and any railroad company or companies organized under the laws of any other state or states, made between the first day of July, Anno Domini one thousand eight hundred and seventy-four, and the first day of July, Anno Domini one thousand eight hundred and eighty-three, and providing or attempting to provide for the purchase by any such corporation of this State or of this State and any other state or states, of the property, corporate and other franchises, privileges and immunities of railroad corporations of any other state or states and under which any such corporation of this State, or of this State and any other state or states, now owns, controls or operates, or is in possession of the railroad, railroads and appurtenances sought to be conveyed, is hereby ratified, approved and confirmed.

200. TERM OF EXISTENCE OF CONSOLIDATED COMPANY—RENEWAL OF CORPORATE EXISTENCE.] § 3. That whenever, in the articles of consolidation or other instrument creating or purporting to create such consolidated company, the term of the corporate existence of said consolidated company shall have been fixed for any term of years, not exceeding fifty years, said term so fixed shall be held and deemed to be the lawful term of the corporate existence of said consolidated company; and the said consolidated company shall be and is hereby authorized to renew its corporate existence from time to time in such manner as shall be provided for by law for periods not longer than fifty years.

201. EMERGENCY.] § 4. Whereas, an emergency exists for the immediate taking effect of this act, therefore, the same shall take effect and be in force from and after its passage.

REDEMPTION OF DRAWBACK CHECKS.

AN ACT to regulate and enforce the redemption of drawback checks issued by railroad corporations. [Approved June 1, 1859. In force July 1, 1859. L. 1859, p. 225; Legal News Ed., p. 139.]

202. DRAWBACK CHECK—REDEMPTION OF.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That where any railroad corporation issues or causes to be issued or delivered, by a conductor or other authorized agent, what is known as a drawback check to any passenger on account of the over-payment of cash fare by such passenger for transportation over any part of such railroad, such drawback check shall be redeemed by said corporation upon its presentation by the holder at any ticket office of such corporation, within ten years after such drawback check may have been issued; and upon refusal of the agent of such corporation in charge of such ticket office to redeem the same upon such presentation, the holder of such drawback check may maintain an action against such corporation in any court of competent jurisdiction for the recovery of the amount of money stipulated in such drawback check, together with costs of suit and a reasonable attorney's fee, to be fixed by the court where the cause is heard, on appeal or otherwise, and taxed as a part of the costs of suit.

203. THE TERM "RAILROAD CORPORATION."] § 2. The term railroad corporation contained in this act shall be deemed and taken to include all companies, lessees, contractors, persons or association of persons, whether incorporated or otherwise owning, operating or using any railroads in this State.

STEALING JOURNAL BEARINGS, ETC.

AN ACT to punish the crime of stealing or malicious removal of journal bearings, fixtures or attachments from locomotives, tenders, freight or passenger cars. [Approved June 1, 1893, in force July 1, 1893. L. 1893, p. 115; Legal News Ed., p. 140.

204. REMOVAL OF JOURNAL BEARINGS, ETC.—PENALTY.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That any person or persons who shall remove, take, steal, change, add to, take from, or in any manner interfere with any journal bearings or brasses, or any of the parts or attachments of any locomotive, tender or cars, or any fixture or attachments belonging to, connected with, or used in operating any locomotive, tender or car owned, leased or used by any railroad or transportation company in this State, shall be subject to punishment by imprisonment in the penitentiary not less than one, nor more than five years, in the discretion of the court or jury before whom the cause is tried: *Provided*, that upon a plea of guilty being entered, the court may fix the penalty prescribed herein: *Provided, further*, that if the removal of such journal bearings or brasses, fixtures or attachments as aforesaid, shall be the cause of wrecking any train, locomotive or other car in this State whereby the life or lives of any person or persons shall be lost as the result of the felonious or malicious stealing, interfering with or removal of the fixtures as aforesaid, the person or persons, found guilty thereof shall be liable for murder as in other cases. For punishment for malicious mischief, see Criminal Code, ch. 38, sec. 8.

RE-LOCATION OF RAILROAD TO RUN THROUGH COUNTY SEAT.

AN ACT to enable any railroad company whose main line runs near to any county seat to change and re-locate such line so as to run through such county seat. [Approved May 5, 1891, in force July 1, 1891. L. 1891, p. 183; Legal News Ed., p. 125.

205. RE LOCATION OF RAILROAD—COUNTY SEAT.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That each and every railroad corporation organized in this State, or doing business therein, which has a branch of its railway running through any county seat and is compelled by law to run all trains passing over the line used by it as its main line upon and over said branch to such county seat, be and is hereby authorized to re-locate and change the line used by it as its main line of railway and bring it into or through such county seat, so that all trains running over said main line shall pass into or through such county seat on said main line and stop thereat to receive and let off passengers and to put on and take off freight.

206. RE-LOCATION—RUNNING TRAINS—MAIN LINE—DEPOT.] § 2. Whenever any railroad corporation shall have re-located and changed the line used by it as its main line of railway, as provided in section one of this act, and shall run all trains over said main line when re-located into or through such county seat, it shall not be required, notwithstanding the decision of any court of this State heretofore rendered, to run any train or trains passing over the line used by it as its main line upon or over any part of said branch into said county seat: *Provided, however*, it shall be the duty of any such railroad corporation desiring to avail itself of the provisions of this act to so re-locate its main line of railroad as to bring the same as near to the business center of such county seat as such branch of its railroad is now located, and such railroad corporation upon its main line so re-located shall build, erect and maintain a good and sufficient depot as near to the business center of such county seat as the depot which may now be located on such branch of its railway, and at such depot on said re-located main line of railroad all trains shall stop to receive and let off passengers and to put on and take off freight. And any railroad company accepting the provisions of this act shall abandon its right of way and remove its tracks over that portion of its main line between the point where said re-located line leaves the main line as now located and the point where said main line as now located intersects its said branch line as now located, and any railroad company accepting the provisions of this act shall file in the office of the recorder of the county where such change is made, a map showing in detail the portion of the lines and tracks abandoned and of the new line as re-located, and such recorder shall record such map.

207. ACCEPTING PROVISIONS OF ACT—TO MAINTAIN DEPOT, ETC.] § 3. Any railroad corporation accepting the provisions of this act and re-locating a portion of its main line under the provisions thereof shall forever maintain its depot and operate its main line as re-located.

208. POWER OF CORPORATION MAKING CHANGE—COMDEMNATION.] § 4. Every such corporation making the change in the line fused by it as its main line provided for in section one of this act is hereby vested with full power and authority to acquire lands necessary for the right of way and depot purposes for the purpose of making such change in its line and for establishing the necessary depots thereon; and if it is unable to obtain such lands by purchase it may acquire them in the manner and under the conditions provided by the act to provide for the exercise of the right of eminent domain.

RAILROAD CROSSINGS.

AN ACT in relation to the crossing of one railroad by another, and to prevent danger of life and property from grade crossings. [Approved May 27, 1889, in force July 1, 1889. L. 1889, p. 223; Legal News Ed., p. 139.

209. THE CROSSING OF ONE RAILROAD BY ANOTHER.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That hereafter any railroad company desiring to cross with its tracks the main line of another railroad company, shall construct the crossing at such place and in such manner as will not unnecessarily impede or endanger the travel or transportation upon the railway so crossed. If in any case objection be made to the place or mode of crossing proposed by the company desiring the same, either party may apply to the board of railroad and warehouse commissioners and it shall be their duty to view the ground and give all parties interested an opportunity to be heard. After full investigation, and with due regards to safety of life and property, said board shall give a decision prescribing the place where and the manner in which said crossing shall be made, but in all cases the compensation to be paid for property actually required for the crossing and all damages resulting therefrom, shall be determined in the manner provided by law in case the parties fail to agree.

210. EXPENSE OF CONSTRUCTION OF CROSSING.] § 2. The railroad company seeking the crossing shall in all cases bear the entire expense of the construction thereof, including all costs and incidental expenses incurred in the investigation by the board of railroad and warehouse commissioners.

AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same. [Approved June 2, 1891, in force July 1, 1891. L. 1891, p. 181; Legal News Ed., 126.

211. PROTECTING CROSSINGS—INTERLOCKING OR OTHER SAFETY DEVICES.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossings with interlocking or other safety devices, may file with the railroad and warehouse commission a petition stating the facts of the situation, and asking said railroad and warehouse commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any tracks involved in such crossing, and the said railroad and warehouse commission shall thereupon view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

212. WHEN GRADE CROSSING DANGEROUS—POWER OF COMMISSION—PETITION.] § 2. If the said railroad and warehouse commission shall, from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of said commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.

213. COMMISSION TO HEAR PETITION—INTERLOCKING SIGNALS, ETC.—COST.] § 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said railroad and warehouse commission shall proceed to try the question whether or not the crossing shall be protected by interlocking or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said commission shall, after such hearing, enter an order upon a record book or docket to be kept for the purpose, denying the petition or discharging the citation if the protection of such crossing as proposed is deemed unnecessary, or if said commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested cannot agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliances to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the railroad and warehouse commission shall determine that interlocking or other safety appliances shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all costs of such appliances, together with the expense of putting them in and the future maintenance thereof.

214. COMMISSION TO INSPECT PLANT—MAY ISSUE PERMIT TO RUN CROSSING WITHOUT STOPPING.] § 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of said railroad and warehouse commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made unless the railroad and warehouse commission shall for good cause shown extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said railroad and warehouse commission thereof, whereupon said commission shall inspect or cause to be inspected the said complete plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said railroad and warehouse commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved herein to run such crossing without stopping, under such rules and regulations as may be in force, or may thereafter be adopted, by the said commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

215. PENALTY FOR NOT COMPLYING WITH ORDER.] § 5. Any company, person or corporation refusing or neglecting to comply with any order made by said railroad and warehouse commission in pursuance of this act shall forfeit and pay a penalty of \$200 for each week of such refusal and neglect, the same to be recovered in an action of debt in the name of the People of

the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.

216. EXPENSES—HOW PAID.] § 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the secretary of said commission.

217. WHAT A CROSSING WITHIN MEANING OF ACT.] § 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: *Provided*, that this section shall not apply to a switch, spur or side tracks.

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AUTHORIZING THE SALE AND TRANSFER OF ANY RAILROAD OR RAILROAD
AND TOLL BRIDGE IN CERTAIN CASES.

AN ACT concerning the rights, powers and duties of certain corporations therein mentioned authorizing the sale and transfer of any railroad, or railroad and toll bridge, and other property, franchises, immunities, rights, powers and privileges connected therewith or in respect thereto, of any corporation of this State, to a corporation of another state, and prescribing the rights, powers, duties and obligations of the purchasing company. [Approved April 21, 1899. In force July 1, 1899. L. 1899, p. 116; Legal News Ed., p. 244.]

218. WHEN THE CORPORATION OF THIS STATE MAY SELL AND CONVEY, AND SUCH CORPORATION OF ANOTHER STATE MAY PURCHASE, IN FEE SIMPLE, OR OTHERWISE, ETC.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* Whenever a corporation organized under the laws of another state shall be in possession of a railroad, or railroad and toll bridge, the whole or part of which is situated in this State, belonging to a corporation organized or existing under the laws of this State, or shall own or control all of the capital stock of such corporation of this State, then the corporation of this State may sell and convey, and such corporation of another state, as above mentioned, may purchase in fee simple or otherwise, all of such railroad and toll bridge, or all of such railroad, or any part thereof, together with all the rights, powers, privileges, franchises, immunities and other property used in connection therewith or pertaining thereto, of the corporation of this State, upon such terms and conditions as may be agreed upon between the board of directors of the respective companies; and thereupon and thereafter the railroad company so purchasing shall hold in fee simple or otherwise, and forever use and enjoy the property so purchased, and may exercise the powers, privileges, immunities and franchises of the corporation whose property is so purchased, and may, when necessary or proper, exercise in the same manner as railroad corporations of this State are authorized to, the power of eminent domain in acquiring lands or property necessary or convenient for the betterment, maintenance, extension or operation of such railroad, and for the construction, use and maintenance of spurs, switches, sidetracks, depots, stations, terminals and other facilities to be used in connection with such railroad: *Provided, however*, said sale and purchase shall be approved by the stockholders owning not less than two-thirds in amount of the capital stock of the respective companies becoming parties to such purchase and sale, and such approval may be given at any annual or special meeting upon sixty days' notice being given to all the shareholders of the question to be acted upon by publication in some newspaper published in the county or counties where the principal office or place of business of the company or companies existing under the laws of this State may be situated or located: *Provided, further*, that the railroad company or corporation which purchases any railroad or railroad and toll bridge in this State, shall operate such railroad or railroad and toll bridge situated within this State, and hold such property situated within this State, and the franchises so acquired, subject to all the rights, powers, privileges, duties and obligations prescribed by the general railroad laws of this State for the regulation, government, taxation or control of railroads organized, or which may be organized, under the laws of this State: *And, provided, further*, that this act shall not be construed so as to permit any railroad company to purchase any parallel or competing line of railroad in this State.

Parts of Various Statutes of Illinois of Interest

TO

RAILROAD COMPANIES.

FROM VARIOUS STATUTES OF ILLINOIS.

STREET RAILWAYS OVER BRIDGES.

§ 1. Provides for building of street railways over bridges.

AN ACT to give companies leasing, operating or controlling bridges connecting cities, towns or villages in this State with cities, towns or villages in adjoining states, power to lease, own, construct and operate street railways over such bridge and in adjoining counties, and acquire stock in and guarantee bonds of such street railways.

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That any company owning [owning], leasing, operating or controlling a bridge connecting any city, town or village in this State with any city, town or village of any adjoining state, may lease, own, construct and operate a street railway over such bridge and in such cities, towns or villages and counties in which same may be situated, and in adjoining counties, and may also acquire and hold stock and guarantee bonds of any company operating such street railway or railways.

APPROVED June 4, 1897.

SELLING OR FRAUDULENTLY USING PASSES.

§ 1. Unlawful for persons to buy, sell, | 2. Penalty.
give or transfer any pass.

AN ACT to prevent buying, selling or fraudulently using passes upon railroads, steamboats or other public conveyances.

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That it shall not be lawful for any person to buy, sell, give, barter or transfer in any manner any pass which, by conditions expressed thereon, is not transferable, or any form of free transportation which, by conditions expressed thereon, is not transferable, issued or given by any railroad company, steamboat company, or owners of other public conveyance in this State. Nor shall it be lawful for any person to use, or attempt to use, for the purpose of being transported upon any railroad, steamboat or other public conveyance in this State, any pass or any form of free transportation issued in the name of any person other than the one so using, or attempting to use, such pass or form of free transportation.

§ 2. Any person violating any of the provisions of this act shall be deemed guilty of a misdemeanor, and shall be liable to be punished by a fine not exceeding \$100, or by imprisonment not exceeding one year, or either, or both, at the discretion of the court in which such person or persons shall be convicted.

APPROVED June 10, 1897.

AN ACT to provide for the incorporation of cities and villages. [Approved April 10, 1872, in force July 1, 1872. L. 1871-2, p. 218.]

Powers of the city council.

R. S. 1895, Chap. 24, Art. V, Sec. 1. The city council in cities, and president and the board of trustees in villages, shall have the following powers:

Twenty-fifth—To provide for and change the location, grade and crossings of any railroad.

Twenty-sixth—To require railroad companies to fence their respective railroads or, any portion of the same, and to construct cattle guards, crossings of streets and public roads, and keep the same in repair, within the limits of the corporation. In case any railroad company shall fail to comply with any such ordinance, it shall be liable for all damages the owner of any cattle or horses or other domestic animal may sustain by reason of injuries thereto while on the track of such railroad, in like manner and extent as under the general laws of this State relative to the fencing of railroads; and actions to recover such damages may be instituted before any justice of the peace or other court of competent jurisdiction.

Twenty-seventh—To require railroad companies to keep flagmen at railroad crossings of streets, and provide protection against injury to persons and property in the use of such railroads. To compel such railroads to raise or lower their railroad tracks to conform to any grade which may, at any time, be established by such city, and where such tracks run lengthwise of any such street, alley or highway, to keep their railroad tracks on a level with the street surface, and so that such tracks may be crossed at any place on such street, alley or highway. To compel and require railroad companies to make and keep open and to keep in repair ditches, drains, sewers and culverts along and under their railroad tracks so that filthy or stagnant pools of water can not stand on their ground or right of way, and so that the natural drainage of adjacent property shall not be impeded.

Eighty-ninth—The city council shall have power, by condemnation or otherwise, to extend any street, alley or highway over or across, or to construct any sewer under or through any railroad track, right of way or land of any railroad company (within the corporate limits); but where no compensation is made to such railroad company, the city shall restore such railroad track, right of way or land to its former state, or in a sufficient manner not to have impaired its usefulness.

Ninetieth—The city council or board of trustees shall have no power to grant the use of or the right to lay down any railroad tracks in any street of the city, to any steam, dummy, electric, cable, horse or other railroad company, whether the same shall be incorporated under any general or special law of this State, now or hereafter in force, except upon the petition of the owners of the land representing more than one-half of the frontage of the street, or so much thereof as is sought to be used for railroad purposes, and when the street or part thereof sought to be used shall be more than one mile in extent, no petition of land owners shall be valid unless the same shall be signed by the owners of the land representing more than one-half of the frontage of each mile and of the fraction of a mile, if any, in excess of the whole miles measuring from the initial point named in such petition, of such street or the part thereof sought to be used for railroad purposes.

AN ACT to revise the law in relation to criminal jurisprudence. [Approved March 27, 1874, in force July 1, 1874.]

Railroads to destroy Canada thistles.

R. S. 1895, Chap. 38, Sec. 41. If any company, association or person owning, controlling or operating a railroad shall refuse or neglect to dig up and destroy, or take other certain means of ex-

terminating Canada thistles and other noxious weeds that may at any time be growing upon the right of way or other lands of such roads, or appertaining thereto, they shall be fined for each offense not less than \$50 nor more than \$200, the fine to be paid as in the preceding section. [L. 1869, p. 326, §§ 1-2.

§ 77. Whenever any person in the employ of any railroad company, whether such company is incorporated by this or any other state, shall fraudulently neglect to cancel or return to the proper officer, company or agent, any coupon or other railroad ticket or pass, with the intent to permit the same to be used in fraud or injury of any such company, or if any person shall steal or embezzle any such coupon or other railroad ticket or pass, or shall fraudulently stamp, or print, or sign, any such ticket, coupon or pass, or shall fraudulently sell or put in circulation any such ticket, coupon or pass, the person so offending shall be punished by imprisonment in the penitentiary for the term of one year. [L. 1859, p. 154, § 2.

Embezzlement of railroad tickets.

§ 186. Whoever wilfully and maliciously displaces or removes any switch, signal or rail of any railroad, or displaces or removes any signal or signal light, from any bridge that is built across any navigable stream in this State, or breaks down, rips up, injures or destroys any track, bridge or other portion of any railroad, or places obstructions thereon, or places any false signal upon or along the line of any railroad track, or upon any bridge built across any navigable stream in this State, or does any act to any engine, machine or car of such railroad, with intent that any person or property being or passing on or over such railroad, or over or through or under such bridge built across any navigable stream in this State, should be injured thereby, shall be imprisoned in the penitentiary not less than one year nor more than five years. Or if, in consequence of any such act done with such intent, any person being or passing on or over such railroad, or over, through or under such bridge, built across any navigable stream of this State, suffers any bodily harm, or any property is injured, the person so offending shall be imprisoned in the penitentiary not less than three nor more than ten years, and if, in consequence of any such act, done with such intent, any person is killed, the person so offending shall be deemed guilty of murder and punished accordingly. [As amended by act approved May 31, 1879, in force July 1, 1879, L. 1879, p. 118; L. N. Ed., p. 92. For larceny, etc., of journal bearings, etc., see Railroads and Warehouses, ch. 114, § 200.

Malicious mischief to railroads.

186a. § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly.* That any person who shall maliciously remove any waste or lubricated packing or other material from journal box or boxes of any railway engine or tender, or any passenger coach, freight or railway car, owned, used or operated by any railroad company, person, corporation or receiver, upon any railroad in this State, shall be guilty of a misdemeanor, and upon conviction shall be punished by a fine not more than one hundred dollars, or by imprisonment in the county jail for not less than ten nor more than 30 days, or by both such fine and imprisonment. (1)

Penalty for removing lubricated packing.

§ 187. If any two or more persons shall conspire or combine to break down, take up, injure or destroy any railroad bridge, or to burn or destroy any engine, engine house, car house, machine shop, or any other building or machinery necessary to the free use of any railroad, every such person shall be punished by imprisonment in the penitentiary not less than two nor more than five years. [2d L. 1861, p. 8, § 1.

Combining to injure railroads.

- Obstructing train laden with munitions of war, troops, etc.** § 188. If any two or more persons shall attempt to prevent the passage of any railroad train, carrying any provisions, troops or munitions of war, for the use or in the employment of this State or of the United States, by any violence or offer of violence, or shall assemble themselves together for that purpose, or if any person shall induce, entice or persuade, or attempt to induce, entice or persuade any other person to do so, such persons and each of them, shall be imprisoned in the penitentiary not less than one nor more than ten years. [2d L. 1861, p. 8, § 2.
- Attempting injury to railroads.** § 189. Whoever shall maliciously make any attempt, although the same may not succeed, to place obstructions on any railroad track, to burn, blow up, or destroy any railroad bridge, or in any other way to prevent the free and safe passage of trains on any railroad, shall be imprisoned in the penitentiary not less than one nor more than two years. [2d L. 1861, p. 8, § 3.
- Influencing others to injure railroads.** § 190. Whoever shall maliciously hire, persuade, or induce, attempt to hire, induce or persuade any person to burn or in any way injure or destroy any railroad bridge, to take up, injure or destroy any railroad track, or any machine shops, engine house, car house, engine or car, or other machinery or property necessary for the operation of any railroad, shall be imprisoned in the penitentiary not less than one nor more than ten years. [2d L. 1861, p. 9, § 4.
- Railroad engineers liable for avoidable injury to animals.** § 191. Any engineer or person having charge of or running any railroad engine or locomotive, who shall wilfully or unnecessarily kill, wound or disfigure any horse, cow, mule, hog or other useful animal, shall upon conviction, be fined in a sum not less than the value of the property so killed, wounded or disfigured, and confined in the county jail for a period of not less than ten days; and any such engineer who shall wantonly or unnecessarily blow the engine whistle so as to frighten any team shall be liable to a fine of not less than \$10 nor more than \$50.
- Illegally purchasing or receiving property of railroad company.** § 242. If any person shall purchase or receive for sale from any other person any link, pin, bearing, journal or other article of iron, brass or other metal which has been manufactured and is used exclusively for railroad purposes, and which shall have stamped thereon the name of some railroad company or the initial letter thereof without the consent in writing of the president, general manager or general superintendent of such railroad company, such person shall be fined in a sum not less than \$100 nor more than \$500, and be imprisoned not less than ten days nor more than 90.
- Offense committed on railroad car.** § 402. (Div. X § 11.) When any offense is committed in or upon any railroad car passing over any railroad in this State, or any water craft navigating any [of the waters within this State, and it can not be readily determined in what county the offense was committed, the offense may be charged to have been committed and the offender tried in any of the counties through or along or into which such railroad car or water craft may pass or come, or can be reasonably determined to have been on or near the day when the offense was committed.
- Plats to be recorded.** AN Act to revise the law in relation to plats. [Approved March 21, 1874.
R. S. 1895, Chap. 109, § 9. Whenever any highway, road, street, alley, public ground, toll-road, railroad or canal is laid out, located, opened, widened, or extended, or the location thereof altered, it shall be the duty of the commissioners, authorities, officers, persons or corporations, public or private, laying out, locating, opening, widening, extending or altering the same, to cause a plat thereof showing the width, courses and extent thereof, and making such reference to known and established corners or monuments that the location thereof may be ascertained, to be made

and recorded in the office of the recorder of the county in which the premises taken or used for the same, or in any part thereof, are situated, within six months after such highway, road, street, alley, public ground, toll-road, railroad or canal is laid out, located, opened, widened or extended, or the location thereof altered, and when any highway, road, street, alley, public ground, toll-road, railroad or canal is vacated, the order, ordinance or other declaration vacating the same shall be in like manner recorded. This act shall not be construed to alter or affect any law specifically providing for the recording of any such plat, or to require the same to be recorded sooner than is so specifically provided; except that any requirements to record such plat in any other place than is provided herein shall not excuse the parties from complying with this act. Whoever shall refuse or neglect to comply with this section, shall forfeit \$25, and the like sum for every month he shall continue in such refusal or neglect after conviction thereof, to be recovered before any justice of the peace of the county, in the name of the county, one-half to the use of the county and the other half to the use of the person complaining. [R. S. 1845, p. 487, § 33.

AN ACT for the assessment of property and for the levy and collection of taxes. [Approved March 30, 1872. In force July 1, 1872.

R. S. 1895, Chap. 120, Sec. 40. Every person, company or corporation owning, operating or constructing a railroad in this State, shall return sworn lists or schedules of the taxable property of such railroad, as hereinafter provided. Such property shall be listed and assessed with reference to the amount, kind and value, on the first day of May of the year in which it is listed.

Schedule 1st
May.

§ 41. They shall, in the month of May of the year 1873, and at the same time in each year thereafter when required, make out and file with the county clerks of the respective counties in which the railroad may be located, a statement or schedule showing the property held for right of way, and the length of the main and all side and second tracks and turnouts in such county, and in each city, town or village in the county, through or into which the road may run, and describing each tract of land, other than a city, town or village lot, through which the road may run, in accordance with the United States surveys, giving the width and length of the strip of land held in each tract, and the number of acres thereof. They shall also state the value of improvements and stations located on the right of way. New companies shall make such statement in May next after the location of their roads. When such statement shall have been once made, it shall not be necessary to report the description as hereinbefore required, unless directed so to do by the county board, but the company shall, during the month of May, annually, report the value of such property, by the description set forth in the next section of this act, and note all additions or changes in such right of way as shall have occurred.

Time of filing
schedule.
Form of
same.

§ 42. Such right of way, including the superstructures of main, side or second track and turnouts, and the stations and improvements of the railroad company on such right of way, shall be held to be real estate, for the purpose of taxation, and denominated "railroad track," and shall be so listed and valued; and shall be described in the assessment thereof as a strip of land extending on each side of such railroad track, and embracing the same, together with all the stations and improvements thereon, commencing at a point where such railroad track crosses the boundary line in entering the county, city, town or village, and extending to the point where such track crosses the boundary line leaving such county, city, town or village, or to the point of termination in the same, as the case may be, containing.....

"Railroad
Track"—De-
scription of.

- acres, more or less (inserting name of county, township, city, town or village boundary line of same, and number of acres, and length in feet), and when advertised or sold for taxes, no other description shall be necessary. [C. B., & Q. R. R. v. Paddock et al., 75 Ill., 616.]
- How "Railroad Track" listed and assessed. § 43. The value of the "railroad track" shall be listed, and taxed in the several counties, towns, villages, districts and cities, in the proportion that the length of the main track in such county, town, village, district or city bears to the whole length of the road in this State, except the value of the side or second track, and all turnouts, and all station houses, depots, machine shops, or other buildings belonging to the road, which shall be taxed in the county, town, village, district or city in which the same are located.
- "Rolling Stock" Schedule. § 44. The movable property belonging to a railroad company shall be held to be personal property, and denominated, for the purpose of taxation, "rolling stock." Every person, company or corporation owning, constructing or operating a railroad in the State, shall, in the month of May, annually, return a list or schedule, which shall contain a correct, detailed inventory of all the rolling stock belonging to such company, and which shall distinctly set forth the number of locomotives of all classes, passenger cars of all classes, sleeping and dining cars, express cars, baggage cars, horse cars, cattle cars, coal cars, platform cars, wrecking cars, pay cars, hand cars, and all other kinds of cars.
- How "rolling stock" listed and taxed. § 45. The rolling stock shall be listed and taxed in the several counties, towns, villages, districts and cities, in the proportion that the length of the main track used or operated in such county, town, village, district or city bears to the whole length of the road used or operated by such person, company or corporation, whether owned or leased by him or them in whole or in part. Said list or schedule shall set forth the number of miles of main track on which said rolling stock is used in the State of Illinois, and the number of miles of main track on which said rolling stock is used elsewhere.
- Personality and real estate other than "rolling stock" and "railroad track," where listed. § 46. The tools and materials for repairs, and all other personal property of any railroad except "rolling stock," shall be listed and assessed in the county, town, village, district, or city wherever the same may be on the first day of May. All real estate, including the stations and other buildings and structures thereon, other than denominated "railroad track," belonging to any railroad, shall be listed as lands or lots, as the case may be, in the county, town, village, district or city where the same are located.
- How such other personal and real property to be assessed. § 47. The county clerk shall return to the assessor of the town or district, as the case may require, a copy of the schedule or list of the real estate (other than "railroad track") and of the personal property (except "rolling stock") pertaining to the railroad, and such real and personal property shall be assessed by the assessor. Such property shall be treated in all respects in regard to assessment and equalization, the same as other similar property belonging to individuals, except that it shall be treated as property belonging to railroads, under the terms "lands," "lots" and "personal property."
- Railroad returns to Auditor. § 48. At the same time that the lists or schedules are hereinbefore required to be returned to the county clerks, the person, company or corporation running, operating or constructing any railroad in this State, shall return to the Auditor of Public Accounts sworn statements or schedules, as follows:
- First*—Of the property denominated "railroad track," giving the length of the main and side and second tracks and turnouts, and showing the proportions in each county, and the total in the State.

Second—The “rolling stock,” giving the length of the main track in each county, the total in the State, and the entire length of the road.

Third—Showing the number of ties in track per mile, the weight of iron and steel per yard, used in main and side tracks, what joints or chairs are used in track, the ballasting of road, whether gravel or dirt, the number and quality of buildings or other structures on “railroad track,” the length of time iron in track has been used, and the length of time the road has been built.

Fourth—A statement or schedule showing:

1. The amount of capital stock authorized, and the number of shares into which such capital stock is divided.
2. The amount of capital stock paid up.
3. The market value, or if no market value, then the actual value of the shares of stock.
4. The total amount of all indebtedness, except for current expenses for operating the road,
5. The total listed valuation of all its tangible property in this State.

Such schedule shall be made in conformity to such instructions and forms as may be prescribed by the Auditor of Public Accounts.

§ 49. If any person, company or corporation owning, operating or constructing any railroad, shall neglect to return to the county clerks the statements or schedules required to be returned to them, the property so to be returned and assessed by the assessor shall be listed and assessed as other property.

Neglect to return.

In case of failure to make returns to the auditor, as hereinbefore provided, the auditor, with the assistance of the county clerks and assessors, when he shall require such assistance, shall ascertain the necessary facts and lay the same before the State Board of Equalization. In case of failure to make said statements, either to the county clerk or auditor, such corporation, company or person shall forfeit, as a penalty, not less than \$1,000 nor more than \$10,000 for each offense, to be recovered in any proper form of action, in the name of the people of the State of Illinois, and paid into the State treasury.

§ 50. The auditor shall, annually, on the meeting of the State Board of Equalization, lay before said board the statements and schedules herein required to be returned to him; and said board shall assess such property in the manner hereinafter provided.

Schedules—Board to assess railro'd property.

§ 51. The county clerk shall procure, at the expense of the county, a record book, properly ruled and headed, in which to enter the railroad property of all kinds as listed for taxation, and shall enter the valuations as assessed, corrected and equalized in the manner provided by this act; and against such assessed, corrected or equalized valuation, as the case may require, the county clerk shall extend all the taxes thereon for which said property is liable. And at the proper time fixed by this act for delivering tax books to the county collector, the clerk shall attach a warrant, under seal of his office, and deliver said book to the county collector, upon which said county collector is hereby required to collect the taxes therein charged against railroad property and pay over and account for the same in the manner provided in other cases. Said book shall be returned by the collector and be filed in the office of the county clerk for future use.

Railroad tax book—Extending and collecting tax.

Description of platted land. § 52. When any railroad company shall make or record a plat of any contiguous lots or parcels of land belonging to it, the same may be described as designated on such plat.

Board to assess "railroad track" and "rolling stock"—Distribution of value — Extension of tax. § 109. Said board (State Board of Equalization) shall also assess the railroad property denominated in this act as "railroad track" and "rolling stock;" and said board is hereby given the power and authority, by committee or otherwise, to examine persons and papers. The amount so determined and assessed, shall be certified by the Auditor to the county clerks of the proper counties. The county clerk shall in like manner distribute the value, so certified to him by the Auditor, to the county and to the several towns, districts, villages and cities in his county entitled to a proportionate value of such "railroad track" and "rolling stock." And said clerk shall extend taxes against such values, the same as against other property in such towns, districts, villages and cities.

Capital stock of railroads and telegraphs—Distribution of value — Extension of tax. § 110. The aggregate amount of capital stock of railroad or telegraph companies, assessed by said board shall be distributed proportionately by said board to the several counties in like manner that the property of railroads denominated "railroad track" is distributed. The amount so determined shall be certified by the Auditor to the county clerks of the proper counties. The county clerk shall, in like manner, distribute the value, so certified to him by the Auditor, to the county and to the several towns, districts, villages and cities in his county entitled to a proportionate value of such capital stock. And said clerk shall extend taxes against such values, the same as against other property in such towns, districts, villages and cities.

A number of dates for the performance of acts under the General Revenue law changed. 347. § 53. All lists, schedules, returns and statements heretofore required by law to be made between the first day of May and the first day of July, by the assessors or by the owner of property or person required by law to list the same shall hereafter be made between the first day of April and the first day of June of each year.

Approved Feb. 25, 1898. Session Laws, 1898.

AN ACT to provide for the organization of road districts, the election and duties of officers therein, and in regard to roads and bridges, in counties not under township organization, and to repeal an act and parts of acts therein named. [Approved May 4, 1887. In force July 1, 1887. L. 1887, p. 286; Legal News Ed., p. 194.

Where road proposed across or alongside railroad—Notice. § 113. (R. S. 1895, Ch. 121, Sec. 239.) In addition to the notices now required by law in proceedings for laying out, locating or opening of public roads, similar notices shall be served on any railroad company, across or alongside of whose railroad it may be proposed to locate a public road: *Provided*, that this act shall not apply to the proceedings for opening streets in towns or cities.

AN ACT to provide for the sale of personal property by common carriers, warehousemen and inn-keepers, and by others having liens thereon. [Title as amended May 13, 1879, in force July 1, 1879. L. 1879, p. 317. Legal News Ed., p. 229.

Sale of unclaimed property. (R. S. 1895, Ch. 141, Sec. 1.) That whenever any trunk, carpet-bag, valise, bundle, package or article of property, transported or coming into the possession of any railroad or express company, or any other common carrier, or inn-keeper or warehouseman, or private warehouse keeper, in the course of its or his business as common carriers, inn-keeper, warehouseman, or private warehouse keeper, shall remain unclaimed and the legal charges thereon unpaid during the space of six months after its arrival at the point to which it shall have been directed, and the

owner or person to whom the same is consigned can not be found upon diligent inquiry, or, being found and notified of the arrival of such article, shall refuse or neglect to receive the same and pay the legal charges thereon for the space of three months, it shall be lawful for such common carrier, inn-keeper, warehouseman or private warehouse keeper to sell such article at public auction, after giving the owner or consignee fifteen days' notice of the time and place of sale, through the postoffice, and by advertising in a newspaper published in the county where such sale is made, and out of the proceeds of such sale to pay all legal charges on such articles, and the over-plus, if any, shall be paid to the owner or consignee upon demand. [As amended by act approved June 18, 1883, in force July 1, 1883. L. 1883, p. 175; Legal News Ed., p. 137.]

§ 2. Perishable property which has been transported to destination, and the owner, or consignee, notified of its arrival, or being notified, refuses or neglects to receive the same and pay the legal charges thereon, or if upon diligent inquiry the consignee can not be found, such carrier may, in the exercise of reasonable discretion, sell the same at public or private sale without advertising, and the proceeds, after deducting the freight and charges and expenses of sale, shall be paid to the owner or consignee upon demand.

Perishable
property.

AN ACT to prevent the introduction and spread in Illinois of the San José scale and other dangerous insects and contagious diseases of fruits. [Approved April 11, 1899. Session Laws 1899, p. 49.]

§ 3. Whenever any trees, shrubs, plants or vines are shipped into the State from another state, county or province, every package thereof shall be plainly labeled on the outside with the name of the consignor, the name of the consignee, and a certificate showing that the contents have been inspected by a State or Government officer, and that the trees, vines, shrubs or plants therein contained appear free from all dangerous insects or diseases. Whenever any trees, shrubs, vines or plants are shipped into this State without such certificate plainly fixed on the outside of the package, box or car containing the same, the fact must be reported within 24 hours to the State Entomologist by the railway, express or steamboat company, or other person or persons carrying the same, and it shall be unlawful to deliver any such property until it has been inspected by the State Entomologist or his assistants and by him or them certified to be free from dangerous insects or contagious diseases. Any agent of any railway, steamboat or express company, or other person or persons carrying such property as aforesaid who shall fail to give such notice as above required shall be deemed guilty of a violation of this act. When nursery stock is shipped into this State accompanied by a certificate, as herein provided, it shall be held *prima facie* evidence of the facts therein stated, but the State Entomologist, by himself or his assistants, when they have reason to believe that any such stock is infected with dangerous insects or infected with contagious diseases, shall be authorized to inspect the same and subject it to like treatment as provided in section 2 of this act.

§ 4. Any person violating or neglecting to carry out the provisions of this act, or offering any hindrance to the carrying out of this act, shall be adjudged guilty of a misdemeanor and upon conviction before a justice of the peace shall be fined not less than ten dollars and not more than \$100 for each and every offense, together with all the costs of the prosecution, and shall stand committed until the same is paid. It shall be the duty of the State's attorney to prosecute all violations of this act, and all accounts so recovered shall be paid over to the treasurer of the State.

§ 7. Whereas an emergency exists, therefore this act shall take effect and be in force from and after its passage.

PARTS OF PROCLAMATIONS BY THE GOVERNOR, RELATING TO THE SHIPMENTS OF LIVE STOCK AND THE RELATIONS OF RAILROAD COMPANIES THERETO, AND PART OF A STATUTE TO PREVENT THE INTRODUCTION OF DANGEROUS INSECTS.

PROCLAMATION

SCHEDULING CERTAIN LOCALITIES ON ACCOUNT OF SPLENIC OR TEXAS FEVER.

STATE OF ILLINOIS, EXECUTIVE DEPARTMENT,
SPRINGFIELD, Dec. 27, 1898.

Pursuant to the terms of an act of the General Assembly entitled "An act to revise the law in relation to the suppression and prevention of the spread of contagious and infectious diseases among domestic animals," approved June 27, 1885, in force July 1, 1885, as amended by an act approved and in force April 20, 1887, and an act approved June 15, 1887, and in force July 1, 1887, and except in accordance with the provisions of an act of the General Assembly of the State of Illinois entitled "An act to define the duties of railroad, steamboat, transportation and stock yard companies under proclamation of the Governor scheduling territory on account of Splenic or Texas Fever," approved and in force May 28, 1889.

NOW, THEREFORE, I, JOHN R. TANNER, Governor of the State of Illinois, as provided by section 4, of above entitled act, do hereby make proclamation of the foregoing facts, and schedule the following territory, to-wit:

All that territory lying south of a line beginning on the Pacific Coast at the northwest corner of the State of California; thence running east to the northeast corner of said state; thence running southeasterly along the eastern boundary of said state to the southeast corner thereof; thence along the southern boundary lines of Arizona, New Mexico and Texas to the southwest corner of Pecos county, in the State of Texas; thence following the western boundary of Pecos county to the southeast corner of Reeves county; thence along the boundary line between the counties of Pecos and Reeves to the Pecos river; thence southeasterly, following the Pecos river, to the northwest corner of Crockett county; thence east along the northern boundary lines of Crockett and Schliecher counties to the southeastern corner of Irion county; thence north along the eastern boundary line of Irion county to the northeast corner of said county; thence north to the southern boundary line of Coke county; thence west to the southwest corner of Coke county; thence north along the western boundary line of Coke county to the southern boundary of Mitchell county; thence east to the southeast corner of Mitchell county; thence north along the eastern boundary line of Mitchell county to the northeast corner of said county; thence east along the southern boundary lines of Fisher and Jones counties to the southeast corner of Jones county; thence north along the eastern boundary line of Jones county to the northeast corner of said county; thence east along the southern boundary line of Haskell county to the southeast corner of said county; thence north along the western boundary lines of Throckmorton and Baylor counties, to the northwest corner of Baylor county; thence east along the southern boundary line of Wilbarger county to the southeast corner of said county; thence north along the eastern boundary line of Wilbarger county to Red river; thence continuing in a northwesterly direction along the course of said river and the northern boundary line of Texas to the southeast corner of Greer county; thence northerly, following the course of the North Fork of the Red river, to its intersection with the southern boundary line of Roger Mills county, in the Territory of Oklahoma, along the western boundary line of Apache, Commanche and

Kiowa Indian reservations; thence east along the southern boundary lines of Roger Mills and Washita counties to the intersection with the boundary line of Wichita Indian reservation on the Washita river; thence north along the western boundary line of said reservation to its northwest corner at its intersection with the Canadian river in the county of G; thence in a southeasterly direction along the course of said river and the northern boundary of the Wichita Indian reservation to the northeast corner of said reservation; thence easterly along the southern boundary line of Canadian county to the southeast corner of said county; thence north along the eastern lines of Canadian and Kingfisher counties to the northeast corner of Kingfisher county; thence east along the southern boundary of O (Garfield) county to the southeast corner of said county; thence north along the eastern boundary line of O (Garfield) county to the northeast corner of said county; thence east along the southern boundary line of K county to the west line of the Ponca Indian reservation; thence north along the west boundary line of said reservation to the northwest corner of said reservation; thence east along the northern boundary line of the Ponca Indian reservation to the Arkansas river; thence in a northerly direction, following the course of said river to its intersection with the 37th parallel of north latitude at the southern boundary line of the state of Kansas; thence running east along the southern boundary line of the state of Kansas to its intersection with the western boundary line of the state of Missouri; thence south along the western boundary line of the state of Missouri to the southwest corner of said state; thence east along the southern boundary line of the state of Missouri to the northwest corner of Dunklin county in said state; thence southerly along the western boundary line of Dunklin county to the southwest corner thereof; thence easterly along the southern boundary line of the state of Missouri; thence southerly along the east bank of the Mississippi river to the northwest corner of Tipton county, in the state of Tennessee; thence easterly along the northern boundary line of Tipton county to the northeast corner of said county; thence northerly and easterly along the western and northern boundary lines of Haywood county to the northeast corner of said county; thence easterly along the northern boundary lines of Madison, Henderson and Decatur counties to the northeast corner of Decatur; thence south along the eastern boundary line of Decatur county to the northwest corner of Wayne county; thence easterly along the northern boundary lines of Wayne and Lawrence counties to the northwest corner of Giles county; thence south along the western boundary line of Giles county to the southwest corner thereof; thence easterly along the southern boundary line of Giles county to the southeast corner thereof; thence north along the eastern boundary of Giles county to the northeast corner thereof; thence easterly along the northern boundary lines of Lincoln and Moore counties to the northwest corner of Moore county; thence north along the western boundary lines of Coffee and Cannon counties to the northwest corner of Cannon county; thence easterly to the northeast corner of Cannon county; thence south to the intersection of the eastern boundary line of Cannon county with the boundary line of Warren county; thence easterly and northerly along the northern boundary lines of Warren, White and Cumberland counties to the northeast corner of Cumberland county; thence southerly along the eastern boundary lines of Cumberland, Rhea and James counties to the northwest corner of Bradley county; thence northerly and southeasterly along the northern boundary lines of Bradley and Polk counties to the northeast corner of Polk county; thence south along the eastern boundary line of Polk county to the southeast corner thereof at the southwestern corner of North Carolina; thence east along the southern boundary lines of the counties of Cherokee, Clay, Macon, Jackson and Transylvania, in the state of North Carolina, to the southeast corner of Transylvania; thence northwesterly along the eastern boundary line of Transylvania county to the southwest corner of Buncombe county; thence easterly along the southern boundary line of Buncombe county to the summit of the Blue Ridge mountains; thence in a northeasterly direction, following the said mountains, to their intersection with the northern boundary line of the state of North Carolina; thence northeasterly, following the summit of the Blue Ridge mountains, to the Blackwater river, in the state of Virginia;

thence easterly along the course of said river through Franklin county to its intersection with the Staunton river, on the eastern boundary of Franklin county; thence northeasterly along the east boundary line of Bedford county to its intersection with the James river; thence, following the James river, to the southeastern corner of Charles City county; thence northerly and easterly along the western and northern boundaries of James City, Gloucester and Matthews counties to Chesapeake bay; thence south to the northern boundary line of Elizabeth City county; thence westerly and northerly along the boundary lines of Elizabeth City and Warwick counties to the James river; thence southeasterly along the course of the said river to the northwest corner of Norfolk county; thence south along the western boundary of said county to its intersection with the northern boundary of North Carolina; thence east along the southern boundaries of Norfolk and Princess Anne counties to the Atlantic ocean.

And prohibit the importation of cattle from the above described territory into the State of Illinois from the first day of January to the first day of November of each year, except under the regulations hereto attached and made a part hereof, that have been prescribed by the State Board of Live Stock Commissioners and approved by me, as follows:

Regulations prescribed by the State Board of Live Stock Commissioners of Illinois, governing the importation of cattle into this State from localities scheduled by the Governor's proclamation with reference to splenic or Texas fever.

First—All railroad, steamboat and transportation companies in this State transporting such cattle into or through the State, or that shall receive or ship such cattle that have, prior to such shipment, been shipped or driven out of such scheduled territory to the point where they are received by such railroad, steamboat or transportation company for transportation into or through the State, shall, by their way-bill or bill of lading, state explicitly the point from whence said cattle were originally shipped or derived, and shall stamp thereon in large letters the words, "From the Scheduled District."

Second—All railroad, steamboat and transportation companies that shall so receive and ship such cattle shall, immediately after said cattle are unloaded, and before the said cars are used for any other purpose, cleanse and disinfect such cars or quarters in which the same are shipped, after first removing all manure and litter thoroughly from the floor and sides of the cars, inside and out, at places inaccessible to animals of the bovine species.

Third—All railroad, steamboat and transportation companies that shall hereafter unload any such cattle in any yards along the lines of their said road or routes of travel, shall unload such cattle only in pens set apart especially for such cattle, and shall allow no other cattle to enter into or be placed in such pens.

Fourth—All stock yard companies in the State of Illinois receiving cattle shall set apart certain portions of their yards for the cattle described in the Governor's proclamation, and shall conspicuously mark the same, and shall provide separate chutes, alleys and scales for such cattle; and where the way-bills or bills of lading of all the railroads delivering the same show that they are the kind of cattle before described, they shall be placed in that portion of the yards set apart for such cattle, and in no case shall such cattle be unloaded by any railroad, steamboat or transportation company in yards or pens other than those set apart for the exclusive receiving and yarding of such cattle.

Fifth—All stock yard companies in the State of Illinois receiving cattle from the scheduled district shall yard such cattle only in pens set apart for their exclusive use, and shall not permit the driving of such cattle through any alleys or over any scales other than those exclusively set apart for that purpose; and said stock yard companies shall not permit any cattle that have been imported from the scheduled district to leave the yard to be driven into, upon, over or across any public street, highway, alley or common.

Sixth—Cattle may be imported from the scheduled district when they are destined for immediate slaughter in this State, in which case such cattle shall not be driven over any public highway or common.

Seventh—Cattle from the scheduled district may, while in transit through this State, be unloaded for the necessary time required for feeding and watering, only in pens and feed yards set apart for the exclusive use of such cattle.

Eighth—In case any person is desirous of purchasing cattle from the scheduled district for the purpose of feeding and grazing within this State, such person shall make application to this board for permission to do so, and in the event of the permit being issued, the cattle on their arrival and the pasture or premises to be occupied by them, shall be placed in quarantine at the owner's expense, under such rules and regulations as shall be prescribed by the board.

Ninth—Any cattle shipped into this State that shall be found infested with southern cattle ticks (*boophilus bovis*) shall be deemed and considered to have originated and been shipped from the district scheduled by the Governor, and shall be yarded and treated as southern cattle.

Tenth—Cattle from the scheduled district may be admitted into this State during any time of the year when accompanied by a certificate signed by a duly authorized and designated inspector of the Bureau of Animal Industry, or a duly designated officer or agent of this board, stating that they have been dipped in accordance with the formula prescribed by the Bureau of Animal Industry, number of cattle, name of consignee, point of destination and route of shipment; and railroad and transportation companies may receive and transport such dipped cattle into this State from points without this State, or from stockyards within this State where dipping vats shall be established, when destined to points within this State, when such shipments are accompanied by such aforesaid certificates of such dipping. When the shipment of such dipped cattle originates outside of this State, the aforesaid dipping certificate shall be attached to the memorandum bill accompanying the shipment, and shall be delivered to all connecting lines receiving such cattle en-route. The railroad company within the State of Illinois that shall receive and deliver such cattle to their final destination shall, immediately upon receiving such certificate, forward the same to the secretary of the State Board of Live Stock Commissioners at Springfield, Illinois.

Eleventh—All cattle coming into this State in violation of any of the foregoing rules shall be liable to quarantine at the expense of the owner or consignee, and be disposed of in accordance with the law.

This proclamation to go into effect and be in force from and after January 1, 1899.

PROCLAMATION.

SCHEDULING LOCALITIES AND TERRITORY ON ACCOUNT OF TUBERCULOSIS
AMONG DAIRY AND BREEDING CATTLE.

STATE OF ILLINOIS, EXECUTIVE DEPARTMENT,
SPRINGFIELD, June 13, 1899.

Pursuant to the terms of an act of the General Assembly entitled, "An act to revise the law in relation to the suppression and prevention of the spread of contagious and infectious diseases among domestic animals," approved June 27, 1885, in force July 1, 1885, as amended by an act approved and in force April 20, 1887, and an act approved June 15, 1887, and in force July 1, 1887.

NOW, THEREFORE, I, JOHN R. TANNER, GOVERNOR of the State of Illinois, as provided by section 4 of the above entitled act, do hereby make proclamation of the foregoing facts, and schedule the following territory, to-wit:

All the states and territory of the United States, other than the State of Illinois, and all foreign countries.

And prohibit the importation of dairy or breeding cattle (cows, calves or bulls, used or intended to be used for dairy or breeding purposes) from the above described territory into the State of Illinois, except under the regulations hereto attached and made a part hereof, that have been prescribed by the State Board of Live Stock Commissioners and approved by me.

RULES AND REGULATIONS

prescribed by the State Board of Live Stock Commissioners of Illinois, governing the importation of dairy and breeding cattle into this State from states and territory scheduled or to be scheduled by the Governor's proclamation with reference to tuberculosis among cattle.

RULE 1. Any shipper or owner of dairy or breeding cattle in states or territory scheduled or to be scheduled by the Governor on account of tuberculosis among cattle, desiring to ship such cattle into the State of Illinois, must before offering the same for shipment to any railroad or transportation company—which is meant to include boats, ferries and bridges—or before driving the same into this State, have such cattle tested with tuberculin by a veterinarian recognized by the sanitary authorities of the state in which such owner or shipper resides, and authorized by such authorities to make such tests.

AMENDMENT

to the rules and regulations prescribed by the State Board of Live Stock Commissioners of Illinois governing the importation of dairy and breeding cattle into the State of Illinois from other states and territories and incorporated in the Governor's proclamation with reference to tuberculosis among cattle, of date June 13, 1899.

Rule 2 of said proclamation is revised to read as follows:

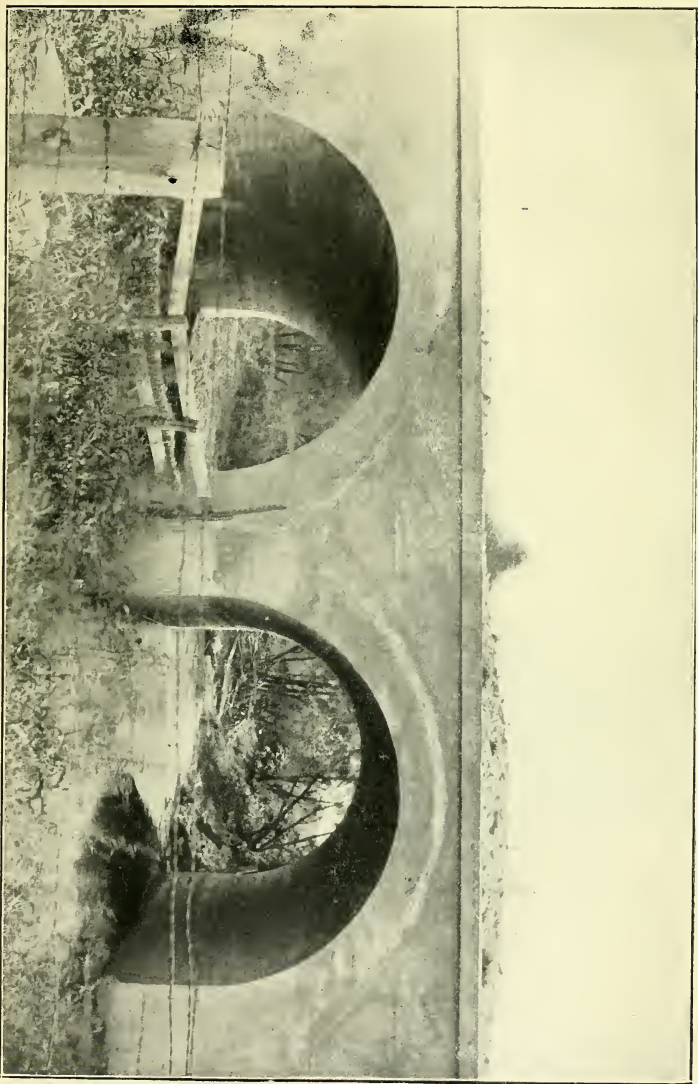
RULE 2. Before any such cattle destined for shipment as aforesaid are offered to any railroad company for such shipment, or are driven into the State of Illinois, they must be tested with tuberculin by a veterinary inspector duly authorized by the State veterinary sanitary authorities of the state from which such cattle are to be shipped or driven, who has been accepted by the State Board of Live Stock Commissioners of Illinois to make such tests in accordance with the rules of said board. On the completion of said test, said veterinary inspector shall make out a statement of the temperature in duplicate of such cattle as shall not show a reaction to the tuberculin test to exceed 1.5 degrees in excess of the highest temperature taken before injecting with tuberculin, filling out properly all blanks therein, he shall certify such statement and when the owner of the cattle shall have made the affidavit on the back thereof that the animals to be shipped are the identical animals referred to in the certificate, said veterinary inspector shall deliver the original copy of said certificate to said owner and shall mail the duplicate copy thereof to the secretary of the State Board of Live Stock Commissioners at Springfield, Illinois. The shipper may then immediately ship such certified cattle, by presenting the original copy of certificate to the railroad company, to be attached to way-bill, memorandum bill, or bill of lading accompanying the shipment. (Note—Blanks will be furnished on application to the secretary of the State Board of Live Stock Commissioners, Springfield, Illinois.)

RULE 3. In conducting such tuberculin test, the veterinarian shall take at least four preliminary temperatures at intervals of two hours, during the day of the evening of injecting, and at least five temperatures at intervals of two hours, commencing ten hours after injection.

RULE 4. No shipment of dairy or breeding cattle destined to any point in the State of Illinois, from states and territory described and designated in the proclamation of the Governor aforesaid, shall be received by any railroad or transportation company doing business in the State of Illinois, from the original shipper, or from any connecting railroad or transportation company, unless the same be accompanied by the certificate designated in Rule 2, properly endorsed as provided therein; such certificate to be attached to the way-bill, memorandum bill, or bill of lading accompanying the shipment, and to be delivered with said bill to the consignee.

RULE 5. Any dairy or breeding cattle (cows, bulls or calves), shipped or driven into the State of Illinois from other states or territory designated and described in the Governor's proclamation aforesaid, without being accompanied by the certificate aforesaid, properly endorsed, will, upon discovery, be placed in quarantine until tested with tuberculin by a veterinarian designated by this board, which test shall be made at the expense of the owner; and any cattle that shall react to such test and be condemned, will be destroyed without compensation to the owner.

This proclamation to go into effect and be in force from and after the first day of July, A. D. 1899.



L. E. & W. R. R. Co.—CONCRETE ARCH CULVERT SPANNING KICKAPOO CREEK.

RULES OF PRACTICE
IN
All Cases and Proceedings Before the Commission.

Adopted by the Railroad and Warehouse Commission of Illinois, May 4, 1897.

IN FORCE FROM AND AFTER JUNE 1, 1897.

RULES OF PRACTICE.

1.

REGULAR SESSION.

The regular sessions of the commission for hearing contested cases and cases under the interlocking law will be held at its office in Springfield, Illinois, on Tuesday after the first Monday in each month, and continue from day to day thereafter, if necessary, until the business of such meeting is finished. But if the day above designated for such meeting shall at any time fall upon an election day, or legal holiday, then the meeting shall be held upon the day following.

Sessions for receiving, considering and acting upon petitions, applications and other communications, and also for considering and acting upon any business of the commission, other than contested cases, may be taken up and disposed of at any time that a quorum of the commission may be present.

2.

SPECIAL SESSIONS.

Special sessions may be held at other places, when, in the judgment of the commission, the public interest requires it.

3.

MEETINGS IN CHICAGO.

The commission shall meet at the office of the Chief Grain Inspector, in the city of Chicago, on Thursday after the first Monday in each month, for the purpose of auditing the bills of the grain department, and for the transaction of such other business as may legally come before it.

4.

COMPLAINTS.

All complaints must be by petition, printed or written (or partly printed and partly written), setting forth briefly the facts claimed to constitute a violation of the law, and must be verified by the petitioner, or by some officer, agent or corporation, society or organization, or other body making the complaint, who must be a party in interest, to the effect that the allegations of the petition are true to the best of the knowledge or belief of the affiant, and may be sworn to before any officer authorized to administer oaths in the State of Illinois. The name of the carrier or carriers complained against must be stated in full, and the address of the petitioner, with the name and address of his attorney or counselor, if any, must appear upon the petition.

5.

SERVICE OF PETITION.

The commission will cause a copy of the petition, with notice to satisfy or answer the same within a specified time, to be served personally or by mail in its discretion, upon each carrier complained against.

6.

ANSWERS.

A carrier complained against must answer within 20 days, unless extended, from the date of a notice, but the commission may, in a particular case require the answer to be served within a shorter time. The time prescribed in any case may be extended, upon good cause shown, by special order of the commission. Original answers must be filed with the secretary of the commission, at its office in Springfield. The answer must admit or deny the material allegations of the petition, and may set forth any additional facts claimed to be material to the issue. The answer must be verified in the same manner as the petition. If the carrier complained against shall make satisfaction before answering, a written acknowledgement thereof must be filed by the complainant or petitioner, and in that case the effect of satisfaction, without other matter, may be set forth in the answer. If satisfaction be made after the filing and service of an answer, a supplementary answer, setting forth the facts and terms of the satisfaction, shall be filed with the commission and served. The filing of an answer, however, will not be deemed an admission of the sufficiency of the petition, but a motion to dismiss for insufficiency may be made at any hearing.

7.

SERVICE OF PAPERS.

Copy of notices or other papers must be served upon the adverse parties personally or by mail; and when any party has appeared by attorney, service upon such attorney shall be deemed proper service upon the party.

8.

AMENDMENTS.

Amendments to any petition or answer in any proceeding or investigation may be allowed by the commission in its discretion.

9.

EXTENSION OF TIME.

Extension of time may be granted upon the application of any party to the proceeding in the discretion of the commission.

10.

STIPULATIONS.

The parties to any proceeding or investigation before the commission may, by stipulation in writing filed with the secretary, agree upon the facts, or any portion thereof involved in the controversy, which stipulation shall be regarded as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

11.

HEARINGS.

Upon issue being joined the commission will assign a time and place for hearing the case, which will be at the office in Springfield, unless otherwise ordered. Witnesses will be examined orally before the commission, and their testimony taken down and filed in the case, unless the facts be agreed upon as provided for in these rules. The complainant must in all cases establish the facts alleged to constitute a violation of the law, unless the carrier complained against admits the same or fails to answer the petition. Facts alleged in the answer must also be proved by the carrier unless admitted by the petitioner. In case of failure to answer, the commission will take such proof of the facts as may be deemed proper and reasonable, and make such order thereon as the circumstance of the case require.

12.

WITNESSES AND SUBPŒNAS.

Subpœnas requiring the attendance of witnesses will, upon the application of either party, or upon the order of the commission, be issued by the secretary, under the seal of the commission. Subpœnas for the production of books, papers or documents (unless directed to issue by the commission upon its own motion) will only be issued upon application in writing; and when it is sought to compel witnesses, not parties to the proceeding, to produce such documentary evidence, the application must be sworn to and must specify as nearly as may be the books, papers or documents desired, and that the same are in possession of the witness or under his control; and also by facts stated in said application show that they contain evidence material to the issue. Applications to compel a party to the proceedings to produce books, papers or documents, need only set forth in a general way the books, papers or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

13.

PROPOSED FINDINGS.

Upon the final submission of the case, each party must prepare and submit for the consideration of the commission, proposed findings, embracing the material facts and proposition of law claimed to be established by the evidence.

14.

PRINTING OF PLEADINGS.

For convenience in reading and filing, it is requested that pleadings, briefs and other papers of importance be printed or typewritten whenever practicable, and that only one side of the paper be used.

15.

COPIES.

Copies of any petition, complaint or answer in any matter or proceeding before the commission, or of any order, decision or opinion by the commission will be furnished without charge upon application to the secretary by any person or party to the proceeding. Copy of testimony will be furnished upon such terms as the commission shall prescribe. Copies of blank forms as contained in these rules will be furnished on application by the secretary without any charge. This rule shall not apply to copies of opinions, orders or other papers in interlocking or crossing cases.

16.

ADDRESSES OF THE COMMISSION.

All complaints concerning anything done, or omitted to be done, by any common carrier and all petitions or answers in any proceedings or application in relation thereto, and all letters and telegrams should be addressed to the chairman of the commission at Springfield, Ill., unless otherwise specially directed.

17.

QUORUMS.

Two members of the commission shall constitute a quorum for the transaction of all business that may come before the commission, and if no quorum of the commission be present on any day named in these rules for any regular meeting of the commission, and there are causes on the docket ready for hearing, the secretary of the commission shall adjourn such meeting from day to day (noting the same upon the record) until a quorum is present for transaction of business, at which the hearing shall be proceeded with in the same manner as it would had a quorum been present on the day named in the rules of said meeting. When the secretary shall be aware in advance that a quorum will not be present on the day named for regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise, of the fact, and also let them know on what day a quorum is expected to be present.

18.

MANNER OF CONDUCTING CASES.

In all contested cases the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as is admissible under the common law rules of evidence, and each party will be fully heard in argument upon all points of the case by the counsel or other representatives.

19.

PRACTICE.

The commission will be governed by the practice which obtains in the circuit courts of Illinois, so far as the same is applicable.

FORMS.

No. 1—Complaint Against Carriers.

A. B.
vs. }
The.....Railroad Co. } ss.

The petition of the above named complainant respectfully shows:

I. That (here let complainant state his occupation and place of business.)

II. That the defendant above named is a common carrier engaged in the transportation of freight and passengers by railroad, and as such common carrier is subject to the laws of the State of Illinois.

III. That (here state concisely the matters complained of.)

Wherefore the petitioner prays that the defendant may be required to answer the charge herein, and that upon a final hearing hereof the commission will make such order in the premises as may seem meet.

Dated at....., Illinois,day of.....A. D....

A. B.

Complainant's Signature.

STATE OF ILLINOIS, }
.....County. } ss.

A. B. being duly sworn, upon his oath, states that he is the complainant in this proceeding, and that the matters set forth in the foregoing petition are true, as he verily believes.

A. B.

Subscribed and sworn to before me this.....day of.....A. D., 19....

C. D., *Justice of the Peace.*

(Or other officer authorized to administer oaths.)

FORMS.

No. 2—Answer.

The.....Railroad Co. }
ats. }
A. B. } ss.

The above named defendant for answer to the complainant in his proceeding respectfully states:

I. That (here follows the usual admissions, denials and averments.)

Wherefore the defendant prays that the complaint be dismissed.

TheRailroad Co.,

By E. F. (Title of Officer.)

STATE OF....., }
County of....., } ss.

E. F. being duly sworn, says that he is the.....of the.....Railroad company, defendant in this proceeding, and that the foregoing answer is true as he verily believes.

E. F.

Subscribed and sworn to before me this.....day of.....A. D., 19....

C. D., *Justice of the Peace.*

(Or other officer authorized to administer oaths.)

RULES OF PRACTICE IN CROSSING AND INTERLOCKING CASES.

I.

For the hearing of cases arising under the act approved May 27, 1889, concerning crossings, and the act approved June 2, 1891, concerning interlocking there shall be held at the office of the commission, in the State House, in Springfield, a regular meeting of the commission on the Tuesday after the first Monday in each month, and continuing from day to day thereafter, if necessary, until the business of such meeting is finished; but if the day above designated for such meeting shall at any time fall upon a general election day or legal holiday, then the meeting shall be held upon the day following.

II.

If no quorum of the commission shall be present on any day named in these rules for any regular meeting of the commission, and there are causes on the docket ready for hearing, the secretary of the commission shall adjourn such meeting from day to day (noting the same upon the record), until a quorum is present for the transaction of business, at which time the hearing shall be proceeded with in the same manner as they would had a quorum been present on the day named in the rules for said meeting. When the secretary shall be aware in advance that for any reason a quorum will not be present for the transaction of business on the day named for a regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise of the fact, and also let them know on what day a quorum is expected.

III.

Upon the filing of any petition in pursuance of any of the provisions of either of such acts, the secretary of the commission shall at once issue and cause to be served upon or delivered to the defendant in such petition such notice as the law requires, or as may be prescribed by the commission; and the secretary shall also, for the better information of such defendant, mail to its president or general manager a copy of the petition; but a failure by defendant to receive the letter shall not be taken as a failure of notice.

IV.

If the notice provided for in the last rule shall be served upon or received by the defendant ten days before the next regular meeting of the commission as above established, the case shall stand for hearing at that meeting, but if such notice shall be served or received less than ten days before such regular monthly meeting, then such petition shall stand for hearing at the next regular monthly meeting succeeding that one.

V.

In the case of any proceeding begun under the said interlocking act of 1891, by a citation issued by order of the commission instead of by petition, the secretary shall make such citation returnable at the next regular monthly meeting of the commission, if the same shall take place ten days or more after the time of issuing such citation; but if such citation shall not be served upon any defendant therein named ten days or more prior to the first day of the next meeting, then such citation shall stand for hearing at the next regular meeting succeeding.

VI.

Such answer as any defendant may desire to make to any petition, or such return as any company may desire to make to any citation which may be issued, shall be filed in the office of the commission not later than the morning of the day upon which said petition or citation stands for hearing upon the docket in accordance with these rules; and such answer or return shall close the written pleadings in the case.

VII.

Cases shall stand for hearing at such regular meetings in the order of their numbers unless the commission shall for good cause vary such order; and in the general manner of conducting hearings, producing testimony, etc., the commission will be governed by the general system of practice which obtains in the circuit courts of Illinois, so far as the same is applicable to these proceedings.

VIII.

All evidence offered on any such hearing shall be reported in full by the stenographer of the commission, who shall write the same out correctly in typewriting and file the same for reference with the papers in the case in which the same is taken.

IX.

Every case which may for any reason remain on the docket, not finally disposed of at the conclusion of any such regular meeting of the commission, shall stand continued to the next regular meeting, and the secretary shall enter an order to that effect, in such case, without specific action or instructions by the commission.

X.

The secretary of the commission is hereby empowered, without further specific order, to issue from time to time, under his hand and seal of the commission; such subpoenas for witness in any case arising under either of said acts as any party thereto may request to be issued. Said secretary shall advance no fees for the service of any such subpoenas, but leave the party calling for the same to serve it or procure it to be served as he shall think fit.

XI.

In every trial had under these rules, the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as to facts and expert questions as may be thought necessary, provided the same is admissible under the common law rules of evidence; and each party will be fully heard in argument upon all points of the case by counsel or other representative; but no petition for rehearing will be entertained in any such case, unless the right to present the same is expressly reserved in the final order or decree of the commission.

XII.

The petition mentioned in section 1 of this act of 1891, concerning interlocking, will be deemed sufficient if in substantially the following form:

To the Railroad and Warehouse Commission of the State of Illinois:

The.....Rail.....company represents that it owns and operates a certain railroad extending from.....to.....within the State of Illinois; that the main track of said railroad crosses at grade the main track of the.....Rail.....company.....in the county of.....; that petitioner desires to unite with the said.....Rail.....company in protecting said crossing with proper devices and appliances, thus securing greater safety to persons and property, and enabling trains to pass said crossing without stopping, but is unable to agree with said company upon a plan of the same, that the public good requires that said crossing be so protected; and petitioner files herewith a plat showing the location of the tracks involved in said crossing, and make said plat a part of this petition.....

In consideration of the premises, petitioner prays this commission to give notice to the said.....Rail.....company, which is made defendant to this petition, and to proceed to view the site of said crossing, and appoint a time and place for a hearing of this petition, and that upon such hearing the commission will enter an order prescribing a proper device and machinery for the protection of said crossing in pursuance of an act of the General Assembly, entitled, "An act to protect persons and property from danger at the crossings and junctions of railroads," etc., approved June 2, 1891; and the petitioner further prays that the commission will fix in such order the proportion of the cost for the construction, maintenance and operation of such device which each of the parties hereto shall pay; and prays generally for such other relief as may be appropriate to the case.

.....
Petitioner.
.....
Its Solicitor.

XIII.

The notice to be given in pursuance of section 1 of said act of 1891, may be in substance as follows:

Office of the Railroad and Warehouse Commission of the State of Illinois.

To the.....Rail.....Company:

You are hereby notified that on the.....day of.....190., the.....Rail.....company filed in the office of the Railroad and Warehouse Commission of the State of Illinois a petition, praying for the protection, by proper devices and machinery, of a certain grade crossing of the main tracks of your railroad and that of the said petitioner, situated.....in the county of....., in the State of Illinois, in pursuance of an act of the General Assembly, approved June 2, 1891, entitled "An act to protect persons and property from danger at the crossings and junctions of rail-

roads," etc.; and you are hereby further notified that under the rules of said commission the said petition will stand for hearing at the office of said commission in the State House, in the city of Springfield, Illinois, on..... the.....day of.....19....at 9:00 o'clock a. m., at which time and place the said commission will proceed to try the question whether or not the said crossing shall be protected by interlocking or other devices, and in case the said companies are unable to agree, to prescribe if the public good is deemed to require it, what kind of device, equipment and machinery shall be put in by the companies concerned, and the proportion of the cost of the construction, maintenance and operation thereof, which each of said companies shall pay; and you can, if you think proper, appear through your proper officers or counsel at the time and place above mentioned, and be fully heard by the commission upon all the matters involved in said petition.

The commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Witness.....secretary of said commission, and the seal thereof, at Springfield, Illinois, this..... day of.....A. D. 19....

.....
Secretary.

XIV.

The citation provided for in section 2 of said act of 1891, may be in substantially the following form:

Office of the Railroad and Warehouse Commission of the State of Illinois.
To the.....Rail.....company:

WHEREAS, Facts have come to the knowledge of the Railroad and Warehouse Commission of the State of Illinois, which give the said commission cause to believe that the grade crossing between the main tracks of the..... Rail.....company and the..... Rail.....company, situated..... in the county of.....in the State of Illinois, is probably dangerous to the public, and to persons operating trains across and over the same, and that said crossing probably requires protection by proper devices, machinery and appliances, in accordance with an act of the General Assembly entitled, "An act to protect persons and property from danger at the crossing and junctions of railroad," etc., approved June 2, 1891.

Now, therefore, you, the said..... Rail.....company, impleaded herein with the said..... Rail.....company, are hereby notified and cited to come before the said Railroad and Warehouse Commission at..... on the.....day of....., 19....., at the hour of.....o'clock ... m., then and there to show cause why you should not be required to unite with said.....Rail.....company in providing said crossing with such safety appliance, devices and machinery, as may, in the judgment of said commission, after full hearing, be thought requisite for the proper protection thereof; and said commission, in case the protection of said crossing is, after hearing, deemed necessary, will also, unless the companies agree thereon, prescribe and order proper devices, machinery and appliances for the protection of said crossing, and also fix the proportion of cost each company concerned shall pay for the construction, maintenance and operation thereof; upon all which matters you will, through your proper officer or counsel, be fully heard at the time and place specified, if you see fit to appear.

Witness.....secretary of said commission, and the seal thereof, at Springfield, Illinois, this..... day of.....A. D. 19....

.....
Secretary.

XV.

The form of notification to be given in cases arising under the act of 1889, concerning crossings, may be in substantially the following form:

Office of the Railroad and Warehouse Commission of the State of Illinois.

To the.....Rail.....company:

You are hereby notified that on the.....day of.....19....
the.....Rail.....company filed in the
office of the Railroad and Warehouse Commission of the State of Illinois, a
petition praying the commission for leave to cross with its tracks the main
line of your railroad at.....in the county of
....., in the State of Illinois, in pursuance of an act of the
General Assembly, approved May 28, 1889, entitled, "An act in relation to the
crossing of one railroad by another, and to prevent danger to life and prop-
erty from grade crossings;" and you are further notified that under the rules
of said commission, the said petition will stand for hearing at the office of
said commission, in the State House, in the city of Springfield, Illinois, on
....., the.....day of....., 19...., at 9:00 o'clock a. m., at
which time and place you can appear through your proper officers or counsel
and be heard upon the question involved in said petition, if you see fit to do so.

The commission will, if practicable, advise you of the time when the site of
said crossing will be viewed, so you may be present if you desire.

Witness.....secretary of said commission, and
the seal thereof, at Springfield, Illinois, this.....
day of.....A. D. 19....

.....
Secretary.

INTERLOCKING DEVICES.

Statutory Provisions and Rules Governing Same.

STATUTORY PROVISIONS.

Act relating to crossings on the same level; approved June 3, 1887, in force July 1, 1887.

AN ACT in regard to dangers incident to railroad crossings on the same level.

SECTION 1. That when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or drawbridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery, to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works or fixtures shall first be approved by the railroad and warehouse commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filed with such railroad and warehouse commissioners, then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over such crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of law contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said railroad and warehouse commissioners shall have power in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or impracticable, to order the same to be discontinued. [As amended by act approved May 28, 1891.]

§ 2. The said railroad and warehouse commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such railroad and warehouse commissioners; and said railroad and warehouse commissioners are hereby authorized to allow and reward five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and reward such other and further sums as they shall deem fit to pay, all other fees, cost and expenses to arise under said application, to be paid by the railway company or companies in interest, to be taxed and paid or collected as in other cases. And the said railroad and warehouse commissioners are also empowered, on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose, to be fixed by them.

APPROVED June 3, 1887.

ILLINOIS INTERLOCKING ACT, APPROVED JUNE 2, 1892.

AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same.

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossing with interlocking and other safety devices, may file with the railroad and warehouse commission a petition stating the facts of the situation, and asking said railroad and warehouse commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said railroad and warehouse commission shall thereupon view the site of said crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

§ 2. If the said railroad and warehouse commission shall, from information obtained in any manner, have cause to believe that any such grade crossing as described in section 1 of this act, is dangerous to the public, or to persons operating trains, and requires protection, then it shall be the duty of the said commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.

§ 3. At the time and place named for hearing under any petition filed in pursuance of section 1 of this act, or in any citation issued in pursuance of section 2 thereof, unless the hearing is for good cause continued, said railroad and warehouse commission shall proceed to try the question whether or not the crossing shall be protected by interlocking or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said commission shall, after such hearing, enter an order upon a record book or docket, to be kept for the purpose, denying the petition or discharging the citation if the protection of such crossing as proposed is deemed unnecessary, or, if said commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested cannot agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliances to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said commission shall further designate in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the railroad and warehouse commission shall determine that interlocking and other safety appliances shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all costs of such appliances, together with the expense of putting them in and the future maintenance thereof.

§ 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of the said railroad and warehouse commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within 90 days after such order is made, unless the railroad and warehouse commission shall, for good cause shown, extend the time, and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said railroad and warehouse commission thereof, whereupon said commission shall inspect or cause to be inspected

the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping under such rules and regulations as may be in force, or may thereafter be adopted, by the said commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

§ 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance to this act shall forfeit and pay a penalty of \$200 for each week of refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.

§ 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the secretary of said commission.

§ 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: *Provided*, That this section shall not apply to switch, spur or side tracks.

(For rules governing the construction of interlocking devices, see next page.)

RULES GOVERNING THE INSTALLATION OF INTER- LOCKING DEVICES.

For the information of railroad officials contemplating the construction and operation of interlocking devices for the protection of grade crossings and junctions, in accordance to the statutory provisions governing the same, as defined in the foregoing acts, the following general rules and specifications are adopted and will be held as requirements by the Railroad and Warehouse Commission, where the approval of any such interlocking signals and switches or permit for operating the same, is applied for, as provided in the several acts of the General Assembly concerning interlocking:

INFORMATION TO BE FILED WITH THE SECRETARY OF THE COM-
MISSION WITH PETITION FOR APPROVAL OF ANY PLAN, AND
FOR INSPECTION OF ANY INTERLOCKING SYSTEM.

I.

Request for
approval of
plan.

Prior to the commencement of the erection of an interlocking system, there should be filed with the secretary of the commission, for approval of or amendment by the consulting engineer, a complete plan in duplicate showing the location of all main tracks, sidings, switches, cross overs, spur tracks, buildings and other obstructions to the view, at or in the vicinity of the crossing or junction to be protected; also showing the proposed location of all switch points, signals, locks, detector bars, towers, etc.—the same to be fixed by measurements indicated by plain figures, or by a plan drawn to a scale of no less than fifty feet nor more than one hundred feet to one inch.

The grade of each track per one hundred feet must be shown on the said plan, also the direction in which trains are moved thereon. All tracks must be marked "main," "side," "transfer," etc., according to use.

At each switch, derail, signal, detector bar, lock, etc., shown on the said plan there must be marked the number of the lever to operate the same.

II.

Plan of com-
pleted sys-
tem.

A petition for inspection of any interlocking system, filed as provided in the acts of 1887 and 1891, must be accompanied by a plan similar to that described in Article I, with all corrections made thereon that may be necessary to show the interlocking system as completed.

III.

A complete diagram of locking must be furnished with petition for inspection of any interlocking system. This diagram must correspond with the arrangement of locking dogs as finally located and fixed.

Diagram of locking.

IV.

A manipulation sheet showing the combination necessary to be set up for each of the several routes governed by signals must be furnished with petition for inspection.

Manipulation sheet.

V.

Where special instructions are issued for the guidance of employees using the tracks within the limits of an interlocking system of unusual complicity, a copy of such instructions should be furnished with the petition for inspection.

Copy of rules.

IMPORTANT REQUIREMENTS AND RECOMMENDATIONS FOR GUIDANCE IN CONSTRUCTION.

VI.

It being desirable that a uniform system of signals shall be used at all interlocking systems, it is recommended that all signals should be of the semaphore type. All signals must be so constructed as to go to the danger position by force of gravity in case the connections between the operating lever and the signal are broken. All signals must be provided with a lamp, showing front lens properly focused, and a back light, except as hereinafter provided.

Style of signals.

VII.

The home signal should, when practicable, be located on the engineman's side of the track it governs, and should be not less than fifty (50) feet nor more than two hundred (200) feet in advance of the point it governs, except where special conditions exist. The signal must point to the right of the track it governs, and should have a square end. When the derail or facing point or crossing is set against the train movements governed by the home signal, the signal must be locked in a horizontal position, showing red, or danger color light by night, indicating "danger—stop." When the track it governs is clear and safe for the passage of trains the signal may be inclined at an angle of about sixty (60) degrees or more, from the horizontal, showing a white, or line clear light by night to approaching train, indicating "clear track—advance." In case two signal arms are used on the home signal post the top signal should in all cases govern main or high speed routes, and the lower signal the diverging route or routes. In mechanical interlocking systems, the home signal may be worked by either pipe or wire connections. In case wire is used there must be two lines.

Home signal.

VIII.

Distant signals. The distant signals should be located not less than twelve hundred (1,200) feet in advance of the home signal with which it operates, on the same side of track, with the arm pointing in the same direction. The distant signal should be distinguished by a notch cut in the end of a semaphore arm. It must be so arranged and connected with the home signal that it will be held in a horizontal position, showing green or caution color light by night to approaching train when the home signal indicates danger. The distant signal must be worked by two lines of wire.

IX.

Switch indicators. Rotating indicators, known as pot or disc signals, should only be used as switch indicators, operating with the switch.

X.

Dwarf signal. Dwarf signals, having a small arm and suitably adapted as to height, should be similar in design and location to the home signal. They should be used only to govern movements on secondary tracks or movements against the current of traffic on main tracks when such reverse movements become necessary, and where necessary in yards.

XI.

Bracket posts. Bracket posts should be used in all cases where it is necessary to signal trains, on different tracks, operated in the same direction, from the same main post; the position of the posts on the bracket to correspond to the position of track on which movements are to be governed.

XII.

General arrangement of signals. The signalman in the tower should be able to see the arms and the back lights of all signals; the back lights of the lamps to be made as small as practicable, having regard to efficiency. When the front lights are visible to the signalman in the tower no back lights will be required. If from any unavoidable cause the arm or light of any signal can not be seen by the signalman, a repeater or indicator should be provided in the signal tower.

XIII.

Fixed lights in tower. The fixed lights in the signal tower should be screened off so as not to be mistaken for the signals exhibited to control the running of trains.

XIV.

Derails in high speed tracks. Where the grade is practically level, the derailing points on high speed tracks shall be located not less than five hundred (500) feet in advance of crossing or fouling point which it is intended to protect; but, in case of a descending grade toward the crossing or fouling point, the derailing point must be located at such a distance from the crossing or fouling point as to give the same measure of protection that is required for level approach.

When, in the opinion of the consulting engineer of the commission, the train service and character of traffic on any high speed track is such that the above limit can be varied from, he may approve location of derails at such a distance in advance of crossing or fouling point as in his judgment would give an equal measure of protection.

Guard rails will be required in interlocking systems hereafter constructed wherever the consulting engineer shall deem them necessary.

Guard rails.

XV.

On secondary tracks, such as switching, drilling, storage and low speed tracks, the derail point should be located so as to give the same measure of safety required for high speed tracks.

Derail points on secondary tracks.

XVI.

When the crossing is made by a switching, drilling, storage or low speed track with a high speed track on which trains are moved in both directions the derail on the high speed track should be located on each side of the crossing, and at the distance therefrom indicated in article XIV. A derail should be located on the secondary tracks on each side of the crossing, according to the requirements of article XV.

Derail for main track crossing secondary track.

XVII.

In case two or more secondary low speed tracks cross each other at grade, each track should be provided with a derail on each side of the crossing. The distance of the derail in advance of the crossing should be governed by the kind of traffic upon such tracks, provided that the same measure of safety is secured at such crossings as is required for the protection at crossings of high speed tracks.

Derails on secondary track.

XVIII.

In case a spur, siding or switch track connects with the main track between the derail and the crossing which it protects, the spur or siding should be treated as the crossing track, and be provided with a derail in accordance with the foregoing requirements.

Derails on spur tracks or sidings.

XIX.

In case of double track crossings where trains are moved on each track, as a rule, in one direction, a derail should be provided for back-up movements, and for the further purpose of insuring clearance of crossing before clearance signal can be given on opposing route. The back-up derail should be placed not less than one hundred and fifty (150) feet nor more than three hundred (300) feet from the crossing.

Derails on double track — back-up derails.

XX.

In mechanical interlocking plants all derails and point switches whether facing or trailing, must be worked either by iron or steel pipe not less than one inch in diameter.

Derails -- how worked.

XXI.

All slip switches, movable point frogs and derails should be locked either by a separate line of connections from those used to move such slip switches, movable point frogs or derails, or by double pointed switch and lock movement of approved pattern.

Locks for derails, slip switches and movable point frogs.

Where the double pointed switch and lock movement is used on high speed main tracks it must be in connection with a bolt lock operated with the home signal, which indicates the position of the facing point.

XXII.

Switch movements.

Switch movements should be located on long ties extending a sufficient distance from the rail or on other suitable foundation, and the switch movement should be further connected with the rails by a continuous plate extending under the rails, fitted with rail braces to insure accurate adjustment and maintenance of gauge of track. All ties to which lock movements or switch and lock movements are fastened should be firmly strapped to adjacent ties.

XXIII.

Detector bars.

All derails, facing point switches, skotch blocks, torpedo signals or other fixtures used in either changing the route or impeding the progress of trains shall be protected by detector bars. These detector bars must be at least fifty (50) feet in length. The first interval of the movement of the switch lever which withdraws the locking pin must at the same time raise the detector bar above the level of the rail. The final movement of the switch lever must advance the detector bar to its normal position—level with the rail. If the detector bar is not worked on the switch lever it must be actuated before the switch is moved in either direction.

XXIV.

Detector bar at crossings

When, in the opinion of the consulting engineer of the commission it is practicable, detector bars or electric locking will be required at each crossing. Crossing bars should be interlocked with the movement that operates the derails to insure a clear crossing before an opposing route can be set or signal be given.

XXV.

Arrangement of levers in mechanical machine.

In all mechanical interlocking the levers by which points and signals are worked should be grouped in a tower and supported on a suitable foundation, which should be independent of the foundation of the tower. All levers should be pivoted on one common center. So far as may be practicable and consistent with a simplified lead-out, the levers, especially in large machines, should be so arranged that those used in any route combination shall be near together, preference being given to combinations most often set up. The levers should be numbered from left to right. The visible parts of the levers above the machine, except the finished part of the handle, should be painted as follows: Switch levers, black; lock levers, blue; switch and lock levers, black and blue; home signal levers, red; distant signal levers, green; and movable point frog levers, yellow.

XXVI.

Preliminary locking.

The locking should be actuated by the action of the latch rod, or by a device performing similar service in advance of the first movement of any lever. The first act in reversing a lever must lock the levers of all conflicting routes.

XXVII.

The levers should be so arranged that while the signals are in their normal position, *i. e.*, at Danger, the levers operating points shall be free to move: *Provided, however*, that the preliminary act of reversing any lever shall lock all signal levers controlling opposing routes. The arrangement of locking must be such as to make it impossible for the signalman to lower the signal for the approach of the train until he has first set the points in the proper position for it to pass over the route governed by such signal. The locking must be so devised as to make it impossible for the signalman to exhibit at the same moment any two signals or combination of signals that can lead to a collision.

Locking of
levers.

XXVIII.

Signal towers should be so placed and of such height as to afford the best possible view of the signals and other parts of the interlocking system.

Signal towers

XXIX.

Each line of pipe operating points must be automatically compensated. Such automatic compensators must be located at such intervals in the line as to completely provide for expansion and contraction at various temperatures.

Automatic
compensators.

XXX.

All pipe compensators and cranks must be fixed on suitable foundations.

Foundation of
pipe compensators
and cranks.

XXXI.

In case there are cross-overs, turn-outs or other connecting tracks involved in the general system upon which the movement of cars and trains present an element of danger, which danger will be enhanced by the passage of trains over crossings or junctions without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between different cars or trains of the same road or between cars or trains of different roads, *it will be necessary, in addition to the protection of the main crossing, to provide by the proper devices and appliances against any such increased collateral dangers in the same complete manner that is required in the case of the main crossing.* The material and workmanship must be in all respects first-class, and the entire system must be constructed in accordance with the best practice in signaling, and as a whole must, when completed, secure protection at every point within its limits, and be in every way suitable and sufficient for the purpose.

General re-
quirements.

XXXII.

Inspection for issue of permit will not be made until the entire system is completed, connected and operated under orders to hold home signal against trains until they have made a full stop for the crossing or junction governed by such signal. And in no case will the inspection be made until all information hereinbefore specified to be furnished to the secretary shall be on file in the office of the commission.

System to be
complete
when in-
spection is
requested.

XXXIII.

Changes in system after permit is issued.

In case any company desires to make any change in the mechanical construction, arrangement or location of any interlocking system or machine now or hereafter operated under permit of the Railroad and Warehouse Commission, or any of the parts of such system, a new or supplemental petition with amended plans, shall be filed with the secretary of the commission, showing specifically the nature of the changes proposed, and a new permit procured thereon to operate such system as changed or amended, and any such change made without a new permit first being procured in pursuance of this rule, or any change made by any company in the manner of moving cars and engines within the limits of the interlocking system not contemplated by the commission when the permit was issued, will be deemed *ipso facto* to work a forfeiture of the permit.

XXXIV.

Monthly reports of the general condition, etc., of each interlocking system.

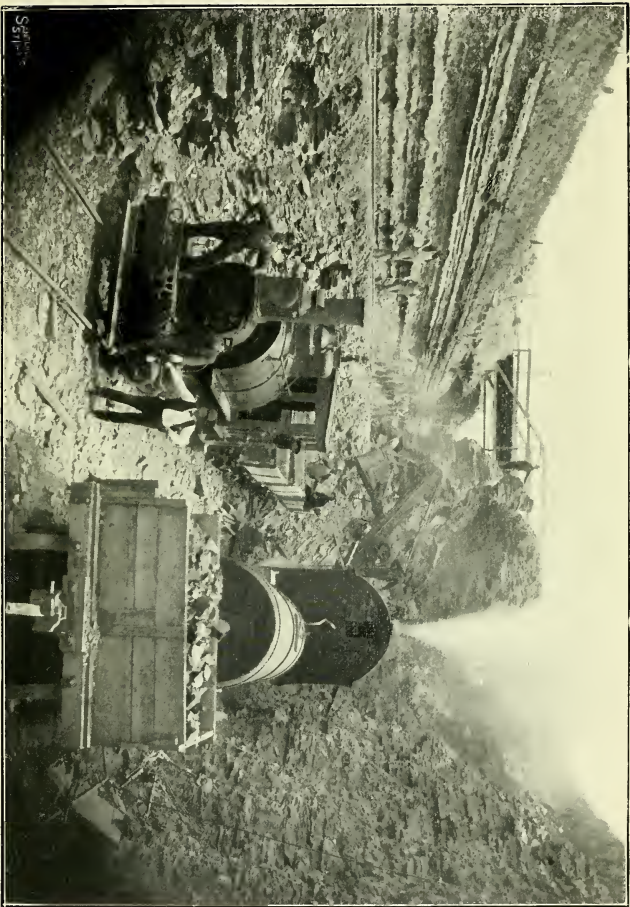
Blank forms for monthly reports of inspection and maintenance will be supplied to each railroad company having interlocking equipment in operation under authority from the commission, and on the first day of each month it shall be the duty of the proper officer of each company to answer thereon as fully as practicable, and separately for each interlocking system or device, the questions set forth, and promptly forward the same to the consulting engineer of the commission at Springfield.

In the event of a disagreement in the reports submitted for any interlocking system or device, and where such disagreement calls in question the safe operation thereof, it shall be the duty of the consulting engineer to examine such system or device and report its condition to the commission.

Approved and adopted by the Railroad and Warehouse Commission Sept. 8, 1897.

FRANK G. EWALD,
Consulting Engineer.

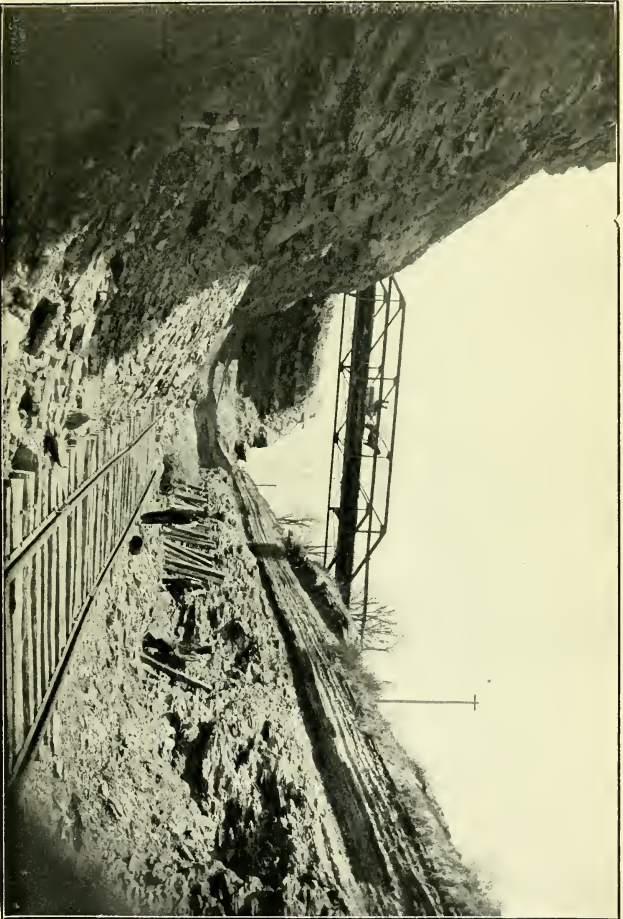
WILLIAM KILPATRICK,
Secretary.

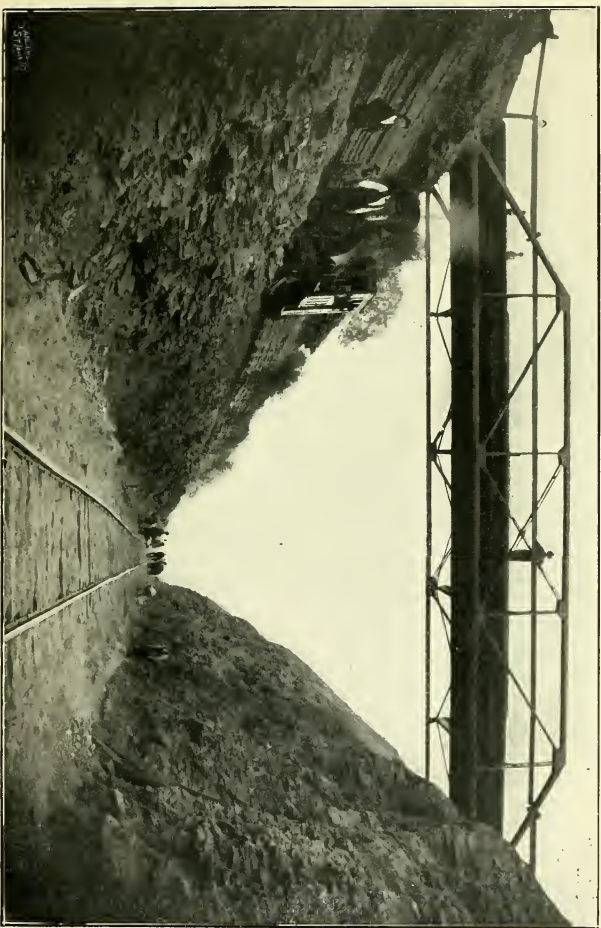


Southern
Railway

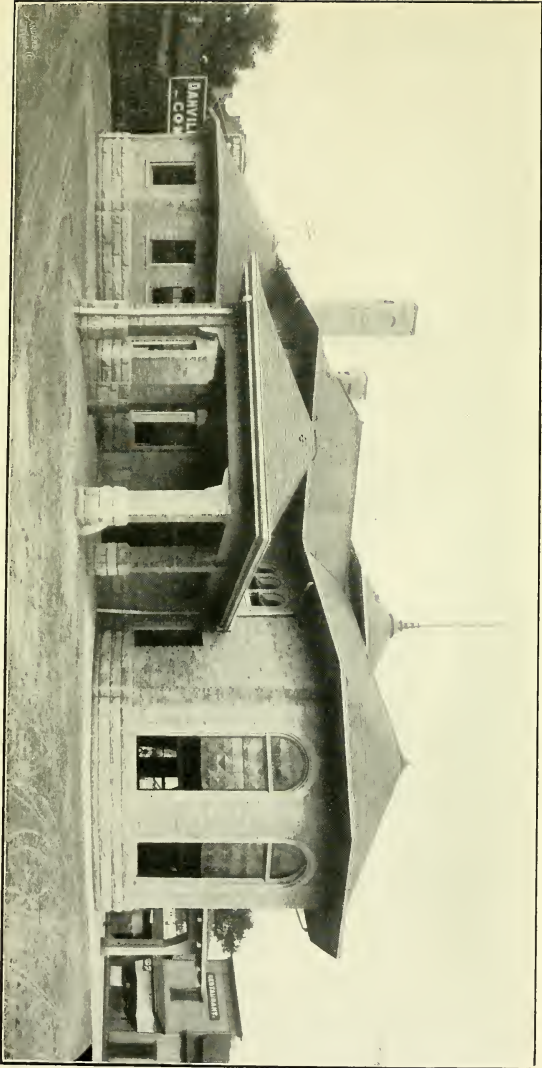
SOUTHERN RY Co.—SHOWING PROGRESS OF WORK IN GRADE REDUCTION AT ABRION, ILL.

SOUTHERN RY CO.—SHOWING OVERHEAD HIGHWAY BRIDGE SPANNING SOLID ROCK CUT AT ALBION, ILL., BEFORE WORK WAS COMPLETED.

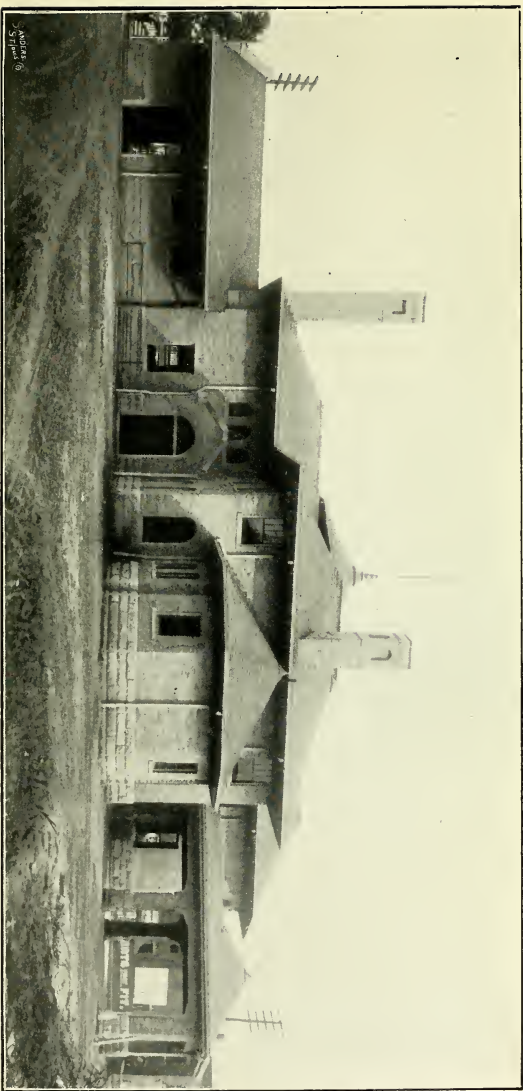




SOUTHERN R'y Co.—SHOWING COMPLETED WORK OF SOLID ROCK CUTTING OF GRADE REDUCTION AT ALBION, ILL.



WABASH R. R. CO.—END VIEW OF NEW PASSENGER STATION ERRECTED AT DANVILLE IN 1902.



WARASH R. R. Co.—REAR VIEW OF NEW PASSENGER STATION ERECTED AT DANVILLE IN 1902.



WARASH R. R. Co.—INTERIOR VIEW OF NEW PASSENGER STATION AT DANVILLE

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