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BIENNIAL REPORT

OF THE

STATE
RAILROAD COMMISSION

COLORADO

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COMPLIMENTS OF

The State Railroad Commission
of Colorado



BIENNIAL REPORT

Third Report

OF THE

State Railroad Commission
of Colorado

FROM

January 1, 1911, to January 1, 1913

SEP 23 1915



DENVER, COLORADO
THE SMITH-BROOKS PRINTING CO., STATE PRINTERS
1913

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BIENNIAL REPORT

Third Report of the State Railroad Commission

OF COLORADO

From January 1, 1911, to January 1, 1913

To His Excellency,
The Governor of Colorado,
State Capitol, Denver, Colorado.

Sir: In accordance with Chapter 5 of the Session Laws of 1910, we have the honor to submit our biennial report, containing an account of all matters pertaining to this office from January 1, 1911, to January 1, 1913.

Since our last report, Cases Nos. 22 and 23, known as the "Northern Coal cases," have been determined by the Supreme Court as to all law questions; the said court having determined the following questions:

First—That the Railroad Law is constitutional.

Second—That the Commission has full power to regulate rates.

The question of the reasonableness of the order therein was not presented to the court, but this question is now under consideration in the District Court of Denver County.

At the same time an opinion was handed down establishing in office Commissioner S. S. Kendall, elected commissioner at the general election of 1910, as provided for in the Railroad Act of 1907, against whom quo warranto proceedings had been brought by F. S. Hoag, appointed commissioner by Governor Shafroth, as provided for in the act of 1910, which repeated the law of 1907. Mr. Hoag's contention was that the law under which Commissioner Kendall was elected was unconstitutional, in that it exempted, in section 1 of the act, "mountain railroads operating less than twenty miles of road, the principal traffic of which is the hauling of mineral from and the supplies to the mines." This was called class legislation.

In the fall of 1911 the Breckenridge Chamber of Commerce filed a petition with the State Railroad Commission against the Colorado & Southern Railway Company, setting forth that the South Park Branch had been operated continuously previous to the winter of 1910-1911 by the railway company and its predecessors for about thirty years, during which period the service consisted of not less than one passenger train each way each day from Denver to Leadville, and one freight train each way each day between the same points. In November, 1910, the railway company ceased to operate that portion of its line from Como to Breckenridge, and refused to receive or transport either passengers or freight over its road between these points. The service was then limited to a combination freight and passenger train between Como and Denver, and a similar service between Breckenridge and Leadville. In the summer of 1911 a passenger train daily, except Sunday, was operated between Leadville and Breckenridge, with a stub train from Breckenridge to Como, and a combination train from Como to Grant, connecting with a passenger train at the latter point for Denver. They charged that, unless restrained, the railway company, during the winter of 1911-1912, would cease to operate its road between Como and Breckenridge, and probably for all time to come; and that freight from Breckenridge to Denver, or vice versa, had to be shipped over the Denver Rio Grande via Leadville and Pueblo.

The petitioner asked that the railway company be ordered to operate its line between Como and Breckenridge, and to receive and transport freight between Como and Breckenridge, and all intermediate points, and provide an exclusive passenger service between Denver and Leadville daily, including Sunday.

The railway company filed an answer, challenging the jurisdiction of the Commission to make any order in the premises; denied that closing the road between Como and Breckenridge occasioned any damage to the citizens of Breckenridge and Summit County; admitted that it had declined to receive freight for transportation from Denver through Como to Breckenridge; that such freight, when conveyed to Breckenridge, was shipped via other lines of road through Colorado Springs and Pueblo to Leadville, and then reshipped to Breckenridge; admitted that it refused to receive for transportation any freight between Como and Breckenridge, consigned to Breckenridge; and had refused to receive and transport over its own line freight consigned to Breckenridge originating at Denver or points between Denver and Como. It then set forth at some length the physical character of its line from Denver to Leadville; the fact that it was built through a canon and over high mountain passes; that the grades and curves between Como and Breckenridge were excessive; that there was no business between these points; that the line was often closed by storms and snowslides, which imposed upon the company a heavy expense; that during the year 1910 the operation of the road between Como and Leadville resulted

in a heavy deficit; that there was no prospect of an improvement of business over the line; that there was no necessity for operating a railroad between Como and Breckenridge, and not enough business between these points to pay the operating expenses of running trains and maintaining a road; and that the railroad facilities to and from Breckenridge via Leadville were adequate and conducted at a heavy loss.

On the issues thus made, the trial before the Commission resulted in an order directing the railway company, on or before the first day of January, 1912, and during a period of two years thereafter, to maintain, operate, and conduct a through freight service between Denver and Leadville by way of Como and Breckenridge, at least three days each week; and also, from the same date and during the same period, to operate and maintain a through and exclusive passenger train service daily, excepting Sunday, between Denver and Leadville via Como and Breckenridge. The railway company declined to obey the order of the Commission. Thereafter proceedings were instituted in the District Court to enforce the order of the Commission, the State Railroad Commission and the Breckenridge Chamber of Commerce joining as plaintiffs in the case.

The complaint set out the order of the Commission and the refusal of the railway company to obey it. It prayed for an order that the railway company be required to answer the petition, and show cause why the order of the Commission should not be obeyed, and for an injunction or other process requiring the defendant to comply with the order of the Railroad Commission. To this petition the railway company filed a demurrer, raising various questions, which was overruled. Thereafter the company filed its answer, wherein it pleaded three separate defenses, which, in the main, raised the same questions presented by the answer filed with the Commission, and in addition pleaded that the order of the Commission, if enforced, would deprive the company of its property without due process of law.

The cause was tried to the court on the testimony taken before the Commission, and some additional evidence introduced by the respective parties. The court directed that an injunction issue, commanding the railway company to comply with the order of the Railroad Commission. The railway company took the case to the Supreme Court for review on error.

On December 9, 1912, the Supreme Court decided the case, affirming the decision of the Commission and the District Court, and deciding the following propositions in favor of the Commission:

First—That the Railroad Commission Act confers authority on the Commission to regulate and control railroads and the operation of trains.

Second—That the commissioners were legally chosen as members of that body.

Third—That the constitutional and legislative provisions of the state required the railroad to operate its abandoned line.

Fourth—That the order of the Commission does not amount to an impairment of plaintiff's charter rights.

Fifth—That the order of the Commission does not amount to the taking of property without due process of law.

A motion for a rehearing was denied, after which plaintiff notified the Commission of its intention to obey the order of the Commission; and on Monday, January 20, 1913, the said line was opened for both passenger and freight traffic, and is now being operated in compliance with the Commission's order.

Since last summer, when the Supreme Court rendered its decisions on the constitutionality of the law and the power to fix freight rates, the number of complaints have steadily increased, until the Commission has been compelled to increase its office force to take care of the business. Most of the complaints filed with the Commission have been of an informal character, and in a great many cases the Commission has been able to settle the difficulties between the shippers and railroad companies without the necessity of having a formal complaint filed.

The Commission is of the opinion that a public-utilities act should be passed by the present legislature, conferring on the Railroad Commission the supervision over all public utilities in the state; which act should contain provisions materially strengthening the powers of the present Commission, and modeled along the lines of the Wisconsin Utilities Commission. If this is not done, then the present law should be amended; and we recommend the following amendments:

First—An amendment allowing the Commission to institute any action on its own motion, which can be commenced on the complaint of individuals or other parties.

Second—An amendment providing for the suspension of any schedule of rates filed by any common carrier, until such time as the Commission shall have had an opportunity to investigate the reasonableness of the rates sought to be enforced, with full power of absolute suspension if it should so conclude after full hearing.

Third—An amendment providing that all orders of the Commission shall remain in effect until set aside or modified by the Commission or by an order of court. The present law provides that they shall remain in effect for two years only.

Fourth—An amendment providing a limitation of time during which actions may be brought for reparation, following the Interstate Commerce Act.

Fifth—An amendment shortening and limiting the time on appeal from the decisions of the Commission, thus preventing the delay now experienced by the Commission in enforcing its orders.

Sixth—An amendment to the present sections relating to demurrage, which, in the experience of the Commission, are ineffective and inadequate.

Seventh—An amendment preventing trespassing on railroad rights of way.

The official statistics of the Interstate Commerce Commission show that 51 per cent of the persons killed on railroads were trespassers.

RAILROAD MAP

Since our last report we have received over two thousand requests for railroad maps. The commissions of other states have railroad maps of their states. This state has never had one. We recommend that an appropriation be made for one.

BIENNIAL REPORTS

Our supply of our last reports was exhausted within three months after their issue. We recommend that at least 1,500 copies be printed of this issue, as we have been flooded with requests for the same—parties even offering to pay for them—but we have been unable to supply them.

AARON P. ANDERSON,

DANIEL H. STALEY,

SHERIDAN S. KENDALL,

Commissioners.

JOHN W. FLINTHAM,

Assistant Secretary.

PREFACE

Statistics of railroads have been omitted, for the reason that the publication of these data entails considerable expense, and for the further reason that the Interstate Commerce Commission's annual report of "Statistics of Railways in the United States" contains complete information, facts, and figures on all railroads, which it is thought unnecessary to duplicate here.

All petitions, investigation, complaints, or other proceedings before the board, not fully disposed of on the 31st day of December, 1912, have not been mentioned in this report, but are carried over and will be included in the report for 1913.

This book will be mailed to anyone, free, upon application to the Commission.

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PART I



LEGAL

AN ACT

TO AMEND AND AS AMENDED TO RE-ENACT AN ACT, ENTITLED "AN ACT TO REGULATE COMMON CARRIERS IN THIS STATE, TO CREATE A STATE RAILROAD COMMISSION, TO PRESCRIBE AND DEFINE ITS DUTIES, TO FIX THE SALARIES OF THE COMMISSIONERS AND OF THE EMPLOYEES OF THE COMMISSION, TO PREVENT THE IMPOSITION OF UNREASONABLE RATES AND CHARGES, TO PREVENT UNJUST DISCRIMINATIONS, TO INSURE AN ADEQUATE RAILWAY SERVICE, TO PREVENT THE GIVING OR RECEIVING OF REBATES, TO PRESCRIBE THE MODE OF PROCEDURE AND THE RULES OF EVIDENCE IN RELATION THERETO, TO PRESCRIBE PENALTIES FOR VIOLATIONS OF THIS ACT, TO EXERCISE A GENERAL SUPERVISION OVER THE CONDUCT AND OPERATIONS OF COMMON CARRIERS, AND TO REPEAL ALL ACTS OR PARTS OF ACTS INCONSISTENT HEREWITH."

Be It Enacted by the General Assembly of the State of Colorado:

Section 1. That an Act entitled "An act to regulate common carriers in this State, to create a State Railroad Commission, to prescribe and define its duties, to fix the salaries of the Commissioners and of the employes of the Commission, to prevent the imposition of unreasonable rates and charges, to prevent unjust discriminations, to secure an adequate railway service, to prevent the giving or receiving of rebates, to prescribe the mode of procedure, and the rules of evidence in relation thereto, to prescribe penalties for violations of this Act, to exercise a general supervision over the conduct and operation of common carriers, and to repeal all Acts and parts of Acts inconsistent herewith," approved March 22, 1907, be and the same is hereby amended and as amended re-enacted to read as follows:

Sec. 1. That the provisions of this Act shall apply to any corporation or to any person or persons who shall be held to be common carriers within the meaning and purpose of this Act, and to any common carrier or carriers engaged in the transportation of passengers or property by railroad from one point or place within the State to any other point or place within the State. This Act shall not apply to the ownership or operation of street railways conducted solely as common carriers in the transportation of passengers within the limits of cities and towns.

Terms defined.

Sec. 2. The term "common carriers" as used in this Act shall also include express companies, private freight car lines and pipe lines.

The term "railroad" as used in this Act shall include all bridges used or operated in connection with any railroad, and also all the roads in use by any corporation operating a railroad, whether owned or operated under a contract, agreement or lease; and shall also include all switches, spurs, tracks and terminal facilities of every kind used or necessary in the transportation of the persons or property designated herein, and also all freight depots, yards and grounds used or necessary in the transportation of the persons or property designated herein, and also all freight depots, yards and grounds, used or necessary in the transportation or delivery of any of said property; and the term "transportation" shall include all cars, and all other vehicles and instrumentalities and facilities of a shipment or carriage, irrespective of ownership or of any contract, express or implied, for the use thereof, and all service in connection with the receipt, delivery, elevation and transfer in transit, ventilation, refrigeration or icing, demurrage, storing or handling of property transported; and it shall be the duty of every common carrier, subject to the provisions of this Act, to provide and furnish such transportation upon reasonable requests therefor, and to establish through routes and just and reasonable rates applicable thereto, and to provide a sufficient number of cars, and a reasonable time schedule for trains.

Charges to be reasonable.

Sec. 3. All charges made for any service rendered or to be rendered in the transportation of passengers or property, as aforesaid, or in connection therewith, shall be just and reasonable; and every unjust and unreasonable charge for such service, or any part thereof, is prohibited and declared to be unlawful.

Unjust discrimination prohibited.

Sec. 4. That if any common carrier, subject to the provisions of this Act, shall directly or indirectly by any special rate, rebate, drawback, or any device, charge, demand, collect or receive, from any person, corporation, or persons, a greater or less compensation for any service rendered or to be rendered in the transportation of property, subject to the provisions of this Act, than it charges, demands, collects or receives from any other persons, corporation, or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic, under similar circumstances and conditions, such common carrier shall be deemed guilty of an unjust discrimination, which is hereby pro-

hibited and declared to be unlawful. Nothing herein shall prevent the carriage or transporting free, or at reduced rates, of the household goods or other personal property of officers, employes, agents, in the employ of such common carriers, or the interchange of franks for the free transportation of personal property of officers, agents, attorneys and employes of common carriers and their families, or for the United States, the State or any political subdivision thereof, or any municipality thereof, or for charitable purposes, or to and from fairs and expositions for exhibition thereat. The term "employes" as used herein shall include furloughed, pensioned and superannuated employes, persons who have become disabled or infirm in the service of any such common carrier, and the remains of a person killed in the employment of a carrier and ex-employes traveling for the purpose of entering the service of any such common carrier; and the term "families" as used in this paragraph shall include the families of those persons named in this proviso, also the families of persons killed, and the widows during widowhood and minor children during minority, of persons who died while in the service of any such common carrier.

Exceptions from application of this act.

Employes defined.

Families defined.

Sec. 5. That it shall be unlawful for any common carrier subject to the provisions of this Act, to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation or locality, or concerning any particular description of freight traffic in any respect whatsoever, or to subject any particular person, company, firm, corporation or locality, or any particular freight traffic, to any undue or unreasonable prejudice or disadvantage in any such respect whatsoever. Provided, that perishable products and live stock may be made special shipments and handled accordingly.

Discrimination of freight unlawful.

Special shipments provided for.

Sec. 6. That every common carrier, subject to the provisions of this Act, shall file with the Commission created by this Act, print and keep open to public inspection, schedules showing all the rates, fares and charges for transportation between points on its own route in this State, and between points on its own route and points on the route of any other common carrier by railroad, pipe line, or other vehicle in this State when a through route and joint rate have been established. If no joint rate over the through route has been established the several common carriers in such through route shall file, print and keep open to public inspection, as aforesaid, the separately established rates, fares and charges applied to the through transportation. The schedules

Schedules of rates filed with Commission. Posted in depots.

printed, as aforesaid, by any such common carrier shall plainly state the places between which passengers or property will be carried, and shall contain the classification of freight in force, and shall also state separately all terminal charges, demurrage charges, storage charges, icing charges, and all other charges which the Commission may require, all privileges or facilities granted or allowed and any rules or regulations which in anywise change, affect or determine part or the aggregate of any such aforesaid rates, fares and charges, or the value of the services rendered to the passenger, shipper or consignee. Such schedule shall be plainly printed in large type and copies for the use of the public shall be kept posted in two public and conspicuous places in every depot, station or office of such carrier where freight or passengers are received for transportation, in such form that they shall be accessible to the public and can be conveniently inspected.

Change of
rates, notice.

Sec. 7. No change shall be made in the rates, fares and charges, or joint rates, fares and charges, which have been filed and published by any common carrier in compliance with the requirements of this act except after thirty days' notice to the Commission and to the public published as aforesaid, which shall plainly state the changes proposed to be made in the schedule then in force and the time when the changed rates, fares or charges will go into effect; Provided, That the Commission may in its discretion and for good cause shown, allow changes upon less than the notice herein specified, or modify the requirements of this Act in respect to publishing, posting and filing of tariffs either in particular instances or by a general order applicable to special or peculiar circumstances or conditions. The Commission may determine and prescribe the form in which the schedule required by this Act to be kept open to the public inspection, shall be prepared and arranged and may change the same from time to time as may be deemed expedient, but the form of such schedule shall conform as nearly as practicable to the forms required by the Interstate Commerce Commission.

Damages for
violation of
this act, loss
or injury of
property.

Sec. 8. That in case any common carrier subject to the provisions of this Act shall do, cause to be done, or permit to be done any act, matter or thing in this Act prohibited or declared to be unlawful, or shall omit to do any act, matter or thing in this Act required to be done, such common carrier shall be liable to the person or persons injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this Act. Every common carrier re-

ceiving property for transportation between points with in this State shall issue a receipt, or a bill of lading, therefor, and shall be liable to the lawful holder thereof for all loss, damage, or injury to such property caused by it or by any common carrier to which such property may be delivered, or over whose lines such property may pass.

No contract, receipt, rule or regulation shall exempt such common carrier from liability in this section imposed, but the carrier shall not be responsible for any greater sum than the value as fixed in the contract, receipt or bill of lading, where such valuation is stated.

But nothing in this section shall deprive any holder of such receipt, or bill of lading, of any remedy or right of action which he has under existing law.

The common carrier issuing such receipt, or bill of lading shall be entitled to recover from the common carrier on whose line the loss, damage or injury shall have been sustained, the amount of such loss, damage, or injury, as it may be required to pay to the owners of such property, as may be evidenced by any receipt, judgment or transcript thereof.

Sec. 9. That any common carrier subject to the provisions of this Act, or, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent or person acting for or employed by such corporation, or any shipper, consignee or applicant for cars, who alone or with any other corporation, company, person or party, shall wilfully do or cause to be done, shall wilfully suffer or permit to be done, any act, matter or thing in this Act prohibited, or declared to be unlawful, or who shall aid or abet therein, or shall wilfully omit or fail to do any act, matter or thing in this Act required to be done, or shall aid or abet any such omission or failure or shall be guilty of any infraction of this Act, or shall aid or abet therein, or shall fail or refuse or neglect to obey any order of the Commission made under the provisions of this Act, shall be deemed guilty of a misdemeanor and shall, upon conviction thereof in any District Court of this State within the jurisdiction of which such offense was committed, be subject to a fine not less than One Hundred Dollars nor more than One Thousand Dollars for each offense.

Liability of common carrier, director, agent, etc., for violation of this act.

Sec. 10. That if any person or any officer or agent of any corporation or company, shall, by payment of money or other thing of value, solicitation or otherwise, induce any common carrier subject to the provisions of this Act, or any of its officers or agents, to discriminate unjustly in its or their favor as against any other con-

Penalty for inducing common carrier to discriminate unjustly.

signor or consignee, in the transportation of property, or shall aid or abet any common carrier in any such unjust discrimination, such person or such officer or agent of such corporation or company shall be deemed guilty of a misdemeanor and shall, upon conviction thereof, in any court of this State of competent jurisdiction, be subject to a fine of not exceeding One Thousand Dollars; and such person, corporation or company shall also, together with such common carrier, be liable jointly, or severally, to consignor or consignee discriminated against, for all damages caused by or resulting therefrom.

State Railroad Commission created.

Appointment by Governor.

Commissioners elected to serve out terms.

One commissioner appointed.

Term.

Vacancies.

Sec. 11. That a Commission is hereby created and established to be known as the "State Railroad Commission of Colorado," which shall be composed of three Commissioners, who shall hereafter be appointed by the Governor by and with the consent of the Senate. Provided that the three Commissioners who were elected in November, 1908, shall be the Commissioners hereunder for the terms for which they were elected, that is to say, Worth L. Seely shall be a Commissioner to serve until the second Tuesday in January, 1911; Daniel H. Staley shall be a Commissioner to serve until the second Tuesday in January, 1913, and Aaron P. Anderson shall be a Commissioner to serve until the second Tuesday in January, 1915; one Commissioner shall be appointed by the Governor to serve for six years, beginning on the second Tuesday in January, 1911, and every two years thereafter one Commissioner shall be appointed for the term of six (6) years beginning on the second Tuesday in January after each general State election. The Governor shall fill vacancies on the Commission caused by resignation or death of any Commissioner appointed or elected as hereinbefore provided, and any person who shall be appointed to fill any such vacancy shall be appointed to hold the office of Commissioner only for the period of time ending when the said original appointment or election would have ended.

Officers.

That within ten days after the appointment of any Commissioner, the Commission shall meet and organize by electing one of its members President and one as Secretary for the next two years.

Qualifications.

No person shall be eligible to the office of Commissioner who shall be pecuniarily interested, either directly or indirectly, in any common carrier subject to the provisions of this Act, nor shall he serve in any position, station, or office in any political party.

Compensation.

Said Commissioners shall receive as compensation for their services the sum of Three Thousand Dollars each

per annum for the respective terms for which they were elected; all Commissioners appointed after the passage of this Act shall receive as compensation the sum of Four Thousand Dollars each per annum, and shall not engage in any other business during the term for which they are appointed. That all common carriers shall furnish free transportation to members of the Commission or its employes while in the discharge of their duties.

Sec. 12. That the Commission hereby created shall have authority to inquire into the management of the business of all common carriers subject to the provisions of this Act, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from such common carrier full and complete information necessary to enable the Commission to perform the duties and carry out the objects for which it is created; and the Commission is hereby authorized and required to execute and enforce the provisions of this Act, and upon the request of the Commission it shall be the duty of the Attorney General or the District Attorney in the district wherein the cause of action arose, under the direction of the Attorney General, to institute all necessary proceedings for the enforcement of the provisions of this Act and for the punishment of all violations thereof. The members of the Commission shall each have power to administer oaths, and for the purpose of this Act the Commission shall have the power to require by subpoena the attendance and testimony of witnesses and the production of all books, papers, tariffs, contracts, agreements and documents relating to any matter under investigation. And any of the District Courts of this State within the jurisdiction of which said inquiry is carried on may, in case of refusal to obey the subpoena issued to any common carrier or other person subject to the provisions of this Act, issue an order requiring such common carrier or other person, to appear before said Commission (and produce books and papers, if so ordered) and give evidence touching the matters in question; and any failure to obey such order of the court may be punished by such court as contempt thereof. The claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying, but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

Powers.

Duty of Attorney General and district attorneys to institute proceedings.

Commission may call and examine witnesses.

Penalty for refusal to answer subpoena.

The Commission shall have the power to make all needful rules for its government and proceedings. They shall be known collectively as "State Railroad Commission of Colorado," and shall have a seal with the words "State

Commission to make rules for its government.

Railroad Commission of Colorado" engraved thereon, which shall be judicially noticed, and under such name, may sue and be sued. The testimony of any witness may be taken, at the instance of a party in any proceeding or investigation pending before the Commission, by deposition, at any time after a cause or proceedings is at issue on complaint and answer; such depositions shall be conducted as are depositions in the courts of this State.

Petition of party aggrieved.

Sec. 13. That any person, firm, corporation or association, or any mercantile, agricultural or manufacturing society, or any body politic or municipal organization or any common carrier, or any shipper, consignee or applicant for cars, complaining of anything done or omitted to be done by any common carrier subject to the provisions of this Act, or in contravention of any of the provisions thereof, may apply to said Commission by petition which shall briefly state the facts, whereupon a statement of the charges thus made shall be immediately forwarded by the Commission to such common carrier, who shall be called upon to satisfy the complaint, or to answer the same in writing within a reasonable time to be specified by the Commission. If such common carrier, within the time specified, shall make reparation for the injury alleged to be done, such common carrier shall be relieved of liability to the complainant, only for the particular violation of the law complained of. If such common carrier shall not satisfy the complaint within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall be the duty of the Commission to investigate the matters complained of in such manner and by such means as it shall deem proper, and to arrive at a finding therein, and to notify such common carrier of such finding, together with the amount of damages, if any, as provided in this Act, decided as just by the Commission.

Commission to investigate.

Finding of damages.

Report of Commission.

Sec. 14. That whenever investigations shall be made by said Commission, it shall be its duty to make a report in writing in respect thereto, which shall state the conclusions of the Commission, together with its decision, order or requirement in the premises.

Reports to be put on record.

All reports of investigations made by the Commission shall be entered of record and a copy thereof shall be furnished to the party who may have complained and to the common carrier.

Publication of reports.

The Commission may provide for the publication of its reports and decisions in such form and manner as may be best adapted for public information and use, and such authorized publications shall be competent evidence of the reports and decisions of the Commission therein contained

in all the courts of this State, without any further proof or authentication thereof.

The Commission may also cause to be printed for distribution its annual reports. Annual reports may be printed.

Sec. 15. That the Commission is authorized and empowered and it shall be its duty whenever after full hearing upon a complaint made as provided herein, or upon complaint of any common carrier, shipper, consignee, or applicant for cars, it shall be of opinion that any of the rates or charges complained of and demanded, charged or collected by any common carrier or common carriers subject to the provisions of this Act, for the transportation of property or passengers as defined by this Act, or that any regulation or practice whatsoever of such common carrier or common carriers affecting such rates or charges are unjust or unreasonable or are unjustly discriminatory or unduly preferential or prejudicial, or otherwise in violation of any of the provisions of this Act, to determine and prescribe in what respect such rates, charges, regulations or practices are unjust or unreasonable or unjustly discriminatory or unduly preferential or prejudicial, or otherwise in violation of any of the provisions of this Act, and to make an order that the common carrier shall cease and desist from such violations and shall not thereafter publish, demand or collect such rate or charge for such transportation or seek to enforce the regulation or practice, so determined to be unjust. Commission to order common carrier to cease discrimination, etc.

All orders of the Commission shall take effect within such reasonable time, not less than thirty days, and shall continue in force for such period of time, not exceeding two years, as shall be prescribed in the order of the Commission, unless the same shall be suspended, modified or set aside by the Commission, or be suspended, modified or set aside by a court of competent jurisdiction. When order takes effect.

Sec. 16. That if, after hearing on an original complaint, as provided by this Act, the Commission shall determine that any party complainant petitioning therefor is entitled to an award of damages under the provisions of this Act for violation thereof, the Commission shall make an order directing the common carrier to pay to the complainant the sum to which he is entitled, on or before a day named. Order to pay damages.

If the common carrier does not comply with an order for the payment of money within the time limit of such order of the Commission, the complainant, or any person for whose benefit such order was made, may file in any District Court of this State having jurisdiction of the common carrier, a petition setting forth briefly the cause May file petition in District Court.

for which he claims damages, and the order of the Commission in the premises; such suit shall proceed in all respects like other civil suits for damages, except that upon the trial of such suit the findings and order of the Commission shall be *prima facie* evidence of the facts therein stated.

Commission may suspend or modify order.

The Commission shall be authorized to suspend or modify its order upon such notice, and in such manner as it shall deem proper.

It shall be the duty of every common carrier, its agents and employes, to observe and comply with such orders as long as the same shall remain in effect.

Penalty for disobedience of order.

Any common carrier, officer, representative or agent of a carrier, or any receiver, trustee, lessee or agent, or either of them, who knowingly neglects or fails to obey any order made under the provisions of this Act, other than for the payment of money, shall forfeit to the State the sum of One Thousand Dollars for each offense. Every distinct violation shall be a separate offense, and in case of a continuing violation, each day shall be deemed a separate offense.

Forfeiture recoverable in civil suit.

The forfeiture provided for in this Act shall be payable into the treasury of the State and shall be recoverable in a civil suit in the name of the State, in the District Court where the common carrier has its principal operating office, or in any district through which the road of the common carrier runs, or is located.

Duty of Attorney General or district attorney to prosecute.

It shall be the duty of the Attorney General or the District Attorney in the district wherein the cause of action arose, under the direction of the Attorney General of the State, to prosecute for the recovery of forfeiture. The costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of said Commission.

Lawful for Commission to grant a rehearing.

Sec. 17. If, after a decision, order or requirement has been made by the Commission in any proceeding, any party thereto shall at any time make application for a rehearing of the same or any matter determined therein, then it shall be lawful for the Commission in its discretion to grant such hearing, if sufficient reason therefor be made to appear. Applications for rehearing shall be governed by such general rules as the Commission may establish.

Decisions of Commission subject to appeal to District Court.

After a decision, order or requirement has been made by the Commission, as provided in section 15 of this Act, any carrier or carriers affected thereby may, at any time within the time limit of such decision, order or requirement, appeal therefrom to the District Court of the City and County of Denver or of the district in which the viola-

tion of this Act is alleged to have occurred, which court may either sustain the decision, order or requirement of the Commission, or may set aside, suspend or annul all or any part thereof. The taking and pendency of such appeal shall of itself stay or suspend the operation of the decision, order or requirement of the Commission and any and all penalties for failure to comply with the requirements thereof. All appeals from the said Commission to the Supreme Court of the State shall take precedence over all other litigation then pending in either of said courts except criminal cases, and said courts shall, upon motion of the Attorney General, advance such hearings on the calendars of said courts for as early hearing as possible. In all such appeals to the District Court and in all appeals to the Supreme Court, the Attorney General shall represent the Commission as counsel; any party interested in the proceedings before the Commission may intervene and be heard as a party to the suit in the District Court and in the Supreme Court, and in case of any such intervention the Attorney General shall not dispose of or discontinue such suit or proceeding over the objection of such intervenor, but said intervenor may defend or continue such suit unaffected by any action or non-action of the Attorney General.

Appeals to Supreme Court take precedence over other pending litigation.

Attorney General to represent Commission.

Whenever an appeal shall be prayed from a decision, order or requirement of the Commission, as in this section provided for, the Commission shall within ten days after the date of such prayer for appeal certify to the District Court to which such appeal shall be prayed a full, true and correct transcript of the proceedings before the Commission, together with a copy of the decision, order or requirement from, and such decision, order or requirement shall be accepted by such District Court as *prima facie* evidence of the facts therein set forth.

Commission to certify transcript of proceedings to District Court in case of appeal.

Sec. 18. The Commission may appoint an Assistant Secretary at an annual salary of Twenty-five Hundred Dollars and a Stenographer at an annual salary of Twelve Hundred Dollars, and may employ such other, and necessary help, within the limits of their appropriation.

Assistant secretary, salary of same.

Employees of Commission.

The Commission shall be provided with suitable offices for its use in the State Capitol, and shall have authority to procure all necessary office supplies.

Offices in State Capitol.

Witnesses summoned before the Commission shall be paid the same fees and mileage that are paid witnesses in the District Courts of this State. The Commission shall hold sessions whenever the convenience of the public or of the parties may be promoted, and may hold special sessions in any part of the State. It may, by any one or

Witness fees and mileage.

Sessions.

more of the Commissioners, prosecute any inquiry necessary to its duties in any part of the State, and in any matter or question of fact pertaining to the business of any common carrier, or to violations of this Act by shipper, consignee, applicant for cars, or agent for either of them, subject to the provisions of this Act.

Access to accounts and records of carriers.

The Commission shall at all times have access to all accounts, records and memoranda kept by common carriers subject to the provisions of this Act, and it may employ special agents or examiners who shall have authority, under order of the Commission, to inspect and examine any and all accounts, records and memoranda kept by such common carriers. This provision shall apply to receivers of common carriers and operating trustees.

Penalty for refusal to submit accounts, records, etc., for inspection.

In case of failure or refusal on the part of any common carrier, receiver or trustee to submit such accounts, records or memoranda as are kept to the inspection of the Commission, or any of its authorized agents or examiners, such common carriers, receivers or trustees shall forfeit to the State the sum of Five Hundred Dollars for each such offense, and for each and every day of the continuance of such offense, such forfeitures to be recoverable in the same manner as other forfeitures provided for in this Act.

Mandamus may issue to enforce act.

Sec. 19. That the District Courts of this State shall have jurisdiction upon the application of the Attorney General, who shall act upon the request of the Commission, alleging the failure to comply with or the violation of any of the provisions of this Act, to issue a writ or writs of mandamus, commanding such common carrier, or offending shipper, consignee or applicant for cars, to comply with the provisions of this Act, or any of them.

Commission may apply to District Court for enforcement of its order.

Sec. 20. If any carrier fails or neglects to obey any order of the Commission, other than for the payment of money, while the same is in effect, any party injured thereby, or the Commission in its own name, may apply to the District Court of the district where such carrier has its principal operating office, or in which the violation or disobedience of such order shall happen, for an enforcement of said order. Such application shall be by petition, which shall state the substance of the order and the respect in which the carrier has failed of obedience, and shall be served upon the carrier in such manner as the court may direct, and the court shall prosecute such inquiries and make such investigations through such means as it shall deem needful in the ascertainment of the facts at issue or which may arise upon the hearing of such petition. If

Contents of petition.

upon such hearing as the court may determine to be necessary, it appears that the order was regularly made and duly served and that the carrier has not appealed therefrom and is in disobedience of the same, the court shall enforce obedience to such order by writ of injunction or other process, mandatory or otherwise, to restrain such carrier, its officers, agents or representatives, from further disobedience of same; and in the enforcement of such process the court shall have those powers ordinarily exercised by it in compelling obedience to its writs of injunction and mandamus. Either party interested may have ten days within which to appeal to the Supreme Court of this State from the judgment, order or decree of the District Court, but pending such appeal to the Supreme Court, the order or decree of the District Court shall remain and be in full force, unless and until the same shall be superseded by an order of the Supreme Court; Provided, that unless an adverse decision is rendered by said Supreme Court within ninety days of the date of the filing the said appeal in the Supreme Court, then the order made by the Commission shall take effect and be in force until set aside by the Supreme Court, unless the order of the Commission shall have been set aside or modified by the District Court, and in such case the order of the District Court shall supersede the order of the Commission.

Court to enforce ruling by injunction or other process.

Appeal to Supreme Court.

Sec. 21. Every common carrier operating any railroad shall transport without unreasonable delay or discrimination the passengers or freight offered by any connecting common carrier, and also the empty and loaded cars furnished by any connecting common carrier to be delivered at any station on its own line, to be loaded or unloaded or reloaded and returned upon the railroad so connecting; and for compensation for so handling such freight and empty and loaded cars it shall not demand or receive any greater sum than is accepted by it from any other common carrier operating another railroad, for similar services; but this Act shall not be construed as requiring any common carrier to give the use of its tracks or terminal facilities to another common carrier engaged in like business.

Cars to be furnished upon notice without unreasonable delay or discrimination.

If any common carrier shall fail, refuse or neglect to perform the duty prescribed in this section, it shall, for every such violation, failure, neglect or refusal, be liable to the party damaged thereby in such sum as damages as may be recovered in any court of competent jurisdiction. In case there shall be an insufficiency of cars at any time to meet all requirements, the available cars shall be dis-

Damages for refusal or neglect.

In case of insufficiency of cars, live stock, etc., given preference.

tributed among the several applicants therefor in proportion to their respective immediate requirements, without unjust or undue discrimination among shippers or competitive or non-competitive places, except that preference shall be given to shipments of live stock and perishable property, but the Commission shall have power to investigate such lack of cars or of motive power, and to determine if the same is the result of continued neglect by the common carrier to secure sufficient cars or motive power for use at all times, and if so, to order that the common carrier comply with the requirements of this Act, regarding a suitable supply of cars and motive power to meet a reasonable requirement. All common carriers accepting live stock and perishable fruit under the provisions of this Act, must move from point of origin to destination within the State at an average speed of not less than ten miles per hour, including all stoppages except where prevented by an unavoidable accident or unusual storm.

Live stock and perishable fruit must be moved at speed of ten miles per hour.

Commission empowered to enforce regulations in supplying cars.

The Commission shall have power to enforce reasonable regulations in supplying cars to shippers and for switching the same and for the loading and unloading and reloading thereof, and for the weighing of cars and freight offered for shipment by any common carrier.

Cars must be loaded within forty-eight hours.

Sec. 22. After delivery of the car or cars to the applicant by the common carrier, forty-eight hours shall be allowed to the applicant to load said cars, computing from seven a. m. the day following the delivery of the cars, and upon failure so to do the common carrier shall be entitled to collect from said applicant the sum of one dollar per day for each car not returned loaded to the common carrier within the time thus allowed, and if the applicant shall not use the cars applied for the common carrier shall be entitled to collect the sum of One Dollar per car per day and a reasonable switching charge for each car so delivered and not used. Provided, that severe storms, or causes which make delivery of product or stock at the loading point practically impossible to the applicant for cars, shall, while such conditions prevail, exempt such applicant for cars, from the penalty above named.

Penalty for failure.

Exceptions.

Cars must be unloaded within forty-eight hours.

Sec. 23. A consignee or other interested party shall be allowed forty-eight hours of free time to unload cars of thirty tons capacity or tonnage, or less, and an additional twenty-four hours of free time shall be allowed on cars of greater tonnage or capacity, taking each track delivery computed from seven o'clock a. m. of the day following the day notice of arrival of the cars and of the placing at an accessible point for unloading is given to the consignee or other interested party, and thereafter the common carrier may collect a charge of One Dollar per day or fraction of

Penalty for failure.

a day during which cars are not unloaded or returned to the common carrier. Cars of live stock shall be placed for unloading within two hours after reaching destination. In the event that cars are bunched and delivered, through any negligence of the carrier, to the consignee, or the party whose interest therein may appear, in numbers beyond his reasonable ability to unload within the free time herein allowed, he shall be granted by the carrier such additional time as may be necessary to unload cars in the order of their shipment. Exceptions.

Sec. 24. It shall be the duty of every common carrier doing business in this State to furnish suitable cars to any and all persons, firms or corporations who apply therefor, for the transportation of property with all reasonable dispatch. Upon application made by any owner or shipper of property to be transported to any agent or other person in charge of transportation of any such common carrier, at any point that cars are desired upon which to ship such property, stating the number of cars desired, and place at which they are desired, and the time at which they are desired, and the kind of property to be shipped or transported, it shall be the duty of such carrier to supply the number of cars desired, suitable for the purpose required within a reasonable time thereafter, not to exceed five days. If any carrier shall fail or neglect to furnish cars when thus applied for, within the time herein prescribed as herein required, such carrier shall forfeit to the shipper the sum of One Dollar per day or fraction of a day for each car failed to be furnished within the time as herein required; Provided, that all actual damages such applicant may sustain may be sued for and recovered in any court of competent jurisdiction. Application for cars.
Penalty for failure to furnish cars.
Further damages.
Exception.
 Provided, that unavoidable accidents, unusually severe storms, or damage to roadbeds (roadbeds), directly affecting the delivery of such cars, shall excuse such common carrier from the penalties of this Act, until such damages or other causes of delay can be expeditiously removed.

Sec. 25. It shall be the duty of every common carrier to transport any and all shipments between points in this State with the utmost diligence, and to move live stock and perishable products toward destination continuously, without unnecessary delays or longer stops than regular stops at stations, or stops for feeding, icing or watering, and at a minimum speed of not less than ten miles per hour; Provided, That excessive storms, unavoidable accidents or damage to roadbeds which shall delay such shipments beyond the power of the common carrier to immediately overcome, shall exempt such common carrier from Shipment transported with diligence and without unnecessary delays.
Exception.

compliance with the minimum speed limit, until such storms subside or damage can be expeditiously repaired.

Penalty for failure.

For failure of any common carrier to receive and transport such shipments with the utmost diligence, such common carrier issuing the receipt or bill of lading therefor shall pay to the owner, consignee or other interested party whose interests may appear, such actual damages as the owner, consignee or other interested party may sustain, and the same may be sued for and be recovered in any court of competent jurisdiction in the district in which the plaintiff resides.

Accident resulting in death or injury.

Sec. 26. Every common carrier shall, whenever an accident attended by bodily injury or loss of human life occurs in this State on its line of road or on its ground or in its yards, give immediate notice thereof to the Commission.

Notice.

Investigation by Commission.

In the event of any such accident, the Commission, if it shall deem the public interest to require it, shall cause a suitable investigation to be made forthwith, and shall give reasonable notice thereof to the person and common carriers primarily interested.

Expense of investigation.

The expense of such investigation shall be certified by a majority of the Commission and shall be audited and paid by the State in the same manner as other expenses are audited and paid.

Commission to make rules to prevent accidents.

The Commission shall be empowered to make and enforce such rules as, in their judgment, will tend to prevent accidents in the operation of the railroads of this State.

Commission may order improvement in road and equipment.

Sec. 27. If, in the judgment of the Commission, after a careful personal examination and investigation, and after a hearing before the Commission, or the opportunity for such hearing, the Commission shall find that repairs, improvements or increased facilities in respect to roadbeds, trackage, rolling stock, stations and depots, yards, terminal facilities, switches, signals, or any other element of the service of any common carrier, shall be necessary and within the reasonable power of any common carrier to make, or adopt, for the promotion of the security of persons as to life and limb, or for the convenience and accommodations of the public in the shipping and handling of property, the Commission shall make such reasonable order requiring any common carrier to do any such thing deemed by the Commission to be proper in respect to such matters, within a reasonable time to be fixed by the Commission, as to them shall seem so necessary and so within such reasonable power of such common carrier; and the orders of the Commission in such respect shall be

enforced by the proper writs and orders of courts of competent jurisdiction.

Sec. 28. All Acts and parts of Acts inconsistent herewith are hereby repealed. All parts of the Act hereby amended and not re-enacted in this Act are hereby repealed. Repealing
clause.

Filed in office of Secretary of State, November 16, 1910. Not signed or disapproved by the Governor.

PART II

FINDINGS, REGULATIONS, AND ORDERS ON FORMAL COMPLAINTS

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 28

GEORGE J. KINDEL, PLAINTIFF,

vs.

ADAMS EXPRESS COMPANY, AMERICAN EXPRESS COMPANY, UNITED STATES EXPRESS COMPANY, WELLS FARGO & COMPANY, AND THE GLOBE EXPRESS COMPANY, DEFENDANTS.

ALLEGED VIOLATION OF UNITED STATES POSTAL LAW

Submitted August 7, 1911.

Decided August 8, 1911.

FINDINGS AND ORDER OF THE COMMISSION

This matter coming on for hearing this 7th day of August, 1911, before the Commission, all members thereof being present, the plaintiff being represented by George J. Kindel in person, and the defendants, the Adams Express Company, the American Express Company, the United States Express Company, and the Wells Fargo & Company, being represented by Gerald Hughes, Clayton C. Dorsey, and E. I. Thayer, and the defendant, The Globe Express Company, being represented by E. N. Clark and J. C. McMurray.

The complaint states, among other things, that the defendant companies are engaged daily in an unlawful business, and are so engaged in violation of the laws of the State of Colorado and the authority of said state in the conduct of their business, particu-

larly in this: That they are daily engaged in the carriage for hire of packets weighing four pounds and less; also single books; also newspapers, weekly magazines, and other periodical publications entered with the Post Office Department of the United States as mail matter of the second class; that such carriage is over post routes established by law, and from cities, towns, and places to other cities, towns, and places between which the mail is regularly carried, and in particular between points and places within the State of Colorado; that is, between Denver and Trinidad, Greeley, Grand Junction, and divers other places within the state; that such carriage is made at stated periods and by regular trips; that such packets so carried as aforesaid do not relate to the merchandise under the control of said carriage; that such packets and matter as aforesaid so carried are not in their form or nature liable to destroy, deface, or otherwise damage the contents of the mail bag, or harm the person of anyone engaged in the postal service, and particularly of such carriage of packets as aforesaid made on the 5th day of June, 1911, and divers other dates, and particularly between the points and places aforesaid, and that between said places the mail is regularly carried; that said defendants have on file with the Colorado Railroad Commission their rates, rules, and tariffs containing and providing for unlawful and illegal rates and charges.

The defendants herein deny that they are engaged at all in an unlawful business; deny that they are engaged in violation of the laws of the State of Colorado; admit that they have on file with the State Railroad Commission their rates, rules, and tariffs, as required by the laws of the state; deny that said rates, rules, and tariffs on file contain or provide for unlawful or illegal rates or charges for the transportation of packets of four pounds' weight or under; deny that the carriage by them of packets, newspapers, weekly magazines, and other periodical publications and single books is an unlawful carriage; deny that their rates applicable thereto are unlawful; deny that the Congress of the United States in the exercise of its constitutional power committed the carriage of packets of the matter set forth exclusively to the mails of the country and made it unlawful for any express to carry same; deny that such carriage by them is contrary to the authority of the State of Colorado. Defendants allege that they are engaged in the business of transporting property by express to and from and between points in the State of Colorado and other states of the United States and foreign countries; allege by the Constitution of the United States the sole and exclusive power to establish post routes and post-offices, and to regulate the conduct thereof, is given to the Congress of the United States, and that no state or governmental authority thereof has any jurisdiction to pass upon the question as to whether these defendants are violating the postal laws of the United States; deny the authority of this Commission to make any lawful order herein, and ask that the complaint herein be dismissed.

Defendants filed herein a formal motion to dismiss.

In the case of Nathan B. Williams vs. Wells Fargo & Company, decided March 8, 1910, by the Interstate Commerce Commission, in which the questions involved are practically identical with the questions involved herein, the Commission, speaking through Mr. Prouty, says:

"The Commission has no authority to establish, in the first instance, the rates of the defendant. The act to regulate commerce requires these rates to be filed with the Commission, and authority is given to it to investigate upon complaint the rates so filed, and to prescribe other rates in substitution for the future, provided those established are found to be in violation of the act. The defendant does not, in handling these small packets or in filing its tariffs applicable thereto, transgress any provision of the act which we administer. If we were satisfied that such action upon the part of the defendant was in violation of the federal statutes, we could not, for that reason, order it to cease and desist from such practice; nor could we require it to withdraw its tariffs.

Since we can grant no relief in this proceeding, it is not necessary nor appropriate to inquire whether Congress possesses the constitutional authority to create in the Government a monopoly of transporting packets and books as claimed by the complaint; nor whether, if the constitutional power exists, it has ever been exercised.

The complaint will be dismissed; but a copy of the record will be transmitted to the Attorney General of the United States for his information."

In this case, on being taken to the United States Circuit Court, reported in 177 Federal, the court therein says:

"While Congress has full and constitutional power to reserve to the postal department a monopoly of the business of receiving, transmitting and delivering mail, and in the exercise of such right they enact such rules, regulations and laws as will effectively preserve its monopoly, and prescribe fines, penalties and forfeitures and punishment therefor; yet this monopoly is intended to extend only to letters, packets of letters, and the like mailable matter; and Congress has never attempted to extend its monopoly to the transportation of merchandise in parcels weighing less than four pounds, nor to prohibit private express companies making regular trips over established post routes from engaging in the business of carrying such parcels for hire.

The word 'Packet,' as used in Revised Statutes, Sec. 3982, prohibiting the establishment of any private express for the conveyance of letters or packets over post routes, is limited to its original meaning, throughout the postal laws to cover only a written communication of four or more sheets, which by Act of 1827, Sec. 5, Chap. 61, 238, was required to pay

quadruple postage, and does not include a 'packet of merchandise' not exceeding four pounds sent by mail."

FINDINGS OF THE COMMISSION

It is the opinion of this Commission that, if the acts complained of in the complaint were in violation of the United States postal laws, this Commission is without power to make a legal order in this case.

The section of the United States statutes under which this action is brought provides a penalty for the carriage of matters prohibited therein. If we were of the opinion that the defendants herein were carrying matters prohibited by the United States postal laws, yet we are without authority to enforce the penalty provided therein.

We are of the opinion that the acts complained of in the complaint, if true, are not in violation of any law of the State of Colorado which this Commission is called upon to administer.

ORDER OF THE COMMISSION

For the reasons herein set forth, it is the order of this Commission that the petition of the plaintiff herein be, and the same is, hereby dismissed.

By order of the Commission :

AARON P. ANDERSON,
DANIEL H. STALEY,
SHERIDAN S. KENDALL,
Commissioners.

Dated at Denver, Colorado, this 8th day of August, 1911.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 29

THE BRECKENRIDGE CHAMBER OF COMMERCE,
PETITIONER,

VS.

COLORADO & SOUTHERN RAILWAY COMPANY,
DEFENDANTS.

INADEQUATE FACILITIES

Submitted November 16, 1911.

Decided November 29, 1911.

FINDINGS AND ORDER OF THE COMMISSION

On August 7, 1911, petitioner herein filed its complaint, in which it alleged, among other things:

First—That petitioner is a corporation organized and existing under and by virtue of the laws of the State of Colorado, and is engaged in the business of promoting the commercial, social, and moral welfare of the citizens of Breckenridge and of Summit County, Colorado, and that its principal place of business is Breckenridge, Colorado.

Second—That defendant is a common carrier engaged in the transportation of passengers and property by railroad between Denver, Colorado, and Leadville, Colorado, and is subject to the Act to Regulate Common Carriers.

Third—That during the winter of 1910 and 1911 the defendant arbitrarily and without just cause therefor closed and wholly ceased, refused, and declined to operate or to carry freight or passengers over that portion of the said railroad from and between Como and Breckenridge in the State of Colorado, and petitioner is informed and believes, and therefore alleges the fact to be, that the said defendant is about to, and soon will, unless prevented

therefrom by an order from this Honorable Commission, so close and cease to operate the said portion of its said railroad from Como to Breckenridge aforesaid, and for and during the winter of 1911-1912, and probably for all time to come; which will result in great damage to Breckenridge and Summit County, and to all the citizens thereof. That defendant refuses and declines to transfer or receive for transportation freight over its said line from Denver or any intermediate point to Breckenridge, or any point on its said line beyond Breckenridge, and between there and Leadville, but that freight from Breckenridge to Denver, or from Denver to Breckenridge, or any point on the west side of Boreas Pass, is billed and shipped by said defendant over an other and different line of railroad, and a much greater distance than the line of defendant—to-wit, more than 200 miles—resulting in great injury to residents and citizens, not only of Breckenridge, but of Summit County. That defendant has failed and refused, and still so fails and refuses, to provide or maintain adequate or convenient passenger service over or along its said line of railroad; that from Grant to Como the only service is a combination freight and passenger service; that defendant refuses to provide passenger service on the Sabbath day; that defendant refuses to place cars for loading or to receive freight at any place along its line between Como and Breckenridge for shipment at all, thus preventing the operation of mines and mills along said road. Petitioner asks that defendant be ordered to continuously transport and receive for transportation freight as well as passengers from Denver and all intermediate points to any and all other points along this line; to provide continuous, exclusive, and more convenient passenger service from Denver to Leadville, and for Sunday passenger service and for other relief as may seem just.

Defendant by way of answer alleges:

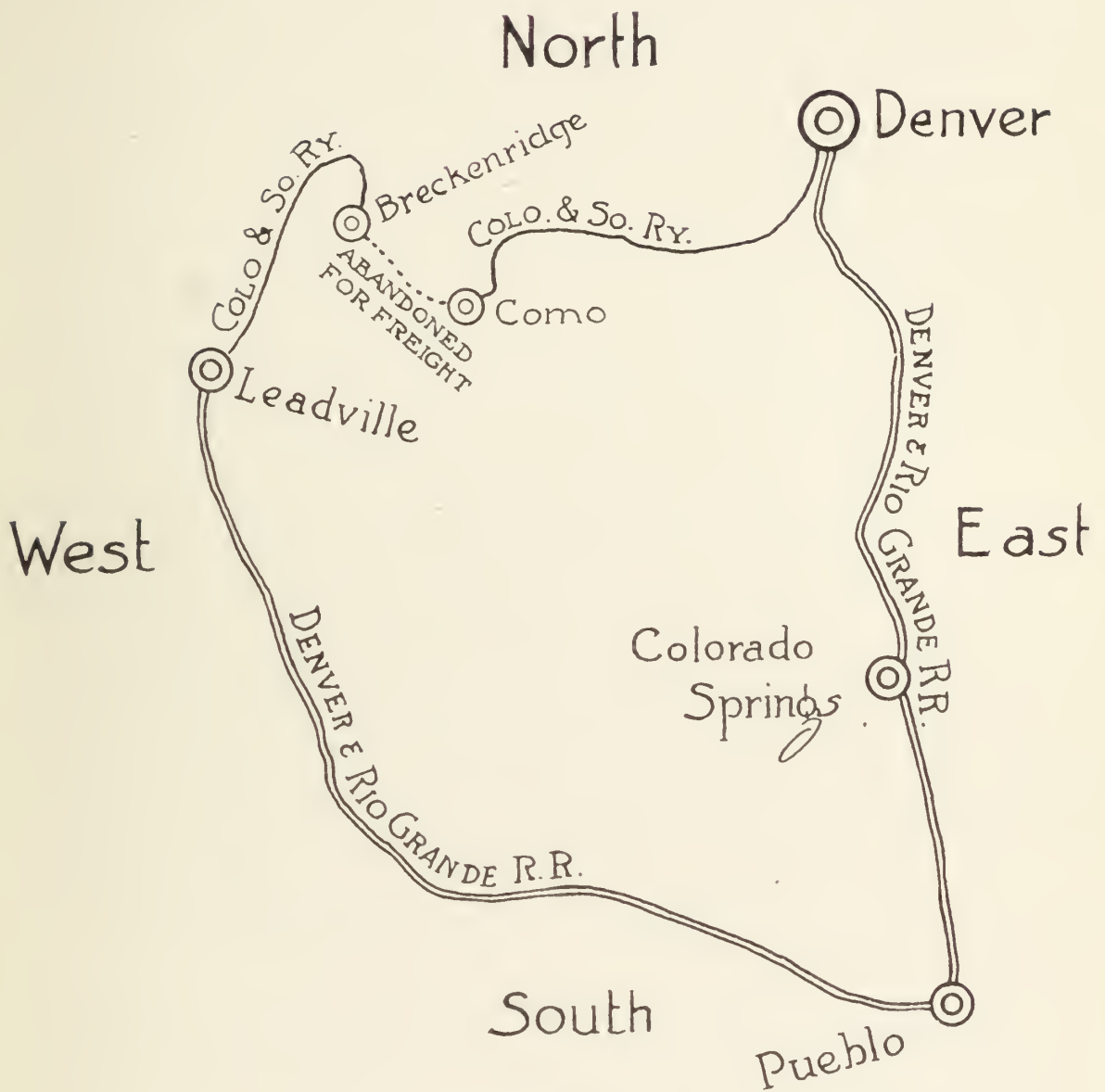
That the Commission has no jurisdiction of the matters complained of in the complaint. For further answer defendant says:

First—It denies that plaintiff is a corporation.

Second—It admits it is a common carrier and operates its railroad for passenger purposes from Denver by the way of Breckenridge into Leadville, Colorado, but denies it is engaged in the transportation of property between Denver and Leadville.

Third—It denies the closing of the road between Como and Breckenridge, but admits it was compelled to close the same for a short time during the winter months, on account of snow.

Fourth—It admits it has refused and declined to transport or receive for transportation freight over its line from Denver through Como to Breckenridge and to points beyond there. It admits that freight from points between Breckenridge and Leadville, including Breckenridge, when consigned to Denver, or from Denver to Breckenridge, or any point west of Breckenridge to Denver, is billed over its line of railroad through Colorado



LEGEND

The double line is Denver & Rio Grande Railroad.

Single line, Colorado & Southern Railway.

Dotted line, abandoned for freight by Colorado & Southern Railway.

Springs and Leadville to Breckenridge, and to points between Leadville and Breckenridge. It denies that shipments in this manner cause any delay or damage. It admits it refuses to receive for transportation over its line from Denver through Como to Breckenridge freight consigned to Breckenridge or points west of there originating between Denver and Breckenridge, and alleges that such traffic is inconsequential. It denies inadequate passenger service. It admits the refusing to place cars for loading or reception of freight at points between Como and Breckenridge, alleging there is no traffic to be transported.

Further answering the complaint herein, the defendant says: Their line of railroad is built through what is known as Platte Canon, through narrow and rocky mountain gorges, to Webster, thence over Kenosha Hill to Como, thence over Boreas Pass of the main range to Breckenridge, and again over the range to Leadville, which country from Platte Canon to Leadville is wholly mountainous, except a few miles in South Park which is sparsely settled, without any town of any considerable size till Breckenridge is reached. From Como to Leadville the grade is very heavy, reaching a 4 per cent grade each way, and rising 11,400 feet to the top of the pass. In the winter said line from Como to Leadville is subject to heavy and continuous snowstorms, necessitating heavy expense in the operation of the same, and that said line between Como and Leadville in the past has cost the company more to operate it than the revenues received therefrom; that the present year said line between Como and Leadville shows a deficit of nearly eighty thousand dollars, and is a very heavy and continued and wasteful charge on the rest of defendant's line of road. That the railroad tax in Summit County amounts to \$25,000 annually; that defendant has endeavored to have its taxes reduced, but has met with refusal; that there is no prospect of improvement in the business of said line, and that there are less inhabitants along the line now than ten years ago. It therefore prays that the complaint be dismissed.

The hearing of the case was commenced October 5, 1911, at Breckenridge, Colorado, where the Commission sat for the taking of the testimony of the petitioner's witnesses. The Commission then adjourned until November 14, 1911, to sit at Denver, where the witnesses for the defendant were examined, the hearing being concluded November 16, 1911. All of the members of the Commission were present.

Mr. Barney L. Whatley appeared as counsel for petitioners. Mr. E. E. Whitted appeared as counsel for defendants.

JURISDICTION

The Commission has heretofore held that it has jurisdiction to hear and determine cases of the nature of the present one before the Commission, and it so holds now.

FINDINGS OF FACT

It appears from the evidence that the South Park Branch of defendant's railway extends from Denver through Como and Breckenridge to Leadville, a distance of 151.18 miles. That there is also a branch of this line from Como to Alma a distance of 31.69 miles; that said South Park line is a narrow-gauge road; that the distance from Denver to Como is 88.22 miles; from Como to Breckenridge the distance is 21 miles, and extends over Boreas Pass, which is 11,400 feet high; from Breckenridge to Leadville the line extends over Climax Pass, which is 11,292 feet high, and the distance is 41.22 miles.

It also appears that each day, excepting Sunday, a passenger train is operated from Denver to Grant, a distance of 66 miles, and at Grant the passenger coaches are attached to the rear of the freight train and are hauled in this manner to Como, a distance of 22 miles; from Como to Leadville through Breckenridge a regular passenger train is operated. From Leadville back to Denver the passengers are carried in the same manner.

It also appears that a daily, except Sunday, freight train is operated from Denver to Alma by the way of Como, and from Alma to Denver a freight train is also operated by the way of Como; that from Leadville to Breckenridge a freight train is run daily, excepting Sunday, returning to Leadville each day; that from Como to Breckenridge, a distance of 21 miles, no freight train is operated either way, and no freight is received or discharged at any station between these points; that it is the probable intention of the company to take off the passenger train from Como through Breckenridge into Leadville. It also appears that no freight is received at Denver or any intermediate points for any point west of Como, and that no freight is received at Leadville or any intermediate points for points east of Breckenridge.

It seems, therefore, that by failing to operate trains between Breckenridge and Como, a distance of 21 miles, it is therefore impossible for a shipper to ship his freight over the South Park line, either from Denver to Leadville or from Leadville to Denver. It also seems that, to avoid operating a freight train for the distance of 21 miles between the stations at Como and Breckenridge, all freight received by defendant at Denver, destined to Breckenridge or Leadville, or intermediate points, is turned over to the Midland, and by that road carried to Leadville, and, if, the same is destined to Breckenridge, must be transferred to defendant's narrow-gauge line and carried to Breckenridge, a distance of 41.22 miles from Leadville; or is turned over to the Rio Grande, and by them carried to Leadville, where it must be transferred again if destined to Breckenridge. The reason given by defendant for carrying their freight a distance of 317 miles around by way of Pueblo, or by the way of Colorado Springs, and paying the other roads for their share of the haul, instead of

shipping from Denver to Como, then through Breckenridge to Leadville direct, a distance of only 151.18 miles, is the great expense of hauling the same over their own line over Boreas Pass from Como to Breckenridge, a distance of 21 miles.

A great deal of evidence was introduced tending to show that the South Park Branch was losing money by the operation of the same, but the figures and tables introduced by defendant had to do with that part of the line from Como to Breckenridge and to Leadville. There was a statement made by one of the witnesses that the whole South Park line was losing money. At the same time the auditor, Mr. Bradbury, stated that, outside of the line from Como to Leadville, the road was a paying proposition, the profits in the summer months compensating for any loss in the winter months. However, the facts are undisputed that, while there is at present a passenger service from Denver to Leadville over Boreas Pass, there is no freight service that way; that the freight service from Como to Breckenridge is entirely discontinued, and the testimony of one of the general officers was to the effect that it was the intention of the company to abandon the passenger service over Boreas Pass also.

The relief asked for in the petition is for increased facilities, passenger and freight, claiming the present facilities inadequate; that they have no freight service at all between Como and Breckenridge. The petitioner introduced some witnesses whose testimony tended to show, and in the minds of the Commission did show, that great inconvenience and loss existed to the citizens of the town of Breckenridge and Summit County on account of the kind of service provided by defendant.

There are some very serious questions which must first be determined by the Commission in determining the case before us.

First—Can a railroad whose charter provides that it is to “maintain, operate, extend and complete the railroads and telegraph lines,” as is provided in defendant’s charter, abandon a part of a contiguous line without forfeiting its charter?

Second—If it cannot, what would constitute a reasonable service, if it is shown that that particular part of a line is unprofitable, although the whole system is paying a dividend?

The question whether or not a railroad company may abandon its line and forfeit its charter at will, is not necessary to be decided by us. It seems, though, that it may do so, unless it has received state aid, or there is a provision in the charter prohibiting such abandonment. However, the question which enters into this case is: Can a railroad abandon a part, a connecting link, in a main line of its road, and not provide adequate service; and, if it does, does it not forfeit its charter? It seems in the present case that the main line of the South Park division, according to the charter, begins at Denver and ends at Leadville; that that part between Como and Breckenridge where defendant has entirely ceased operating freight trains is on the main line, as described in the charter, from Como to Breckenridge. By

ceasing to operate freight trains over this connecting link, the effect, of course, is to prevent any through freight moving from Denver to Leadville, or from Leadville to Denver, over the defendant's line.

The defendant urges that it is offering as a compensation to the patrons of its road a through route around by way of Colorado Springs or Pueblo; but is this an adequate compensation? It was testified to by the witnesses that, when this line was operated as a through route from Denver to Leadville, a merchant could order his merchandise in the evening in Denver and receive the same the next morning in Breckenridge or Leadville by freight. Now all perishable merchandise must be sent by express, if it goes over defendant's line; and, if sent by freight, it takes from three to six days to go around by the way of Pueblo or Colorado Springs, and may thus be destroyed.

In the case of *The Albany & Vermont Railroad Company*, 24 N. Y. Court of Appeals, page 267, Wright, Judge, in a case somewhat similar to this, says:

"A Company endowed with a franchise or privilege to maintain a railroad on a fixed route and between *places named in its charter*, cannot exercise the franchise or privilege by the operation of a road upon another route and between other places. The franchise can only be legally exercised by the corporation operating its entire road.

There is no privilege granted or right obtained to operate a part thereof, and if it should undertake to do so, it is exercising a franchise or privilege without legal sanction."

The court goes on further to say, that, by abandonment of a part of a line specified in the charter, it forfeits its charter. We believe this is good law.

Should a railroad company which receives a charter from a state, which provides that it must operate its road, be allowed to cease the operation of a link in the middle of the road, and thereby defeat the purposes for which the road was chartered, without forfeiting its franchise? It was the evident intention, in granting this charter, that a shipper would have the opportunity to make a shipment from Denver over the entire line into Breckenridge or Leadville direct.

The next question arises: What is a reasonable service to be required of defendant under the conditions as shown by the evidence in this case? Defendant claims it is operating at a loss, and has introduced figures and tables tending to show this. The figures have to do only with that part of the South Park line, however, from Como to Leadville, and does not include the whole lines of the Colorado & Southern Railroad, nor the entire line of the South Park division, although one witness testified that the South Park division was losing money.

The petitioner has not attempted to disprove this condition of loss, while it did not concede such loss. While it may be that this line is operated at a loss, it is hard to understand how

defendant can ship its freight destined from Denver to Breckenridge via Pueblo, which is 317 miles, and pay the Denver & Rio Grande Railroad to haul it into Leadville, and then transfer it to its own line, a narrow-gauge, and then haul it 41.22 miles back into Breckenridge—how it can do this, and meet this expense at a profit, or at a less expense than it can haul it over its own line over Boreas Pass, even if it had to double up on its engines and maintain extraordinarily heavy expenses in keeping open the pass.

In *Atlantic Coast Line vs. N. C. Corporation* Commission 206 U. S. Report, it is said:

“It is insisted that although the case be not controlled by the doctrine of *Smyth vs. Ames*, nevertheless, the arbitrary and unreasonable character of the order results from the fact that to execute it would require the operation of a train at a loss, even if the result of the loss so occasioned would not have the effect of reducing the aggregate net earnings below a reasonable profit.”

To this the court replies:

“The mere incurring of a loss from the performance of such a duty does not in and of itself necessarily give rise to the conclusion of unreasonableness. Of course the fact that the furnishing of the necessary facilities ordered may occasion an incidental pecuniary loss is an important criteria to be taken into view in determining the reasonableness of the order, but it is not the only one, as the duty to furnish necessary facilities is coterminous with the powers of the corporation, the obligation to discharge that duty must be considered in connection with the nature and productiveness of the *corporate business as a whole*, the character of the service required and the public need for its performance.”

It is not shown, nor is it contended by the defendant, that the proper or reasonable operation of this road would in itself reduce the net earnings of the whole system below a profit.

In *Missouri Pacific Railway Company, plaintiff in error, vs. State of Kansas ex rel. Carr W. Taylor*, 216 U. S. Supreme Court, 262, the court says:

“The duty of a railway company under its charter to furnish passenger service is not completely discharged by running a mixed train, so an order of the Kansas Railroad Commission compelling passenger train service at a pecuniary loss is not so arbitrary and unreasonable as to take property without due process of law.”

The case cited by defendant, *State ex rel. Northern Pacific Railway Company vs. Railroad Commission of Washington*, seems to be relied on by them as a reason why any order made by this Commission on the defendant to increase its facilities would be unreasonable and would be held so by the courts. The facts in this case are as follows:

The railroad commission ordered relator to operate a mixed train daily, except Sunday, between two stations on a branch line about fourteen miles apart. Relator now runs one mixed train each way twice a week, but for four previous months maintained a daily train service, during which time the passenger traffic produced an income of nine cents a mile per day in one direction and eleven cents in the other direction, and the income from its passenger traffic by running trains daily would be no greater. The operating cost of a train is not less than thirty cents a mile, not including maintenance expenses, and the two trains a week now operated are sufficient to take care of the freight traffic, and the receipts from both freight and passenger traffic as now operated are less than the expenses.

In this case the court held that this order was unreasonable. We think there is quite a difference between this case just cited and the case before us. In that case the branch was only fourteen miles long—it was a branch line; in the present case the line on which the defendant has ceased freight operations is a connecting link—it is a contiguous part in the middle of the main line. In the case just referred to there were already two trains a week run by the company, which the evidence showed were run at a loss; in the case before us there are now no freight facilities at all, with the probability that defendant will discontinue all passenger facilities. There must be a distinction between a case where there are some facilities which the court regarded as adequate, and the present case, where it is admitted, at least as far as freight is concerned, that there is none at all.

The Commission is of the opinion that the facilities now furnished by the defendant are inadequate. It is not its desire to, nor will the Commission, order in the present case any increase in facilities which would unduly burden the defendant. However, the Commission feels that the defendant should continue the operation of its freight service in such a manner that a shipper may bill a shipment from Denver over the South Park line through to Leadville, and that a shipper in Leadville may make a through shipment over defendant's line into Denver.

ORDER

It is ordered that the defendant, the Colorado & Southern Railway Company, be, and they are hereby, notified and directed to, on or before the first day of January, 1912, and during a period of two years thereafter, maintain, operate, and conduct a through freight service from Denver to Leadville by the way of Como and Breckenridge, at least three days each week, and from Leadville to Denver by the way of Como and Breckenridge, at least three days each week. That they publish on or before the first day of January, 1912, freight tariffs from Denver to Lead-

ville and intermediate points, and from Leadville to Denver and intermediate points, and receive and transport shipments to and from all stations between Denver and Leadville.

It is further ordered that defendant, the Colorado & Southern Railway Company, do operate and maintain a through and exclusive passenger train service daily, excepting Sunday, from Denver to Leadville by the way of Como and Breckenridge, and a through and exclusive passenger train service daily, excepting Sunday, from Leadville to Denver by the way of Breckenridge and Como.

Effective January first, 1912, and for two years thereafter
By order of the Commission:

AARON P. ANDERSON,
DANIEL H. STALEY,
SHERIDAN S. KENDALL,
Commissioners.

Dated at Denver, Colorado, November 29, 1911.

BEFORE THE

STATE RAILROAD COMMISSION OF COLORADO

Case No. 30

THE BIG FIVE TUNNEL, ORE REDUCTION & TRANSPORTATION COMPANY, PETITIONER,

VS.

THE DENVER, BOULDER & WESTERN RAILROAD COMPANY, DEFENDANT.

INADEQUATE FACILITIES

Submitted December 18, 1911. Decided December 19, 1911.

FINDINGS AND ORDER OF THE COMMISSION

On September 19, 1911, petitioner herein filed its complaint, in which it is alleged, among other things:

First—That petitioner is a corporation organized and existing under and by virtue of the laws of Colorado, and is engaged

in mining at Frances and Ward, Boulder County, Colorado; that respondent, the Denver, Boulder & Western Railroad Company, is a corporation duly created for the purpose of owning and maintaining a railroad from Boulder to Sunset in Boulder County, Colorado, and thence to the town of Ward in said county and state, and other branch lines; that petitioner has constructed a switch 3,500 feet in length, connecting its mine operations and milling plant with said railroad; that, since the incorporation of defendant, said defendant has so far failed to keep said railroad in practical operation at all times, and has failed to operate said road with any degree of regularity between the stations of Boulder and Frances and Ward for passengers and freight purposes, in that no regular passenger or freight trains have been run by said defendants; that great expense and damage has resulted to petitioner on account of the failure of said defendant company to run regular trains between said points.

Second—Petitioner asks that action may be taken toward annulling the franchise of said defendant.

Third—That petitioner may have such relief as may seem right and proper.

The defendant by way of answer admits the incorporation of petitioner as well as defendant, and denies each and every other allegation in said petition contained. It asks that the petition be dismissed.

The hearing was had in the commissioner's room at Denver, Colorado; Commissioners Anderson and Kendall sitting. Mr. George Redd appeared as counsel for petitioner. Mr. J. M. Cates appeared as counsel for defendant.

FINDINGS OF FACTS

It appears from the evidence that defendant's line of railroad extends from Boulder to Sunset, and at Sunset one branch runs to Ward and Frances, and the other branch to Eldora, all being in Boulder County; that the total mileage of the road is 46.7 miles; that from Boulder to Eldora daily trains are run, but from Sunset to Ward and Frances, a distance of 13.40 miles, daily trains are run in the summer months, but during the winter months, on account of a lack of business, only a mixed train is run once a week.

It also appears that the line from Sunset to Frances and Ward—that part of the line particularly complained of—is built through a rough and mountainous country, with very deep cuts, and is very difficult to operate on account of snowslides and the constant filling of the very deep cuts with snow.

It also appears that the towns of Frances and Ward, including intermediate stations between Sunset and Frances, have only a population of approximately 200 people who are dependent on

this particular line; that practically the only industry is mining, and that petitioner in sixteen months shipped only twenty-five cars of ore from Frances and Ward, and received forty-four cars of coal in one year.

Petitioner stated that his company shipped about as much ore as all of the other mines in this locality; that, if a daily train was run, the increase in the business of the road would be only about 25 per cent.

Mr. Lee, a witness for petitioner, testified that weekly service in his opinion was sufficient, if it could be depended upon. Petitioner's ex-superintendent testified that weekly trains would be sufficient, except a daily train would keep the road open better in the winter.

It seems from the evidence that a weekly train is operated to Frances and Ward regularly, leaving Boulder on Wednesdays of each week, excepting such times as it was impossible on account of weather conditions, and at such times trains are run up as near Ward as is possible; that on some days, when it has been impossible to run trains on Wednesdays, trains have been run on other days of that week, and that in excessively bad weather they have in some instances been unable to run any trains at all.

It conclusively appears to the Commission that defendant's business, as to the whole road operated by it, is and has been a losing proposition; and this fact was admitted by petitioner's attorney. It seems that last year only 1½ per cent interest was paid on the defendant's outstanding bonds, and no interest was paid on the stock of the concern; that the expense of operating one train is \$30, and to operate a daily train would cost many times more than the amount earned.

Under all of the circumstances, it seems to the Commission that a weekly train is all that could be expected from respondent between Sunset and Ward, as the whole income of defendant, after paying running expenses, is not enough to pay a reasonable return for the money invested. We think this is all the service which they can be compelled to perform under existing law

ORDER

It is hereby ordered that petitioner's complaint be dismissed.
By order of the Commission:

AARON P. ANDERSON,
SHERIDAN S. KENDALL,
Commissioners.

Dated at Denver, Colorado, December 19, 1911.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 31

JOHN J. SERRY, PETITIONER,
VS.
THE DENVER & RIO GRANDE RAILROAD COMPANY,
DEFENDANT.

ALLEGED OVERCHARGE ON SHIPMENTS OF MINE
PROPS AND CAR DOOR BOARDS FROM SARGEANT,
SHIRLEY, SALIDA, MARSHALL PASS, AND MEARS
JUNCTION, TO CANON CITY, COLORADO.

Submitted December 19, 1911. Decided December 19, 1911.

ORDER

This case coming on for hearing before the Commission on defendant's motion to dismiss, and it appearing to the Commission that the complaint herein may involve the question of the fixing of rates, and the petition being insufficient and indefinite so as to fail to constitute a cause of action:

It is hereby ordered by the Commission that the complaint herein be dismissed without prejudice to the petitioner to file a new complaint herein.

By order of the Commission:

AARON P. ANDERSON,
SHERIDAN S. KENDALL,
Commissioners.

Dated at Denver, Colorado, December 19, 1911.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 32

T. O. THOMPSON, ET AL., PETITIONERS,

VS.

THE CHICAGO, BURLINGTON & QUINCY RAILROAD
COMPANY, DEFENDANT.

Submitted March 21, 1912.

Decided March 22, 1912.

INADEQUATE FACILITIES

This cause coming on for hearing before the Commission this 21st day of March, 1912, on the motion of petitioners herein to dismiss, for the reason that defendants herein have satisfied the complaint:

It is therefore ordered by the Commission that the complaint herein be, and the same is hereby, dismissed.

By order of the Commission:

AARON P. ANDERSON,
D. H. STALEY,
SHERIDAN S. KENDALL,
Commissioners.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 33

D. E. AND J. R. HUMMEL, DOING BUSINESS UNDER THE FIRM
NAME OF D. E. HUMMEL & SON, PETITIONERS,
vs.
THE COLORADO & SOUTHERN RAILWAY COMPANY AND
THE MISSOURI PACIFIC RAILWAY COMPANY, DE-
FENDANTS.

Decided March 20, 1912.

ALLEGED OVERCHARGE ON SHIPMENT OF COAL

This cause coming on for hearing before the Commission, on the motion of the petitioners herein to dismiss, for the reason that the said defendant, the Colorado & Southern Railway Company, has paid the amount demanded in the complaint herein:

It is hereby ordered by the Commission that the said complaint be, and the same is hereby, dismissed.

By order of the Commission:

AARON P. ANDERSON,
D. H. STALEY,
SHERIDAN S. KENDALL,
Commissioners.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 34

OMAR E. GARWOOD, WHO BRINGS THIS ACTION ON HIS OWN BEHALF AND IN BEHALF OF ALL OTHER COAL CONSUMERS IN THE CITY AND COUNTY OF DENVER WHO MAY HEREAFTER BECOME PARTIES TO THIS PROCEEDING, PETITIONER,

vs.

THE COLORADO & SOUTHERN RAILWAY COMPANY, THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, AND THE UNION PACIFIC RAILROAD COMPANY, DEFENDANTS.

ALLEGED UNREASONABLE RATES ON COAL FROM NORTHERN COLORADO COAL FIELDS TO DENVER, COLORADO.

Submitted December 21, 1912.

Pending.

On February 23, 1912, the petitioner herein filed his complaint, in which he alleges that the defendants, The Colorado & Southern Railway Company, The Chicago, Burlington & Quincy Railroad Company, and The Union Pacific Railroad Company, are common carriers engaged in the transportation of passengers and property, including coal, by railroad, between the town of Louisville, in the County of Boulder, State of Colorado, and the City and County of Denver, Colorado; that said town of Louisville is distant from Denver about twenty miles.

That the town of Louisville is in the approximate center of a large coal-mining district, consisting of a large number of coal mines, and that said Louisville is the common point from which shipments of coal, from what is known as the Northern Colorado Coal Fields, are made to Denver, and from which common point the freight rates upon shipments of coal are fixed, established, and maintained by the defendant companies.

That the City and County of Denver is a municipality of about 225,000 inhabitants; that it depends largely upon shipments

of coal from the Louisville field for the domestic and manufacturing coal consumed in Denver.

That the defendant companies ship to Denver, over their various lines, about 800,000 tons of coal annually.

That said defendants charge and collect upon all shipments of coal in carloads from Louisville, Colorado, destined to Denver, Colorado, as follows:

On lump coal.....	80 cents per ton
On mine run coal.....	70 cents per ton
On slack coal.....	60 cents per ton

That such charges are unjust, unreasonable, exorbitant, and unfair, and in violation of the Act to Regulate Common Carriers.

Petitioner prays that said rates be reduced to the following prices:

Lump coal.....	50 cents per ton
Mine run coal.....	45 cents per ton
Slack coal.....	40 cents per ton

On March 11, 1912, the defendants, The Colorado & Southern Railway Company and The Chicago, Burlington & Quincy Railroad Company, filed their answer, in which they deny that any of the coal rates applying from Louisville, or what is known as the Northern Colorado Coal Fields, to Denver or elsewhere, are excessive or exorbitant or unreasonable, or have any bearing upon the price of coal in the City and County of Denver.

On March 14, 1912, the defendant, The Union Pacific Railroad Company, filed its separate answer, in which it denies that said petitioner is a coal-consumer; denies that The Chicago, Burlington & Quincy Railroad Company and The Union Pacific Railroad Company are common carriers engaged in the transportation of coal between Louisville and Denver; admits that Louisville is located in a coal-mining district, and that there are numerous coal mines surrounding the town; denies each and every other allegation contained in the complaint.

The Union Pacific Railroad Company further alleges that the complaint does not show (a) that the petitioner is a shipper of coal over the railroad of this defendant, or over the railroad of any of the defendants to this proceeding; (b) that complainant has suffered or is suffering any injury or damage by reason of the maintenance of the rates complained of; and prays that the complaint be dismissed and the prayer of the complaint be denied.

Hearing of this case was set for May 6, 1912, but by agreement of counsel the matter was deferred.

Owing to the fact that a similar action was pending in the District Court of the City and County of Denver, on appeal from a similar order made by the Commission in the Consumers'

League case, action on the same was deferred until December 21, 1912, on which date the case was finally argued, and submitted.

Mr. Omar E. Garwood, assisted by Mr. Albert L. Vogl, appeared as counsel for petitioner.

Mr. E. E. Whitted, assisted by Mr. C. E. Spens, appeared as counsel for The Colorado & Southern Railway Company and The Chicago, Burlington & Quincy Railroad Company.

Mr. C. C. Dorsey appeared as counsel for The Union Pacific Railroad Company.

At the time of this report this case is under advisement by the Commission.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 35

THE DENVER METAL COMPANY, BY BEN GRIMES,
PETITIONER,

vs.

THE COLORADO & SOUTHERN RAILWAY COMPANY AND
THE UNION PACIFIC RAILROAD COMPANY,
DEFENDANTS,

Decided March 20, 1912

DISCRIMINATION

This cause coming on for hearing this day before the Commission, on motion of the petitioner, the Denver Metal Company, by Ben Grimes, to dismiss:

It is hereby ordered by the Commission that the petition herein be, and the same is hereby, dismissed.

By order of the Commission:

AARON P. ANDERSON,
D. H. STALEY,
SHERIDAN S. KENDALL,
Commissioners.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 36

THE WESTERN MORGAN COUNTY COMMERCIAL ASSO-
CIATION, BY A. K. DICKSON, PRESIDENT, ET AL.,
PETITIONER.

VS.

THE CHICAGO, BURLINGTON & QUINCY RAILROAD COM-
PANY, DEFENDANT.

Submitted June 22, 1912.

Decided October 14, 1912.

INADEQUATE FACILITIES

FINDINGS AND ORDER OF THE COMMISSION

On May 13, 1912, petitioners filed their complaint herein, in which it is alleged, among other things, that defendant is a common carrier engaged in the transportation of passengers and property, by railroad, between Denver and Wiggins, and all points east of Wiggins, in the State of Colorado, and as a common carrier is subject to the Act to Regulate Common Carriers; that passenger trains all stop at Wiggins at such a time as is a detriment to the town and community, as follows:

Eastbound Train No. 304 stops at 4:38 in the morning, and eastbound Train No. 302 stops at 9:29 in the evening. Parties coming to Wiggins must come at these late hours; therefore parties will not come unless on special business, thereby keeping out persons coming for the purpose of looking at locations to settle in this part of the country.

That westbound Train No. 301 stops at 6:26 in the morning, and westbound Train No. 303 stops at 8:03 in the afternoon; that these are the only trains stopping from the east, and persons coming to Wiggins from the east must change at Fort Morgan, and then take these trains to Wiggins, thus causing a delay in their trip.

Plaintiff asks that Train No. 10 from the west, which arrives at Wiggins at 11:03 in the morning, and Train No. 13 from the

east, which arrives at 3:30 in the afternoon, be ordered to make permanent stops at Wiggins. They allege that the freight and passenger receipts are from one thousand to two thousand dollars per month; they allege that the ticket sales will thereby be increased at least 40 per cent.

Defendant, by way of answer, alleges:

First—That the Railroad Commission has no jurisdiction over the matter complained of in the complaint.

Second—They deny the allegations in said complaint, but admit they are a common carrier.

Third—They deny that the passenger trains stop at Wiggins at such a time as to be detrimental to the necessities of said town or community.

Fourth—They deny each and every other allegation in said petition.

For a third defense, defendant says that its train service between Denver and Wiggins, and between eastern points and Wiggins, is adequate to take care of the business at Wiggins; that Trains Nos. 301 and 303, in connection with Trains Nos. 1 and 3, furnish ample service for all parties traveling from Denver easterly to Wiggins, or points east thereof; that there is no necessity for stopping other trains; that the present train service is adequate to take care of all the necessities of the town of Wiggins, and the community surrounding said town; that there is no necessity for stopping the through trains of said defendant which carry mail and express.

Defendant begs leave to refer to the tariffs on file with this Commission, and its printed and published time-cards, for the purpose of showing the train service at Wiggins from both east and west; defendant asks that the complaint herein be dismissed.

FINDINGS OF FACT

It appears from the evidence that the town of Wiggins is a small station on the Chicago, Burlington & Quincy Railroad Company's line, about 63.30 miles east of Denver and about 14.72 miles west of Fort Morgan; that there are about 150 to 200 people living in said town. It also appears that the following trains of defendant company now stop at the town of Wiggins, viz.:

Going west, Trains No. 301, which arrives at 6:26 in the morning, and No. 303, which arrives at 8:03 in the afternoon.

Going east, Trains No. 302, which arrives at 9:29 p. m., and No. 304, which arrives at 4:38 in the morning, and No. 14, which stops to discharge passengers from Denver, or to pick up passengers for Fort Morgan and east. It seems that this train has been ordered to stop at Wiggins by defendant company since this case was filed. In addition to these trains, defendant company has offered to stop Train No. 13 at Wiggins, which is an interstate,

through, mail and express train, for the purpose of discharging all passengers originating at all points east of McCook, Nebraska.

The evidence in this case was completed on June 17, 1912, and plaintiff and defendant were given further time of five days in which to file briefs with the Commission. Subsequent to the taking of the evidence herein, the Commission was notified by the attorney for plaintiff to dismiss the case, for the reason that the plaintiff had come to an agreement and understanding with the defendant company. Later the Commission was notified by one of the parties complaining not to dismiss the case, for the reason that they had not quite come to an understanding.

Since the final hearing in the case, defendant has ordered Train No. 14, from the west, to stop at Wiggins, and has made publication to that effect in its time-table, said train stopping to discharge all passengers from the west, and to take on any passengers for the east.

This Commission will not order a defendant to stop a through, interstate, mail, express and passenger train at a way station, unless it is clearly shown by the evidence that it is necessary in order that the said station may receive adequate passenger service. In the present case it appears to the Commission that, for the size of the town of Wiggins, and the amount of business done, they have fairly good service; indeed, much better service than most towns of that size in the State of Colorado.

However, in view of the offer of defendant herein to stop Train No. 13 to discharge passengers from the east, and in view of the fact that defendant has already ordered Train No. 14 to stop at Wiggins:

It is hereby ordered by the Commission that, in addition to the trains already serving the town of Wiggins at the commencement of this action, the defendant, The Chicago, Burlington & Quincy Railroad Company, be, and it is hereby, ordered to stop Train No. 14 from the west, for the purpose of discharging passengers, and to take on any passengers going east; that it is also hereby ordered to stop Train No. 13, from the east, to discharge any passengers desiring to stop at Wiggins, originating at any point east of McCook, Nebraska.

This order shall take effect and be in force on and after November 15, 1912, and shall continue in force from said date for the period of two (2) years thereafter, unless modified or set aside by this Commission.

By order of the Commission:

AARON P. ANDERSON,
DANIEL H. STALEY,
SHERIDAN S. KENDALL,
Commissioners.

Dated at Denver, Colorado, October 14, 1912.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 37

THE DENVER FREIGHT AUDIT BUREAU, COMPLAINANT,
VS.
THE DENVER & RIO GRANDE RAILROAD COMPANY,
DEFENDANT.

ERROR IN CLASSIFICATION

Submitted July 1, 1912.

Decided July 1, 1912.

FINDINGS AND ORDER OF THE COMMISSION

The complaint filed herein alleges, among other things, "that during the month of April, 1909, defendant moved one semi-portable upright boiler with engines and iron hoisting drums attached," from Colorado Springs, Colorado, to Denver, Colorado, shipped by Whitney Steen Company, consigned to Smith & McCullen.

That a first-class rate of forty-three cents (43c) per cwt. was charged therefor.

That this classification was wrong, and that the same should have been classified as second class, according to Item 7, page 91, and Item 14, page 93, of Western Classification No. 45.

Complainant asks for refund of \$5.25, together with interest.

The defendant by way of answer alleges, among other things: They admit they transported the articles alleged to have been transported by the defendant, according to the allegations in complainant's complaint.

That the charges collected were as on first-class matter, which was the proper charge.

They deny that the proper rate to charge was a second-class rate.

They also deny that said Whitney Steen Company was overcharged, or is entitled to any refund.

The real contention herein of complainant seems to be that the articles in question should have been classified under Item 7,

page 91, as second class, which said item reads as follows: "Semi-portable (upright boilers with engines attached) small breakable parts removed and boxed."

The contention of defendant is that the same should have been and was classified as first class under Item 13, page 93, of said Western Classification No. 45, which reads as follows: "Hoisting drums and engines combined (steam or electrical) boxed or crated or with light and easily breakable and detachable parts removed and boxed or protected by crating."

Two witnesses for the defense testified that they had seen the engine and hoisting drum in question, which were transported by defendant, and that the drum and hoist were really attached to the engine.

This was not really denied by the complainant.

The real difference in said Item 7 and Item 13 of said Western Classification No. 45 is that Item 13 prescribed "hoisting drums and engines combined," while Item 7 does not mention hoisting drums.

We observe that in complainant's complaint, paragraph 3, complainant described the article transported as a "boiler with engines and iron hoisting drum attached"—almost the wording used in Item 13 providing for a first-class rate.

It is the opinion of the Commission that the shipment in question was properly classified, and that a first-class rate was a proper charge, and that complainant's complaint should be dismissed.

ORDER

It is therefore ordered by the Commission that complainant's complaint be, and the same is hereby, dismissed.

By order of the Commission:

AARON P. ANDERSON,
DANIEL H. STALEY,
SHERIDAN S. KENDALL,
Commissioners.

Dated at Denver, Colorado, July 1, 1912.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 38

A. H. ROOT, PETITIONER,

VS.

THE MISSOURI PACIFIC RAILWAY COMPANY, DEFENDANT.

PETITION FOR AN AGENT AT CHIVINGTON, COLORADO

Submitted November 8, 1912.

Pending.

On July 8, 1912, a petition was filed with the Commission, signed by A. H. Root, of the town of Chivington, Colorado, asking that the defendant company be required to maintain an agent at its depot in Chivington.

It was stated in the petition that Chivington is a cream station for the stockmen in the community, and that the only trains that carry express to and from Chivington arrive there near midnight, and about 3 o'clock in the morning, and that, if any express or any passengers may wish to leave Chivington, the train must be flagged before it will stop.

It was further stated in said petition that there are two general stores in Chivington that receive express and freight over said railroad, and, there being no agent, said express and freight are left out of doors, subject to the weather and live stock running at liberty.

That the railroad company now has in good repair a depot at Chivington, and can maintain an agent at a small expense.

Wherefore, the petitioner prayed that the defendant railroad company be required to answer the charge set forth, and, after due hearing and investigation by the Commission, an order be made commanding the defendant to cease and desist from said violation of the Act to Regulate Common Carriers, and for such other and further order as the Commission deemed necessary in the premises.

The case was heard November 18, 1912. Witnesses were sworn and testimony taken, at the conclusion of which the Com-

mission took the matter under advisement, pending certain improvements promised by the railroad company, and to render a decision at a later date.

On December 19, 1912, the Commission received a letter from the superintendent of The Missouri Pacific Railway Company, stating that the railway company had in every way satisfied the complaint by installing a caretaker for the depot, providing for lighting and heating of the station, flagging trains, and rendering assistance in loading and unloading express.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 39

JOHN J. SERRY, PETITIONER,

VS.

THE DENVER & RIO GRANDE RAILWAY COMPANY,
DEFENDANT.

ALLEGED UNREASONABLE RATES ON LUMBER, COAL PROPS, AND CAR-DOOR BOARDS FROM VARIOUS STATIONS ON THE DENVER & RIO GRANDE RAILROAD TO CANON CITY, CHANDLER, COLORADO SPRINGS, VICTOR, PUEBLO, AND FLORENCE, COLORADO. REPARATION SOUGHT IN THE SUM OF \$2,056.22.

Submitted November 26, 1912.

Pending.

On August 6, 1912, a petition was filed with the Commission, signed by John J. Serry, of Canon City, Colorado, setting forth numerous shipments of lumber, coal props, and car-door boards from points on Marshall Pass, on the line of the Denver & Rio Grande Railroad, to Canon City, Chandler, Colorado Springs, Victor, Pueblo, and Florence, Colorado, and alleging unreasonable rates charged on same by the defendant railroad company.

The case was heard November 26, 1912, before the Commission, all members being present, and submitted without argument. The Commission took the case under advisement, to render a decision at a later date.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 40

HARRY C. MCKIBBIN, PETITIONER,

VS.

THE CHICAGO, BURLINGTON & QUINCY RAILROAD COM-
PANY, DEFENDANT.

PETITION FOR SIDETRACK AND FLAG STATION AT
LAURA, COLORADO.

Pending.

On September 12, 1912, a petition was filed with the Commission, signed by H. C. McKibbin, of the town of Laura, Colorado, asking that the defendant, The Chicago, Burlington & Quincy Railroad Company, be required to establish a flag station at Laura, Colorado, where passenger trains may be stopped for the purpose of letting off or taking on passengers, and that it be required to place a sidetrack at the town of Laura, where freight may be shipped and received, and where cars may be loaded for shipment.

The complaint was served on the defendant railroad company, and the case set down for hearing February 3, 1913, at 10 o'clock a. m.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 41

CITY OF GLENWOOD SPRINGS, COLORADO, PETITIONER,
vs.
THE COLORADO MIDLAND RAILWAY COMPANY AND THE
DENVER & RIO GRANDE RAILROAD COMPANY,
DEFENDANT.

ALLEGED UNREASONABLE RATE ON COAL FROM SOUTH
CANON, COLORADO, TO GLENWOOD SPRINGS, COLO-
RADO, VIA COLORADO MIDLAND RAILWAY COM-
PANY, AND UNREASONABLE SWITCHING CHARGE
BY THE COLORADO MIDLAND RAILWAY COMPANY
AND THE DENVER & RIO GRANDE RAILROAD COM-
PANY.

Pending.

On September 23, 1912, a petition was filed with the Commission, signed by E. E. Drach, mayor of Glenwood Springs, Colorado, alleging unreasonable rate on coal from South Canon, Colorado, to Glenwood Springs, Colorado, via The Colorado Midland Railway Company, and unreasonable switching charge by The Colorado Midland Railway Company and The Denver & Rio Grande Railroad Company.

The complaint was served on the defendant carriers, and the case was set for hearing January 8, 1913, at Glenwood Springs, Colorado.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 42

C. W. DURBIN, REPRESENTING A. I. LINDSEY, OF AGUILAR,
COLORADO, PETITIONER,

vs.

COLORADO & SOUTHERN RAILWAY COMPANY, DEFENDANT.

ALLEGED UNREASONABLE RATE ON A SHIPMENT OF
LUMBER FROM DENVER, COLORADO, TO AGUILAR,
COLORADO. REPARATION SOUGHT IN THE SUM OF
\$16.50, WITH INTEREST.

Pending.

On October 5, 1912, petition was filed with the Commission, signed by A. I. Lindsey, of Aguilar, Colorado, alleging an unreasonable rate on a shipment of lumber from Denver, Colorado, to Aguilar, Colorado. Lumber was shipped at the rate of 18 cents per hundred. A rate of 12½ cents per hundred is sought, with a minimum weight of 30,000 pounds, the difference amounting to \$16.50; for which amount reparation is sought, with interest, from August 12, 1910.

The matter was referred to the defendant railway company, which filed its answer, and the case was set down for hearing February 4, 1913.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 43

C. W. DURBIN, REPRESENTING E. W. EDDY, OF WEST CLIFFE,
COLORADO. PLAINTIFF,

vs.

THE DENVER & RIO GRANDE RAILROAD COMPANY,
DEFENDANT.

Submitted November 15, 1912. Decided November 15, 1912.

ALLEGED UNREASONABLE RATES AND DEMANDING
REPARATION

FINDINGS AND ORDER OF THE COMMISSION

On October 9, 1912, complainant filed his complaint herein, and alleged:

First—Complainant is located at West Cliffe, Colorado, and is engaged in the general merchandise business.

Second—That defendant is a common carrier, engaged in the transportation of passengers and property, by railroad, between points in the State of Colorado, and is subject to the provisions of the Act to Regulate Common Carriers.

Third—Complainant, in the course of his business, receives carload shipments of cement and plaster from Portland and Concrete, Colorado, over the line of the defendant; that for such shipments complainant is compelled to pay a rate of 17 cents per hundred pounds; that the rate of 17 cents per hundred pounds from Portland and Concrete to West Cliffe, Colorado, is unjust and unreasonable; that a just and reasonable rate would be 12 cents per hundred pounds; that plaintiff made shipments of the aggregate weight of 190,480 pounds; that for the transportation of the aforesaid shipments complainant was compelled to pay the unreasonable rate of 17 cents per hundred pounds, aggregating the

amount of \$323.92; that said rate of 17 cents per hundred pounds was, and is still, unjust and unreasonable, and unjustly discriminating, and unduly preferential and prejudicial, and in violation of the Act to Regulate Common Carriers.

Plaintiff asks that defendant be ordered to cease and desist from the aforesaid violation of the law, to the full extent thereof; that defendant be ordered to establish a rate of 12 cents per hundred pounds; to pay the complainant, by way of reparation, the amount of \$95.25, and interest.

The defendant, by way of answer to plaintiff's complaint, admits the allegations contained in the first paragraph herein; admits that it is a common carrier and, as such, is subject to the Act to Regulate Common Carriers to such extent as common carriers are generally subject; admits the allegations set forth in the third paragraph of said complaint with reference to the receipt, by the complainant, of carload shipments of cement and plaster, from Portland and Concrete, Colorado, and also with reference to the rate exacted by defendant, and paid by the complainant, on such shipments; denies that said rate is either unjust or unreasonable; denies that 12 cents per hundred pounds would be either a just or a reasonable rate. Defendant denies that the rate exacted for the transportation of the commodity referred to in said complaint was in any manner or to any extent in violation of the act referred to in said complaint.

Defendant asks that plaintiff's complaint herein be dismissed.

The hearing in this case was set for November 15, 1912, at the office of the Commission in Denver. On this date the case was called for hearing, all the members of the Commission being present. Mr. C. W. Durbin appeared as counsel for the plaintiff, and Mr. E. N. Clark appeared as counsel for the defendant company. When the case was called for hearing on the date set, as stated above, Mr. E. N. Clark, on the part of the defendant railroad company, and Mr. C. W. Durbin, as attorney for the plaintiff, agreed, in the presence of the Commission, as follows:

That the Commission might enter an order herein, reducing the said 17-cent rate to 15 cents per hundred pounds, and that the Commission might enter an order against the defendant company for reparation to the extent of 2 cents per hundred pounds on the shipments complained of in the complaint herein, said total shipments amounting, in the aggregate, to 190,480 pounds. This agreement was made as a compromise, and in lieu of the taking of testimony to establish whether or not the said rate was unjust, unreasonable, preferential, or prejudicial, and whether plaintiff was entitled to reparation. Therefore, in view of the facts herein stated, and in view of the understanding and agreement entered into herein, by the respective parties thereto, the following order is entered:

ORDER

It is ordered that the defendant, The Denver & Rio Grande Railroad Company, be, and it is hereby, notified to cease and desist, on or before the 16th day of December, 1912, and during a period of two (2) years thereafter, from charging, demanding, collecting, or receiving for the transportation of cement and plaster from Portland and Concrete, Colorado, to West Cliffe, Colorado, its present rate of 17 cents per hundred pounds, and to publish and charge, on or before the 16th day of December, 1912, and during a period of at least two (2) years thereafter, to collect and receive, for the transportation of said cement and plaster from Portland and Concrete, Colorado, to West Cliffe, Colorado, a rate not exceeding 15 cents per hundred pounds, carloads; and said defendant is hereby permitted to make said rate effective after three (3) days' notice to the public and to the Commission.

Also, the defendant, The Denver & Rio Grande Railroad Company, is hereby ordered to, on or before the 16th day of December, 1912, pay to the said plaintiff, E. W. Eddy, by way of damages or reparation, the amount of 2 cents per hundred pounds, on the aggregate amount of 190.480 pounds, being the aggregate amount of the shipments shipped by plaintiff, being the amount of \$38.10, together with six per cent (6%) interest per annum thereon.

By order of the Commission:

AARON P. ANDERSON,
SHERIDAN S. KENDALL,
DANIEL H. STALEY,

Commissioners.

Dated at Denver, Colorado, November 15, 1912.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 44

C. W. DURBIN, REPRESENTING A. I. LINDSEY, OF AGUILAR,
COLORADO, PETITIONER.

VS.

THE COLORADO & SOUTHERN RAILWAY COMPANY,
DEFENDANT.

ALLEGED OVERCHARGE ON AN L. C. L. SHIPMENT OF
CAST-IRON PIPE FROM PUEBLO, COLORADO, TO
AGUILAR, COLORADO.

Pending

On November 15, 1912, a petition was filed with the Commission, signed by A. I. Lindsey, of Aguilar, Colorado, alleging an overcharge of 18 cents per hundred pounds on an L. C. L. shipment of cast-iron pipe, weighing 2,130 pounds, from Pueblo, Colorado, to Aguilar, Colorado, shipped May 10, 1910, and in which reparation is sought in the sum of \$3.83. The matter was referred to the defendant railroad company, which filed its answer December 5, 1912, in which it states that the rate fixed by classification and tariff for the transportation of said pipe from Pueblo to Aguilar was just and reasonable, and the legal rate applicable to such shipments, and asked for the dismissal of the case.

Hearing was set for February 4, 1913, at the office of the Commission.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 45

C. W. DURBIN, REPRESENTING THE YAMPA VALLEY COAL
COMPANY, PETITIONER.

VS.

THE DENVER, NORTHWESTERN & PACIFIC RAILWAY
COMPANY, AND D. C. DODGE AND S. M. PERRY, RECEIVERS
THEREOF, DEFENDANT.

ALLEGED OVERCHARGE ON A SHIPMENT OF MINE CARS
FROM DENVER, COLORADO, TO OAK CREEK, COLO-
RADO.

Pending

On November 15, 1912, a petition was filed with the Commission, signed by L. B. Cannon, general manager of the Yampa Valley Coal Company, alleging an overcharge on a shipment consisting of two carloads of mine cars or pit cars from Denver, Colorado, to Oak Creek, Colorado, at 79 cents per hundred, weighing 42,400 pounds, aggregating the amount of \$334.96, plus \$12 switching charge; total, \$346.96. Reasonable rate declared to be 30 cents per hundred, and reparation sought in the sum of \$207.67, with interest from January 22, 1912.

The matter was referred to the defendant railway company and the receivers thereof. Their answer was filed December 6, 1912, denying that the rate assessed was unjust or unreasonable, and declaring it to be the legal rate in effect at the time shipment moved; and asking for the dismissal of the case.

Case set for hearing January 20, 1913, at the office of the Commission.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 46

LONG BROTHERS, PER C. M. LONG, PETITIONER.

VS.

THE DENVER & RIO GRANDE RAILROAD COMPANY,
DEFENDANT.

ALLEGED UNREASONABLE RATE ON COAL FROM BALDWIN,
COLORADO, TO MONTROSE, COLORADO

Pending

On November 22, 1912, a petition was filed with the Commission, signed by Long Brothers, of Montrose, Colorado, alleging unreasonable rates on coal from Baldwin coal mines to Montrose, Colorado.

The complaint was not properly drawn, the petitioner omitting to state that any violation had been made, and, as the question involved the lowering of a freight rate, the petition was returned with instructions as to the manner in which to proceed.

BEFORE THE
STATE RAILROAD COMMISSION OF COLORADO

Case No. 47

THE ELBERT COUNTY CHAMBER OF COMMERCE, A CORPORATION, AND THE EASTONVILLE CHAMBER OF COMMERCE, PETITIONERS,

vs.

THE COLORADO & SOUTHERN RAILWAY COMPANY,
A CORPORATION, DEFENDANTS.

ACTION PETITIONING THE COLORADO & SOUTHERN RAILWAY COMPANY TO MAINTAIN AND OPERATE ITS MAIN LINE OF BROAD-GAUGE RAILROAD FROM EASTONVILLE, COLORADO, TO COLORADO SPRINGS, COLORADO, AND TO ESTABLISH A REGULAR SCHEDULE OF FREIGHT AND PASSENGER TRAINS BETWEEN SAID POINTS.

Pending

On December 23, 1912, a petition was filed with the Commission by Omar E. Garwood and Jacob V. Schaetzel, with a prayer that an order be entered by the Commission directing The Colorado & Southern Railway Company to maintain and operate its main line of broad-gauge railway from Eastonville to Colorado Springs, to the end that train service be established from Parker, Elizabeth, Elbert, and Eastonville, Colorado, to Colorado Springs, Colorado; and that the defendant company be directed and required to establish a regular schedule of freight and passenger trains between Eastonville, Colorado, and Colorado Springs, Colorado, and that the said line of railway be operated continuously and with regularity.

The complaint was served upon the defendant railway company, giving them twenty (20) days to satisfy the complaint, or answer by January 23, 1913.

PART III

PETITIONS AND INFORMAL
COMPLAINTS

INFORMAL COMPLAINTS

51

Chicago, Rock Island & Pacific Railroad Company asks permission to make reparation to Rapson Coal Mining Company of overcharge of 90 cents per ton on a shipment of rails and fastenings from Minnequa to Roswell, Colorado. Reparation authorized by the Commission.

52

Complaint was made by the Bartlett Lumber Company, of Greeley, Colorado, alleging unreasonable rates on concrete irrigation pipe, drain tile, headgates, and articles of similar description and value, from Greeley to points on the Colorado & Southern Railway north of Denver. They were advised that the Commission did not take the initiative in such matters by asking the railroads to establish a certain rate, but could only do so after a hearing. They were asked to file a formal complaint, which they refused to do.

53

Permission was granted the Colorado Midland Railway Company and the Atchison, Topeka & Santa Fe Railway Company to make reparation of \$107.42 overcharge to the Western Electric Company on a shipment of old second-hand telephone material, shipped from Glenwood Springs to Denver at the rate of \$208.80, on account of no specific rating on a shipment of this nature authorized in Western Classification.

54

Complaint was received from A. Schneider, of Channing, Texas, of unreasonable rates on a carload shipment (commodity not mentioned) from Channing, Texas, to Blanca, Colorado. The shipment being interstate, he was referred to the Interstate Commerce Commission.

55

Complaint was received from Ludwig Blau, Flagler, Colorado, alleging overcharge on a chest shipped from Hanover, Kansas, to Flagler, Colorado. The shipment was interstate, but complainant was shown that the rate complained of was made up by express rate, Hanover to Denver via Adams Express, and Denver to Flagler via United States Express, and was referred to the Interstate Commerce Commission.

56

Complaint was received from Dr. John A. Rawlins, Boulder, Colorado, of an alleged overcharge on a shipment of household

goods and one automobile (not crated) from Boulder, Colorado, to Ionia, Iowa. Shipment being interstate, he was referred to the Interstate Commerce Commission.

57

Complaint was received from P. B. McKown against The Manitou & Pike's Peak Railway Company, alleging overcharge on two cash fares from Manitou to summit of Pike's Peak and return. Regular fare was \$5. A special "Booster" excursion was run under the auspices of the Colorado Springs Chamber of Commerce, which had a limited number of tickets to sell at \$1.65 for the round trip. Parties did not get these tickets, and after boarding train full fare was collected. Recommendation by the Commission that the difference between the fare charged and the excursion rate be returned.

58

Complaint was received from J. W. Henderson, of Denver, from Pine Grove, Colorado, stating a washout had occurred between Breckenridge and Denver, and the railroad refused to transport passengers, among whom were women and children, a distance of ten miles where they could get a train into Denver; also, that the railroad refused to pay for meals of passengers detained; also, the railroad refused to haul passengers back to Breckenridge, free of charge. The matter was taken up with the officials of the Colorado & Southern Railway Company, who agreed to return all passengers, desiring to return, to Leadville, free of charge, that afternoon, and the agent at Pine Grove was instructed to care for others at the company's expense. The railroad company advised that the washout would be repaired and the trains running next day.

59

Complaint was received from H. L. Cooley that the Denver & Rio Grande Railroad Company had misrepresented a position to him at Pagosa Springs, Colorado, and asked for free transportation from that point to Denver, from where he had gone to investigate the position offered. He was advised that the Commission had no authority to adjust claims of this nature.

60

Complaint was received from Harry H. Schott, Rocky Ford, Colorado, alleging overcharge on a carload of emigrant movables from Lily, South Dakota, to Rocky Ford, Colorado. Shipment being interstate, he was referred to the Interstate Commerce Commission.

61

Complaint was received from D. E. Sampson, Longmont, Colorado, alleging overcharge on a carload of emigrant movables from Merriam, Nebraska, to Longmont, Colorado. Shipment was interstate, and he was referred to the Interstate Commerce Commission.

62

Complaint was received from Albert Allen, Colorado City, Colorado, that he was unable to secure through joint rates on coal from Routt County mines to Colorado Springs and Colorado City. He was advised that the Commission was without power to order joint or through rates.

63

Complaint was received from W. S. Gallion, of Granite, Colorado, that he was unable to get cars for loading timber at Pine Creek, Colorado. The Denver & Rio Grande Railroad officials were notified, and cars were promptly furnished.

64

Complaint was received from John F. Forrest, Leadville, Colorado, against the Colorado Midland Railway Company for injuries sustained while in their employ as fireman, and asking the Commission to aid him in collecting damages. He was advised that this was a damage suit, over which the Commission had no jurisdiction.

65

Complaint was received from Major J. E. Normoyle, quartermaster U. S. A., at St. Louis, Missouri, alleging unreasonable fare on the Denver & Rio Grande Railroad from Denver to Fort Logan, Colorado. He was advised that a rate or fare could be changed only after a hearing, and blank forms for filing a formal complaint were forwarded to him.

66

Complaint was received from the Fowler State Bank, Fowler, Colorado, of an overcharge on a shipment of bond drafts from Denver to Fowler by Wells Fargo & Co. The matter was referred to the express company, which stated that the claim was just and authorized a settlement.

67

Complaint was received from Emil W. Pfeiffer, State Bank Commissioner, stating that a clerk of the Union Pacific Railroad Company had made error in selling him round-trip tickets Denver

to San Francisco and return via Los Angeles and San Diego. He was advised that the tariff rate must apply, and that the trip was interstate; and he was referred to the Interstate Commerce Commission.

68

Complaint was received from the Colorado Springs Chamber of Commerce of the Colorado & Southern Railway Company having abandoned service between Eastonville and Colorado Springs, Colorado, November 1, 1911. The Chamber of Commerce was advised of the precedent the Breckenridge Chamber of Commerce case would establish, the same question being involved, and that a decision and order in said case had been made, from which an appeal had been taken to the District Court of the City and County of Denver. The case was not pursued further, pending decision of the court.

69

Complaint was made by the Fort Collins Local No. 209, Co-operative Farmers' Union, against alleged excessive rates on coal from Northern coal mines situated on the lines of the Colorado & Southern Railway and the Union Pacific Railroad, in northern Colorado, to Fort Collins, Colorado. Parties were advised that the Commission could change a rate only after a hearing, and advised filing their formal complaint.

70

Claim was made by C. W. Durbin, Denver, Colorado, against the Atchison, Topeka & Santa Fe Railroad Company for an alleged overcharge on six shipments of granite from Denver to Lamar, Colorado. The matter was taken up with the railway company, and the claim adjusted.

71

Claim was made by C. R. Graves, New Raymer, Colorado, against the Chicago, Burlington & Quincy Railroad Company for an alleged overcharge on a shipment of hay from Sterling, Colorado, to New Raymer, Colorado. The matter was taken up with the railroad company, and the claim adjusted.

72

Complaint was made by Mrs. Frank Tyler, Boulder, Colorado, against the Globe Express Company for an alleged failure of the express company to put off a prepaid package at Allison, Colorado. The express company explained that the delay was occasioned by train not stopping at Allison, at which point there is no agent.

and package was carried to Ignacio, the next station beyond, from where it was returned the next day to Allison. No one being there to get it, the original mark "Allison" was erased and the box addressed "Ignacio," where it was sent, lying at that point until investigated by the Commission.

73

Complaint was made by the Western Clay and Manufacturing Company, of Denver, Colorado, against an alleged unreasonable switching charge by the Denver, Northwestern & Pacific Railway Company at Denver. The matter was referred to the railway company, and the switching charge was reduced 10 cents per ton.

74

Complaint was made by W. W. Goff et al. of the facilities at Vona, Colorado, situated on the Chicago, Rock Island & Pacific Railroad in eastern Colorado, and petitioning for a night agent at that station. The matter was investigated by the Commission, and they were of the opinion that the facilities furnished were adequate in proportion to the amount of business done.

75

Complaint was made by George E. Huey, of Yuma, Colorado, of an alleged unreasonable charge made by the Chicago, Burlington & Quincy Railroad Company on a shipment of ice from Wray, Colorado, to Yuma, Colorado. Their rate was compared to a commodity rate on ice from Cambridge, Nebraska, to Wray and Hyde, Colorado. Complainant was advised that this shipment took the Class "E" rate for a distance of thirty miles, and that, if any amount of ice were to be shipped, to apply to the railroad company for a commodity rate.

76

Complaint was made by the Boulder Creamery Company of an unreasonable charge made by the Adams Express Company on shipments of butter and eggs from Haxtun and Fleming, Colorado, to Denver, Colorado. The matter was referred to the express company, and the rates were reduced 15 cents per 100 pounds.

77

Claim was made by C. W. Keith, of Denver, Colorado, for an overcharge on a car of fertilizer shipped by the Chicago, Burlington & Quincy Railroad Company from Wiggins, Colorado, to Denver, Colorado, amounting to \$25.40. The matter was referred to the railroad company, and refund was made.

78

Claim was made by J. C. Sanders, Allison, Colorado, against the Globe Express Company for an alleged overcharge on a shipment of dressed pork from Allison, Colorado, to Juanita, Colorado. The express company explained by stating that both points were non-agency stations, not permitting of weighing, and weight was estimated by messenger. Claim was settled by charging tariff rate at weights given by shipper.

79

Complaint was made by E. W. Moutray, of Whitewater, Colorado, against the Denver & Rio Grande Railroad Company for rate of $82\frac{1}{2}$ cents per cwt. charged on one portable house on wheels from Montrose to Whitewater, Colorado. He was advised that tariff rate had been assessed, but that, if wheels had been removed, rate would have been 55 cents per cwt.

80

Request was made by the Salida Commercial Club for rate of 12 cents per cwt. on hay, via Denver & Rio Grande Railroad from Salida to Pueblo, Colorado, in order to move the surplus crop. The matter was taken up with the railroad company, and the 12-cent rate published, being a reduction of 80 cents per ton.

81

Complaint was made by the O. L. Davis Lumber Company against the Atchison, Topeka & Santa Fe Railway Company for an alleged overcharge on one shipment of cement from Portland to Jansen, Colorado. The Commission started investigation, but later received word from the lumber company to withdraw its complaint.

82

Complaint was made by Mr. John Dickey, representing the Grand Opera House Film Company, of Pueblo, against the Globe Express Company for an alleged delay in delivery of moving-picture films at Monte Vista, Colorado. Express shipment was regular. Claim was for damages, over which the Commission had no jurisdiction.

83

Complaint was made by Ben Grimes, of the Denver Metal Company, alleging discrimination, as to localities, practiced by the Colorado & Southern Railway Company and the Union Pacific Railroad Company in rates on scrap iron from Denver to Pueblo, Colorado, as against the rates on said commodity from Denver to

Boulder. He was advised to file a formal complaint, which he did. (See case No. 35.)

84

Complaint was made by Robert Bassett, of Grand Junction, Colorado, alleging the fare of \$13.70 from Canon City, Colorado, to Grand Junction, Colorado, via the Denver & Rio Grande Railroad, as being unreasonable. He was advised that the fare was \$14 to Grand Junction from Denver, Colorado Springs, Pueblo, and Florence; 30 cents being the local fare from Florence to Canon City. He was advised that the legal fare had been assessed, which, if he deemed unreasonable, could only be determined after a hearing, as provided in section 15 of the act, and his only recourse would be to file a formal complaint.

85

Complaint was made by A. H. Root and several other residents of Chivington, Colorado, situated on the Missouri Pacific Railway, for an agent at that town. After much correspondence, they decided to file a formal complaint and bring the matter to a hearing. (See Case No. 38.)

86

Complaint was made by the Bartlett Lumber Company, of Greeley, Colorado, of alleged unreasonable rates charged by the Great Western Railway Company and the Union Pacific Railroad Company, on concrete pipe, drain tile, and headgates from Greeley, Colorado, to stations on the Great Western Railway from Gates to Bruce, Colorado, inclusive. After much correspondence, a meeting was arranged, before the Commission, between Mr. Bartlett and the officials of the railroad company, with the result that a lower rate was later published, and Mr. Bartlett advised.

87

Claim was made by G. E. Myers, of Akron, Colorado, against the Chicago, Burlington & Quincy Railroad Company for alleged charge for overweight on a shipment of emigrant movables from Bancroft, Nebraska, to Akron, Colorado. Shipment was interstate, and he was referred to the Interstate Commerce Commission.

88

Complaint was made by C. W. Durbin, representing J. H. Haskins, of Divide, Colorado, against the Colorado Midland Railway Company for alleged overcharge on a shipment of household goods from Divide to Ruedi, Colorado, amounting to \$6.80. The matter was referred to the railroad company. They explained

that the shipment moved on May 2, 1910, and rate contended for by Mr. Durbin, which made the difference sought in reparation, did not become effective until October 1, 1910.

89

Complaint was made by C. O. Dodder, of Keota, Colorado, against the Chicago, Burlington & Quincy Railroad Company, alleging an overcharge on a shipment of hay from Sterling to Keota, Colorado, amounting to \$12. The matter was taken up with the railroad company, and refund was made.

90

Complaint was made by C. O. Dodder, of Keota, Colorado, against the Chicago, Burlington & Quincy Railroad Company, alleging an overcharge on a shipment of emigrant movables from Olin, Iowa, to Keota, Colorado. The shipment was interstate, but the Commission found upon investigation that the legal rate had been assessed.

91

Complaint was made by Harris Brothers, of Padronia, Colorado, against the Chicago, Burlington & Quincy Railroad Company for a depot at that station. They were advised of the manner in which to proceed by filing a formal complaint.

92

Complaint was made by A. A. Salazar & Son, of San Luis, Colorado, against the Denver & Rio Grande Railroad Company, alleging overcharge on a shipment of lumber, sash, and doors from Denver to Fort Garland, Colorado. The matter was taken up with the railroad company, and refund was made.

93

Complaint was made by C. W. Durbin, representing Mrs. H. J. Young, of Holyoke, Colorado, against the Chicago, Burlington & Quincy Railroad Company for alleged shortage of 5,690 pounds of coal shipped from the Big Four mine to Holyoke, Colorado. Reparation sought in the sum of \$9.96. Case is under investigation by the railroad company and still pending.

94

Complaint was received from James Eastman, of Galatea, Colorado, against the Missouri Pacific Railway Company for an alleged overcharge on a shipment of emigrant movables from Galatea, Colorado, to Carthage, Illinois. Upon investigation, the

Commission found no overcharge had been made. Complainant supposed rate would be the same from Carthage, Illinois, to Galatea, Colorado, as from Galatea to Carthage. It was explained that railroad companies make commodity rates on emigrant movables from East to West in order to invite settlers into this country; in addition, the shipment was interstate, over which the Commission had no jurisdiction.

95

Complaint was made by the Greeley Gas and Fuel Company against the Colorado & Southern Railway Company and the Union Pacific Railroad Company, alleging excessive rates on coal from Trinidad district to Greeley, Colorado. The matter was referred to the railroad companies, respectively, and they submitted a statement in justification of the rates charged. This statement was referred to the Greeley Gas and Fuel Company, they advising that, if they decided to pursue the matter further, a formal complaint would be filed.

96

Complaint was made by Edwin J. Serry, of Marshall Pass, Colorado, against the Denver & Rio Grande Railroad Company, alleging a shortage of cars at Marshall Pass for loading logs. The matter was taken up with the railroad company, and cars were immediately furnished.

97

Complaint was made by C. W. Durbin, representing the Monarch Mercantile Company, of Victor, Colorado, against the Colorado Springs & Cripple Creek District Railway Company, alleging an overcharge on a shipment of liquor in cases from Denver to Victor, Colorado. The matter was referred to the railroad company, and it was found that no overcharge had been made.

98

Complaint was made by H. J. Meyers, of Eastonville, Colorado, against the Colorado & Southern Railway Company of the service on its Eastonville branch. The matter was investigated, and it was found that lack of service was caused by a flood, and the track was being repaired as rapidly as possible.

99

Complain was made by C. W. Durbin, representing the Merchants' Biscuit Company, against the Colorado & Southern Railway Company for an alleged overcharge on shipments of empty cracker cars from Colorado Springs and Pueblo to Denver, Colorado. The matter was referred to the railroad company, and it

submitted a statement in justification of the rate assessed, which was the published rate.

100

Complaint was made by C. W. Durbin, representing the Boulder Independent Iron Works, against the Colorado & Southern Railway Company for an alleged overcharge on four shipments of castings from Denver and Longmont, Colorado, to Boulder, Colorado. Complainant asked for fourth-class rate, and based his overcharge on this rate. Found that proper rating of first-class had been assessed.

101

Complaint was made by C. W. Durbin, representing the Wray Lumber Company, against the Chicago, Burlington & Quincy Railroad Company for an alleged overcharge on a shipment of a car of coke from Denver to Wray, Colorado, in November, 1910. The matter was referred to the railroad company, and legal rate was found to have been assessed.

102

Complaint was made by M. M. Dickson, of Yuma, Colorado, against the Chicago, Burlington & Quincy Railroad Company for an alleged overcharge on a shipment of ice from Yuma to Wray, Colorado, and on a shipment of hay from Yuma to Denver, and from Yuma to Brush, Colorado. It was found that rate on hay, Yuma to Brush, exceeded tariff rate one-half cent per cwt., and settlement was made. Proper rate had been assessed on hay, Yuma to Denver. Proper rate on ice had been assessed, Yuma to Wray; however, this rate was a distance rate on Class "E," which was necessarily charged in the absence of a commodity rate.

103

Complaint was made by C. W. Durbin, representing the Fry & McGill Motor Supply Company, against the Colorado & Southern Railway Company for an alleged overcharge on a shipment of motorcycles from Denver to Platte Ranch Spur, Colorado. The matter was investigated, and it was found that legal rate had been assessed.

104

Complaint was made by C. W. Durbin, representing the Davis-Bridaham Drug Company, against the Denver & Rio Grande Railroad Company for an alleged overcharge on a shipment of thirty-eight empty jacket cans returned from Rifle to Denver, Colorado, consigned to Davis-Bridaham Drug Company. Found that proper classification and rate had been applied.

105

Complaint was made by C. W. Durbin, representing the Kindel Bedding Company, of Denver, Colorado, against the Chicago, Burlington & Quincy Railroad Company for an alleged overcharge on a shipment of rugs from Longmont to Denver, Colorado. The matter was referred to the railroad company, and is under investigation.

106

Complaint was made by the Denver Fire Clay Company against the Denver & Inter-Mountain Railway Company for an alleged error in switching charges, amounting to \$16.48. The matter was investigated, and as there seemed to be a misunderstanding on each side, the Commission recommended each company pay one-half of the amount involved, and the claim was settled on this basis.

107

Claim was made by the Salina Produce Company, of Salina, Kansas, against the Missouri Pacific Railway Company for the return of \$9 demurrage accrued on a car of corn refused at Sugar City, Colorado; said car of corn originating at Superior, Nebraska. Shipment was interstate, but demurrage accrued in Colorado. The matter is now under investigation by W. E. Backensto, commissioner of the Colorado Car Service Bureau.

108

Complaint was made by Evalyn Walker, of Las Animas, Colorado, against the Atchison, Topeka & Santa Fe Railway Company for an alleged overcharge on a mixed shipment of household goods and corn from Champagne, Illinois, to Las Animas, Colorado. Shipment being interstate, complainant was referred to the Interstate Commerce Commission.

109

Complaint was made by C. W. Durbin, representing A. I. Lindsey, of Aguilar, Colorado, against the Colorado & Southern Railway Company for an alleged overcharge on a shipment of cast-iron pipe from Pueblo to Aguilar, Colorado. The matter was taken up with the railroad company, but a settlement could not be effected, and a formal complaint was filed. (See Case No. 44.)

110

Complaint was made by the E. G. Bettis Coal Company, of Canon City, Colorado, against the Atchison, Topeka & Santa Fe Railway Company for an alleged unreasonable switching charge

on brick from Canon City to the spur of the mine of the Diamond Fire Brick Company, a distance of about three miles. The matter was referred to the railroad company, which published a lower rate, and refunded on basis of this rate on the shipment complained of.

111

Protest was received from the Bartlett Lumber Company, of Greeley, Colorado, against the making effective, as published, of Union Pacific Railroad Company's Supplement No. 17 to joint tariff Union Pacific G. F. O. No. 12,908, Great Western Railway No. 58-F, naming rates on classes and commodities between Denver and stations in Colorado on the Union Pacific and Great Western Railways, issued September 18, 1912; effective October 25, 1912. Complainant was advised that there was nothing in the law under which the Commission was acting, authorizing it to prevent a railroad company from filing its tariffs and making effective rates upon which it gives thirty days' notice to the Commission and to the public. If the rates were deemed to be unreasonable, complainant's recourse would be a hearing before the Commission.

112

Complaint was made by W. H. Keesee, of Haxtun, Colorado, against the Chicago, Burlington & Quincy Railroad Company, alleging inadequate facilities and lack of service. The matter was taken up with the railroad company, with the result that a turn-table was installed at Holyoke, Colorado, and better service afforded.

113

Complaint was made by J. H. Orr, of Fowler, Colorado, against the Atchison, Topeka & Santa Fe Railway Company, alleging an overcharge on a shipment of emigrant movables from Hobart, Oklahoma, to Fowler, Colorado. Shipment being interstate, complainant was referred to the Interstate Commerce Commission.

114

Complaint was made by the Chalmers, Galloway & Wadley Livestock Company, and others, of Fairplay, Colorado, against the Colorado & Southern Railway Company, alleging inadequate facilities. The matter was referred to the railroad company, and a lengthy statement submitted by Mr. A. D. Parker, vice-president, and Mr. H. L. Moyer, agent at Fairplay, Colorado, from which statement it appeared that the complaint was not well founded.

115

Claim was made by H. R. Nelson, of Columbia, Missouri, against the Denver & Rio Grande Railroad Company for one-half

the amount paid for a full-fare ticket from Paonia, Colorado, to Denver, Colorado, account of fruit-pickers' rates. The matter was investigated, and it was found that party left Denver before the rates were put into effect and did not comply with the requirements of the contract; that his employment as a fruit-picker was incidental to his visit to the western slope, and every term of the contract had been violated.

116

Complaint was made by the Foster Lumber Company, of Kansas City, Missouri, against the Union Pacific Railroad Company for an alleged overcharge in weight on a shipment of lath from Orchard, Colorado, to Hudson, Colorado. The matter was investigated, and the railroad company was instructed to settle the claim on basis of actual weight.

117

Complaint was made by G. E. Mattison, of Dolores, Colorado, against the Rio Grande Southern Railway Company, alleging unreasonable rate on coal from Mancos, Colorado, to Dolores, Colorado. Complainant was advised that this case would involve the question of lowering a rate, which could be determined only after a hearing, following the filing of a formal complaint.

118

Complaint was made by R. Q. Tenney, secretary and treasurer of the Farmers' Educational and Co-operative Union of America, Fort Collins, Colorado, against the Colorado & Southern Railway Company, alleging unreasonable rates on coal from mines twenty-three miles north of Fort Collins to Fort Collins, Colorado. Complainant was advised that this case would involve the question of lowering a rate, which could be determined only after a hearing, following the filing of a formal complaint.

119

Complaint was made by C. W. Durbin, representing the Fry & McGill Motor Supply Company, against the Denver & Rio Grande Railroad Company, alleging an overcharge on a shipment of motorcycles from Denver to Baldwin, Colorado. The matter was referred to the railroad company, and is now under investigation.

PART IV

EMERGENCY REQUESTS

EMERGENCY REQUESTS

The following is a detailed statement of authorities granted to install emergency rates.

It will be noted, as a significant fact, that in all cases where any change has been made in an existing rate it has been a reduction, and in some instances the reduction has been about one-half. This will indicate the general tendency on the part of the railroads, since the creation of this Commission, to lower their rates.

In some instances authorities were granted where no rate had heretofore existed, and in some instances authorities have been denied where the Commission feared the same might work a discrimination.

Authority No.	Date 1911	
517	Jan. 5	Authorizing D. & R. G. R. R. to haul, free, one carload coal from Chicosa to Denver, account of Norma Home for Orphans, an eleemosynary institution.
518	Jan. 5	Authorizing D. L. & N. W. Ry. Co. to publish rate of one and one-third standard fares for round trip from all points on its line to Denver, Saturdays and Sundays, returning Sundays.
519	Jan. 6	Authorizing U. P. R. R. Co. to publish rate of 8 cents per cwt., carloads, on pickles, minimum 36,000 lbs., Fort Lupton to Denver.
520	Jan. 19	Authorizing U. P. R. R. Co. to publish commodity rate on concrete pipe from Greeley to stations locally in Colorado.
521	Jan. 9	Authorizing C. B. & Q. R. R. Co. to publish rate of 4 cents per cwt., carloads, on brick and fire-proofing, Longmont to Denver.
522	Jan. 12	Authorizing C. & S. Ry. Co. to publish rate of \$1.50 per net ton on coal, Crested Butte to Pitkin and Ohio City, Colo.
523	Jan. 13	Authorizing U. P. R. R. Co. to protect rate of 8 cents per cwt. on shipment of cattle which moved from Gowanda to Denver, Colo., November 7, 1910.
524	Jan. 16	Authorizing C. & S. Ry. Co. to publish rate of 13 cents per cwt., minimum weight 38,000 lbs., on cement, carloads, Minnequa to Longmont, Colo.
525	Jan. 16	Authorizing Adams Express Co. to make effective Jan. 16, 1911, Sup. No. 1 to C. R. C. No. 28, canceling through rates on milk and cream made by said tariff from Dillon, Dickey, Breckenridge, Kokomo, or Leadville to Denver.

Authority No.	Date 1911	
526	Jan. 17	Authorizing D. L. & N. W. R. R. Co. to publish rate of one and one-third fare for round trip Denver to Greeley, January 17, 1911, on account of Elk's excursion.
527	Jan. 18	Authorizing D. & R. G. R. R. Co. to publish rate of \$2.50 per ton on ice, carloads, from Pando to Hotchkiss, Colo.
528	Jan. 24	Authorizing C. B. & Q. R. R. Co. to publish rate of 80 cents per ton on coal, all kinds, carloads, Lafayette to Derby, Colo.
529	Jan. 24	Authorizing D. & R. G. R. R. Co. to publish rate of \$2 per ton, carlots, on zinc ore, from Villa Grove to Blende, Colo.
530	Jan. 28	Authorizing D. & R. G. R. R. Co. to publish rate of \$2 per ton, on ice, carloads, Leadville to Palisade.
531	Jan. 28	Authorizing D. & R. G. R. R. Co. to publish rate of 10 cents per cwt. mining machinery, carloads, Walsenburg to Tropic, and to protect under said rate all shipments of said commodity which moved on or since August 1, 1910.
532	Jan. 28	Authorizing D. & R. G. R. R. Co. to publish rate of 20 cents per cwt. on seed potatoes, carloads, from Colorado common points, Denver to Trinidad, both inclusive; to Delta and Montrose, both inclusive; also stations on North Fork Branch, Delta to Sommerset, inclusive.
533	Jan. 30	Authorizing D. & R. G. R. R. Co. to publish rate of \$2 per ton on ice, carloads, Gunnison to Ouray.
534	Feb. 1	Authorizing D. & R. G. R. R. Co. to publish rate of 38 cents per cwt, on petroleum and its oil products, carloads, Florence to Alamosa. Effective February 16, 1911.
535	Feb. 1	Authorizing D. & R. G. R. R. Co. to publish rate of 25 cents per cwt. on sugar-beet seed, carloads, Walsenburg to Monte Vista, Colo.
536	Feb. 1	Authorizing D. & R. G. R. R. Co. to publish rate of 25 cents per cwt. on sugar-making machinery, carloads, Walsenburg to Monte Vista, Colo.
537	Feb. 4	Authorizing D. L. & N. W. R. R. Co. to reissue Local Passenger Tariff No. P-4, C. R. C. No. 46, eliminating therefrom authority to sell tickets on Saturday, round trip from Greeley and all other stations on said road to Denver, at rate of one and one-third fares for round trip.
538	Feb. 6	Authorizing Midland Terminal Ry. Co. and C. S. & C. C. D. R. R. Co. to publish joint rate of 75 cents per ton on ice, carloads, Midland to Colorado Springs.

Authority No.	Date 1911	
539	Feb. 8	Authorizing D. & R. G. R. R. Co. to publish rate of 75 cents per ton on clay carloads, Engleville to Fuego, Colo.
540	Feb. 8	Authorizing D. & R. G. R. R. Co. to publish rate of \$3 per ton on ice, carloads, Gunnison to Hotchkiss, Colo.
541	Feb. 9	Authorizing D. L. & N. W. R. R. Co. to publish rates on pipe, concrete irrigation, concrete drain tile, concrete headgates, straight or mixed carloads, as follows: Greeley, 3 cents per cwt. to stations including Milliken, and grading up to 7 cents per cwt. at Celeryville, carlot, only.
542	Feb. 13	Authorizing G. J. & G. R. V. Ry. Co. to publish minimum weight of 30,000 lbs. on ice, carlots, between all points on their line.
543	Feb. 13	Authorizing D. & R. G. R. R. Co. to publish rate of \$3 per ton on ice, carloads, Gunnison to Somerset, Colo.
544	Feb. 14	Authorizing C. & S. Ry. Co. to publish rate of 3½ cents per cwt., carloads, on flour and articles taking flour rate, and 3½ cents per cwt. on less than carloads, same commodities, Fort Collins to Timnath, Colo.
545	Feb. 15	Authorizing C. M. Ry. Co. to include the term "Telegraph and Telephone Poles" in Commodity Item 13-A, in Amendment No. 6 to C. R. C. No. 18, Joint Freight Tariff No. 1940-C.
546	Feb. 15	Authorizing C. & S. Ry. Co. to publish rate of 3 cents per cwt. on brick, Boulder to U. S. Refining Spur, Colorado.
547	Feb. 15	Authorizing C. & S. Ry. Co. to publish rate of 5 cents per cwt. on brick, carloads, and 5 cents per cwt. on lumber, carloads, Denver to Platte Canon, Colo.
548	Feb. 18	Authorizing D. & R. G. R. R. Co. to publish a switching rate of 25 cents per ton, Durham to Grand Junction, Colo.
549	Feb. 17	Authorizing U. P. R. R. Co. to publish rate of 6 cents per cwt. on sand, carloads, Hardin to Denver; said rate being a reduction of 3 cents per cwt.
550	Feb. 17	Authorizing D. N. W. & P. Ry. Co. and D. & R. G. R. R. Co. to publish joint rate of \$1.40 per net ton on clay, carloads, Plastic to Pueblo, Colo.; said rate being a reduction of 70 cents per ton.

Authority No.	Date	1911
551	Feb. 20	Authorizing D. & R. G. R. R. Co. to publish rate of 10 cents per cwt. on car-door boards, carloads, Rouse to Tropic, Colo., and to protect under said rate all shipments which have moved since January 1, 1911; said rate being a reduction of 3 cents per cwt.
552	Feb. 20	Authorizing D. & R. G. R. R. Co. to publish rate of \$3 per ton on hay, carloads, Pleasanton to Denver; said rate being a reduction of \$1 per ton.
553	Feb. 20	Authorizing D. & R. G. R. R. Co. to publish rate of 25 cents per cwt. on canning machinery and equipment therewith, New Castle to Loma, Colo.; said rate being a reduction of 13 cents per cwt.
554	Feb. 20	Authorizing G. J. & G. R. V. R. R. Co. to publish rate of 4 cents per cwt. on petroleum, Grand Junction to Welch, Diehl, and Fruita; said rate being a reduction of 1, 2, and 4 cents per cwt., respectively.
555	Feb. 20	Authorizing C. & S. Ry. Co. to make effective rate of 8 cents per cwt. on alfalfa meal, carloads, Berthoud to Johnstown and Milliken; said rate being a reduction of 6 cents per cwt.
556	Feb. 21	Authorizing D. N. W. & P. Ry. Co. and D. & R. G. R. R. Co. to publish joint through rate of \$1.40 per net ton on clay, carloads, Plainview to Pueblo; said rate being a reduction of \$2 per ton.
557	Feb. 23	Authorizing D. & R. G. R. R. Co. and C. M. Ry. Co. to publish rate of 20 cents per cwt. on fuel oil, carlots, Florence to Grand Valley, Colorado points, Fruita and east; also to Somerset, Paonia, Hotchkiss, Delta, Montrose, and intermediate points; said rate being a reduction of 10 cents per cwt.
558	Feb. 23	Authorizing D. & R. G. R. R. Co. to publish proportionate rate to Walsenburg of \$3 per net ton on hay, carloads, from Moffat and intermediate points between Moffat and Alamosa; Del Norte and points intermediate between Del Norte and Alamosa; Antonito and points intermediate between Antonito and Alamosa; rate to apply only on shipments of hay destined to points on C. & S. Ry. south of Walsenburg; same being a reduction of \$1 per ton.

Authority No.	Date 1911	
559	Feb. 23	Authorizing D. & R. G. R. R. Co. to publish rate of \$25 per car on canning machinery and equipment thereto, New Castle to Loma, Colo.; being a reduction of \$66.20 per car.
560	Feb. 24	Authorizing C. M. Ry. Co. to correct typographical and clerical errors in their Freight Tariff No. 2500, C. R. C. No. 137; same to be effective March 10, 1911.
561	Feb. 27	Authorizing U. P. R. R. Co. to publish rate of 5 cents per cwt. on cord wood, carlots, Harney to Denver, Colo.; same being a reduction of 3 cents per cwt.
562	Feb. 28	Authorizing C. M. Ry. Co. to publish rate of \$1 per ton on coke braize, carlots, Cardiff to Grand Junction; being a reduction of \$1 per ton.
563	Feb. 28	Authorizing C. & S. Ry. Co. to correct rate of 3¾ cents per cwt. on ore and ore concentrates, carloads, Alicante to Denver, Colorado Springs, Minnequa, Pueblo, and Blend, Colo., to 8¾ cents per cwt., account clerical error in their tariff C. R. C. 160.
564	Mch. 2	Authorizing C. B. & Q. R. R. Co. to publish rate of 3 cents per cwt. on brick and fire-proofing, carlots, Longmont to Denver; said rate being a reduction of 1 cent per cwt.
565	Mch. 6	Authorizing C. & S. Ry. Co. to publish rate of 12 cents per cwt. on alfalfa meal, carloads, Broomfield to Elizabeth, Elbert, and Eastonville, and 13 cents per cwt. to Colorado Springs; said rates being reduction of 6 and 7 cents per cwt., respectively.
566	Mch. 8	Authorizing D. L. & N. W. R. R. Co. to publish tariff of fares and regulations covering sale and use of thousand-mile books for \$25 per 1,000 miles.
567	Mch. 8	Authorizing D. & R. G. R. R. Co. to publish rate of 14 cents per cwt. on coal props, carlots, Otto to Bowie, and to protect under said rate all shipments which moved on or since December 30, 1910; said rate being a reduction of 7 cents per cwt.
568	Mch. 8	Authorizing D. & R. G. R. R. Co. to publish a tariff changing valuation on ore and concentrates from \$15 per ton to \$18 per ton, at rate of \$1.25 per ton, Silverton to Durango; said raising of valuation being reduction in rate of 1½ cents per cwt.

Authority No.	Date 1911	
569	Mch. 10	Authorizing D. & R. G. R. R. Co. and C. M. Ry. Co. to publish rate of 45 cents per cwt. on tin cans, carloads, Colorado common points to stations in western Colorado to which 60 cents per cwt. is currently applicable; said rate being a reduction of 15 cents per cwt.
570	Mch. 10	Authorizing Wells Fargo & Co. Express to publish rate of 15 cents per 10-gallon can on milk and cream, Monument to Colorado Springs; being a reduction of 4 and 5 cents, respectively.
571	Mch. 10	Authorizing D. & R. G. R. R. Co. to publish rate of \$4 per ton on sheep fertilizer, Pueblo to Paonia; being a reduction of \$2.80 per ton.
572	Mch. 13	Authorizing Midland Terminal Ry. Co. and F. & C. R. R. Co. to publish joint through rate of \$1 per ton, carloads, on ice, Midland to Oro Junction, Colo.
573	Mch. 13	Authorizing D. & R. G. R. R. Co. to publish rate of 14 cents per cwt., carlots, on mine props. Shirley to Bowie and Somerset; also rate of 12 cents per cwt., Sargent and Gunnison to Bowie and Somerset; also rate of 12 cents per cwt., Shawano, Chester, and Buxton to Somerset and Bowie and intermediate points, Paonia to Montrose; said rates being a reduction of from 1 to 5 cents per cwt.
574	Mch. 13	Authorizing D. & R. G. R. R. Co. to publish same rates on coal from Baldwin, Colo., as apply from Crested Butte, to same points.
575	Mch. 14	Authorizing A. T. & S. F. Ry. Co. to publish rate of 5 cents per cwt. on hay, carloads, Canon City to Radiant; being a reduction of 3 cents per cwt.
576	Mch. 14	Authorizing D. & R. G. R. R. Co. and C. M. Ry. Co. to publish rate of 45 cents per cwt. on tin cans, carloads, Colorado common points to Fruita; being a reduction of 23 cents per cwt.
577	Mch. 15	Authorizing C. M. Ry. Co. to publish rate of 15 cents per cwt. on stone, carloads, Denver to Grand Junction, Colo.; being a reduction of 15 cents per cwt.
578	Mch. 20	Authorizing C. & S. Ry. Co. to publish rate of 11½ cents per cwt. on tile, carloads, Denver to University Park, Colo.; being a reduction of 2½ cents per cwt.

- | Authority
No. | Date
1911 | |
|------------------|--------------|--|
| 579 | Mch. 21 | Authorizing D. & R. G. R. R. Co. to cancel rates on ore and concentrates from Adams Mill Switch, Minnie Hill, South and North Moyer Mines to Pueblo, Minnequa, Blende, Canon City, Florence, and Salida, which became effective March 30, 1911, applying Leadville rates; said cancellation resulting in a reduction of from 25 to 40 cents per ton. |
| 580 | Mch. 22 | Authorizing C. B. & Q. R. R. Co. to cancel tariff, effective April 1, 1911, reinstating Tariff No. 6633-E, carrying coal rates, Lafayette to Greeley and Loveland, Colo. |
| 581 | Mch. 22 | Authorizing D. & R. G. R. R. Co. to cancel rate of 7 $\frac{1}{4}$ cents per cwt. (clerical error) and publish in lieu thereof rate of 6 cents per cwt. on ore and concentrates, Monarch to Salida, Colo. |
| 582 | Mch. 23 | Authorizing D. & R. G. R. R. Co. to publish rate of 9 cents per cwt. on manure or fertilizer, carloads, Westcliffe to Canon City; being a reduction of 3 cents per cwt. |
| 583 | Mch. 25 | Authorizing D. & R. G. R. R. Co. to publish rate of \$20 per car on sheep, with privilege of including 1 car horses and sheep-camp outfit in train-lots, Mack to Olathe and Montrose, Colo.; said rate being a reduction of \$7.50 per car. |
| 584 | Mch. 27 | Authorizing D. & R. G. R. R. Co. to publish rate of \$3.50 per ton on coke, Crested Butte mine to Aspen; being a reduction of \$1.10 per ton. |
| 585 | Apr. 3 | Authorizing D. & R. G. R. R. Co. to publish same rates on coal, Baldwin and Kubler Spur, as apply from Crested Butte to same points named in Tariff 4139-B; also authority to amend Tariff 64-A, providing for application of Crested Butte rate, Kubler Spur to same points named in tariff. |
| 586 | Apr. 3 | Authorizing C. & S. Ry. Co. to publish rates on coal, carloads, Southwestern to Trinidad, 80 cents per ton and 45 cents per ton to points on or reached via A. T. & S. F. Ry. Co.; said rates being a reduction of 45 cents per ton. |
| 587 | Apr. 5 | Authorizing D. & R. G. R. R. Co. to publish rate of 17 cents per cwt, carloads, on potatoes, Gunnison to Delta, Colo.; being a reduction of 10 cents per cwt. |

Authority No.	Date 1911	
588	Apr. 6	Authorizing D. & R. G. R. R. Co. and C. M. Ry. Co. to publish rates, effective May 1, 1911, Aspen and Woody Creek to Pueblo, Minnequa, and Blende, Colo., on ore, carloads, \$2.50 per ton; on concentrates, carloads, \$2.50 per ton; being a reduction of 50 cents per ton in both instances.
589	Apr. 7	Authorizing C. M. Ry. Co. to publish rate of 25 cents per cwt. on household goods and emigrant movables from Denver, Colorado Springs, Pueblo, Trinidad, and points shown in tariff; also from Leadville to Durham, Ute, Rhone, Fruita, Loma, and Mack; said rate being a reduction of 4, 6, and 7½ cents per cwt.
590	Apr. 7	Authorizing C. & S. Ry. Co. to publish rate of 4 cents per cwt. on brick, carloads, Golden to Westminster, Colo.; being a reduction of 2 cents per cwt.
591	Apr. 7	Authorizing C. B. & Q. R. R. Co. to publish rates on cement, carlots, Denver to Barr, 5 cents; Denver to Hudson, 7½ cents; and Denver to Keensburg, 7½ cents per cwt.; said rates being a reduction of 2, 2½, and 3½ cents, respectively.
592	Apr. 7	Authorizing C. & S. R. R. Co. to publish rate of 9 cents per cwt. on tile, carlots, Longmont to Colorado Springs; said rate being a reduction of 8 cents per cwt.
593	Apr. 7	Authorizing G. J. & G. R. V. Ry. Co. to publish switching rate of 20 cents per ton between the connection with the D. & R. G. R. R. Co. and the C. M. Ry. Co., and the ice plant of the Grand Junction Electric, Gas & Mfg. Co.
594	Apr. 10	Authorizing the Globe Express Co. to publish rate of 20 cents per cwt. on milk and cream, between Dallas and Ouray; being a reduction of 5 cents per cwt.
595	Apr. 10	Authorizing C. & S. Ry. Co. to publish rate of 5 cents per cwt. on tile, carloads, Longmont to Greeley, Colo.; being a reduction of 13 cents per cwt.
596	Apr. 10	Authorizing C. & S. Ry. Co. to publish rate of 3 cents per cwt. on lime rock, carloads, Vincent and Silica to Golden; being a reduction of 10 cents per cwt.
597	Apr. 11	Authorizing C. & S. Ry. Co. to publish rate of 17½ cents per cwt. on ore, carloads, Romley to Salida; being a reduction of 4 cents per cwt.

Authority No.	Date 1911	
598	Apr. 12	Authorizing D. N. W. & P. Ry. Co. to publish rate of 7 cents per cwt. on structural iron and machinery, carloads, and 5 cents per cwt. on fire brick, carloads, Denver to Leyden Junction; said rates being reductions of 5 and 2 cents per cwt., respectively.
599	Apr. 13	Authorizing D. & R. G. R. R. Co. to publish rate on ore, carloads, Marble, Placita, Crystal Ranch, Redstone, Avalanche, Janeway, Whitbeck, Sewell, Grubbs, and Carbondale to Pueblo, Leadville, Salida, and Buena Vista, making reductions ranging from 50 cents to \$2.50 per ton.
600	Apr. 14	Authorizing D. & R. G. R. R. Co. and C. M. Ry. Co. to publish rate of 50 cents per cwt. on oil-well supplies, Denver, Colorado Springs, and Pueblo to Grand Junction, Colo.; said rate being a reduction of 10 cents per cwt.
601	Apr. 14	Authorizing D. & R. G. R. R. Co. to publish rate of \$45 per car on cattle from Moffat to De-Beque, Colo.; being a reduction of \$13 per car.
602	Apr. 17	Authorizing D. & R. G. R. R. Co. to publish same rates on hay, carloads, Teachout to all stations on line, as applicable from Jack's Cabin, excepting rates to Gunnison and stations on branch line north of Gunnison; said rate being a reduction of from 1 to 5 cents per cwt.
602	Apr. 17	Authorizing D. & R. G. R. R. Co. to publish rate of \$4 per ton, carloads, on hay, Gunnison County and Moffat to Denver, Colorado Springs, and Pueblo; being a reduction of 60 cents per ton to Denver.
604	Apr. 17	Authorizing C. & S. Ry. Co. to publish same rates on hay, carloads, between Trinidad, Jansen, and Sopris, and to protect under rate established 7½ cents per cwt., Trinidad to Terico, Colo., all shipments of hay shipped on or since March 18, 1911; said rates being a reduction of 3 and 6½ cents per cwt.
605	Apr. 18	Authorizing D. & R. G. R. R. Co. to publish rates on anthracite coal, carlots, from Crested Butte mining district to Colorado common points, Pueblo, Minnequa, Colorado Springs, Colorado City, and Manitou, \$3.25 per ton, and to Littleton, Fort Logan, Burnham, and Denver, \$3.50 per ton; said rates being a reduction of 25 and 50 cents per ton.

Authority No.	Date 1911	
606	Apr. 18	Authorizing C. & S. Ry. Co. to establish rates on soft coal, carloads, Baldwin and Kubler Spur to stations on line, as per tariff, account of error.
607	Apr. 19	Authorizing D. & R. G. R. R. Co. to publish through rates on mine timbers or props, carloads, Ohio City and Pitkin; said rates being a reduction of 4½ cents per cwt.
608	Apr. 20	Authorizing D. & R. G. R. R. Co. to publish rate of 25 cents per cwt. on structural steel or iron, carlots, Walsenburg to Monte Vista; being a reduction of 20 cents per cwt.
609	Apr. 20	Authorizing D. & R. G. R. R. Co. to transfer from C. & S. tariff certain items upon less than statutory notice; also publish class rates between Group 3 points of said tariff and Denver, Colorado Springs, and Pueblo.
610	Apr. 21	Authorizing U. P. R. R. Co. and A. T. & S. F. Ry. Co. to publish rate of 25 cents per cwt. on second-hand machinery, cooperage, engines, etc., straight or mixed carlots, Boulder to Trinidad; said rate being a reduction of 3 to 22 cents per cwt.
611	Apr. 24	Authorizing C. & S. Ry. Co. to readjust their Tariff 1-H to provide for mixture of paper roofing and coal-tar pitch, carloads, minimum weight 30,000 lbs., Denver to Colorado Springs, 10 cents; to Pueblo and Minnequa, 15 cents; and Denver to Walsenburg and Sopris, 25 cents per cwt.
612	Apr. 24	Authorizing D. & R. G. R. R. Co. to readjust their Tariff 4900-A to provide for mixture of paper roofing and coal-tar pitch, carloads, Denver to Colorado Springs, 10 cents; to Pueblo and Minnequa, 15 cents; and Denver to Walsenburg and Sopris, 25 cents per cwt.
613	Apr. 27	Authorizing A. T. & S. F. R. R. Co. to readjust their Tariff 5600-C to provide for mixture of paper roofing and coal-tar pitch, carloads, Denver to Colorado Springs, 10 cents; to Pueblo and Minnequa, 15 cents; and Denver to Walsenburg and Sopris, 25 cents per cwt.
614	Apr. 28	Authorizing D. & R. G. R. R. Co. to amend their Tariff 4900-A, reducing minimum weight on canned goods, Routes A, B, and C, to stations covered by index numbers.

Authority No.	Date	
	1911	
615	May 2	Authorizing C. & S. Ry. Co. to publish passenger fares on less than statutory notice between Como and Breckenridge and intermediate points.
616	May 4	Authorizing D. L. & N. W. R. R. Co. to publish rate of one fare for round trip for adults and one-half said rate for children, from stations on their line, Greeley and south to Denver.
617	May 4	Authorizing A. T. & S. F. Ry. Co. to publish rate of 12 cents per cwt. on structural iron, carlots, Denver to Pueblo, and 24 cents per cwt., Denver to Trinidad; said rates being a reduction of 16 cents per cwt.
618	May 4	Authorizing A. T. & S. F. Ry. Co. to publish rate of 25 cents per cwt., second-hand bottling machinery, etc., carloads, Denver to Trinidad; being a reduction of from 13 to 47 cents per cwt.
619	May 4	Authorizing A. T. & S. F. Ry. Co. and C. & S. Ry. Co. to publish rate of 25 cents per cwt. on second-hand machinery, cooperage, etc., Boulder to Trinidad; said rate being a reduction of 3 to 22 cents per cwt.
620	May 4	Authorizing U. P. R. R. Co. to publish rate of 13 cents per cwt. on cement, carlots, Portland to St. Vrain, Colo.; being a reduction of 1½ to 3½ cents per cwt.
621	May 5	Authorizing D. & R. G. R. R. Co. to publish rate of \$5 per ton on slack coal from Kubler Spur to Mount Carbon; being a reduction of \$5 per car.
622	May 5	Authorizing D. & R. G. R. R. Co. to reissue Passenger Tariff No. 200, effective June 7, 1911.
623	May 9	Authorizing D. & R. G. R. R. Co. to reissue Item No. 1535-B, incorporating wrought-iron pipe and connections, making a reduction of 12 to 20 cents per cwt.
624	May 15	Authorizing D. & R. G. R. R. Co. to publish clause establishing rates which make a reduction in each case over the present rates applicable, either combination or straight distance.
625	May 15	Authorizing Adams Express Co. to reinstate rates of 28 and 32 cents, and 32 and 33 cents, per 10-gallon cans of milk and cream, respectively; being a reduction of \$1.17 and \$1.18 between Denver and Breckenridge, etc.
626	May 15	Authorizing Adams Express Co. to publish merchandise rates on South Park Division of C. & S. Ry. Co. between Denver and Valverde, etc., account of new stations opened.

Authority No.	Date 1911	
627	May 16	Authorizing C. & S. Ry. Co. to publish rate of 3 cents per cwt. on brick or hollow building tile, carloads, Longmont to Denver; said rate being a reduction of 2 and 5 cents per cwt.
628	May 17	Authorizing D. & R. G. R. R. Co. to publish rate of \$4 per ton on hay, carloads, Hinkles, Castleton, Coopers Spur, and Baldwin, Colo., to Denver, Colorado Springs, and Pueblo; being a reduction of 60 cents per ton.
629	May 19	Authorizing C. M. Ry. Co. and D. & R. G. R. R. Co. to publish rate of 20 cents per cwt. on hay, carloads; being a reduction of \$1 per ton.
630	May 20	Authorizing C. & S. Ry. Co. to correct item in Supplement 5, covering building tile, Longmont to Denver, provided that no switching charge be absorbed at Denver.
631	May 22	Authorizing D. & R. G. R. R. Co. to publish rates on grain, carlots; said rates being a reduction of 1 to 17 cents per cwt.
632	May 23	Authorizing D. & R. G. R. R. Co. to cancel rate, Supplement 15 to Tariff No. 68, and publish certain rates on ore and concentrates, carlots; being a reduction of 2½ to 12½ cents per cwt.
633	May 26	Authorizing C. & S. Ry. Co. to publish rates on hay and straw, carloads, points of origin to Breckenridge, same basis as to Dillon and Kokomo; being a reduction of 12 to 17 cents per cwt.
634	May 26	Authorizing F. & C. C. R. R. Co. to publish rate of \$1.25 per ton on ore, carloads, Cyanide to Pueblo; being a reduction of \$1 per ton.
635	May 27	Authorizing D. & R. G. R. R. Co. to publish certain rates on brick, carlots, Durango to stations given; said rates being a reduction of 1½ to 9 cents per cwt.
636	May 29	Authorizing C. & S. Ry. Co. to include Cokedale, Colo., in list of mines in Group 1, Tariff 1-H, rates on coal and coke.
637	May 31	Authorizing C. R. R. R. Co. to publish rate of \$10 per car on telegraph poles, Janeway to Grubb Station; being a reduction of \$1.20 per car.
638	May 31	Authorizing D. & R. G. R. R. Co. to publish rate of 7½ cents per cwt. on acid, carloads, Denver to Colorado Springs and Minnequa; being a reduction of 16½ and 22 cents per cwt.

Authority No.	Date 1911	
639	June 6	Authorizing D. N. W. & P. Ry. Co. to publish rate of \$1.11 per net ton on sand, Denver to Service; being a reduction of from \$1.49 to \$5.49 per car.
640	June 7	Authorizing D. & R. G. R. R. Co. to publish rate of 5 cents per cwt. on lumber, carloads, Millwood to Mancos, Colo.; being a reduction of 3 cents per cwt.
641	June 7	Authorizing D. & R. G. R. R. Co. to publish rate of 8 cents per cwt. on lumber, carloads, Dolores to Muldoon, Colo.; being a reduction of 4 cents per cwt.
642	June 7	Authorizing D. & R. G. R. R. Co. to publish rate of \$4 per ton on hay from Crestone to Denver, Colorado Springs, and Pueblo; being a reduction of \$1.20 per ton.
643	June 7	Authorizing D. L. & N. W. R. R. Co. to publish rate of one fare for round trip, Denver and intermediate points to Greeley, on Sundays, to and including October first.
644	June 9	Authorizing C. & M. Ry. Co. to publish rate of \$1 per ton, carlots, on coal, Becker's Spur, Cardiff, Coryell, Gulch, Marion, Pochantas, Sunlight, and Union, to Aspen, Colo.
645	June 9	Authorizing D. & R. G. R. R. Co. to publish rate of \$1 per ton on ore and concentrates, Silverton to Durango; being a reduction of 25 cents per ton.
646	June 14	Authorizing C. & S. Ry. Co. to publish rate of 4 cents per cwt. on brick, carloads, Trinidad to Ludlow and Sherman Spur; said rate being a reduction of 1 cent per cwt.
647	June 14	Authorizing D. & R. G. R. R. Co. to publish rate of 10 cents per cwt. on slabs, carloads, Glencoe to Telluride; being a reduction of 5 cents per cwt.
648	June 15	Authorizing C. & S. Ry. Co. to publish Supplement to Tariff P-No. 1, making Fort Collins-Denver fare \$2.05; also change station names of several old stations; said fare being a reduction of 5 cents.
649	June 16	Authorizing D. & R. G. R. R. Co. to publish rates of 12 cents per cwt. on pipe, wrought iron or steel and connections, Denver to Pueblo, and 24 cents per cwt. to Trinidad and intermediate points; said rates being reductions of 18 and 16 cents per cwt., respectively.

Authority No.	Date 1911	
650	June 16	Authorizing C. & S. Ry. Co. to make corrections in its summer tariff, embodying fares from Denver, Colorado Springs, Pueblo, Argo, etc., to summit of Sunrise Peak.
651	June 17	Authorizing S. G. & N. R. R. Co. to publish rates as per Freight Tariff No. 5, between Silverton and points on their line, upon less than statutory notice.
652	June 19	Authorizing D. & R. G. R. R. Co. and U. P. R. R. Co. to publish rate of 25 cents per cwt. on second-hand machinery, cooperage, wagons, etc., Boulder to Trinidad; being a reduction of 3 to 22 cents per cwt.
653	June 21	Authorizing C. & S. Ry. Co. to publish round-trip excursion fares from various Colorado stations to Boulder and return, account Chautauqua and Summer School held in Boulder, July 4 to August 14, 1911.
654	June 22	Authorizing C. & S. Ry. Co. to publish round-trip Sunday excursion fare of \$1.25 from Denver to Eldorado Springs.
655	June 22	Authorizing U. P. R. R. Co. to publish one and one-third fare for round trip from stations in Colorado to Greeley on June 23, 24, and 26.
656	June 23	Authorizing D. & R. G. R. R. Co. to publish rates on coal, carloads, Crested Butte, Baldwin, and Kubler Spur to stations on their line; said rates being a reduction of 20 cents to \$1.10 per ton.
657	June 23	Authorizing A. T. & S. F. Ry. Co., D. & R. G. R. R. Co., and C. & S. Ry. Co. to publish rate of 30 cents per cwt. on empty wooden barrels, casks, kegs, drums, tierces, well buckets, or beer packages, carloads, Denver to Trinidad.
658	June 23	Authorizing D. & R. G. R. R. Co. to publish rates on coal, carlots, Canon City, Walsenburg, and Trinidad group of mines to stations on their line; said rates being a reduction of 5 to 25 cents per ton.
659	June 26	Authorizing Rio Grande Southern R. R. Co. to publish rate of 75 cents per ton on low-grade ore, May Day to Durango; being a reduction of 25 cents per ton.
660	June 26	Authorizing D. & R. G. R. R. Co. to publish rate of 12½ cents per cwt. on hay, carloads, Westcliffe to San Carlos, Colo.; being a reduction of 7½ cents per cwt.

Authority No.	Date 1911	
661	June 29	Authorizing D. N. W. & P. Ry. Co. to publish rate of 60 cents per cwt., carloads, on strawberries, Steamboat Springs to Denver; being a reduction of 50 cents per cwt.
662	July 1	Authorizing D. & R. G. R. R. Co. to publish rate of 6 cents per cwt. on lumber, carloads, Trinchera to Walsenburg, and rate of 7 cents per cwt., carloads, Trinchera to Orman, Pictou, etc.; said rates being reductions of from 5 to 7 cents per cwt., respectively.
663	July 3	Authorizing Crystal River R. R. Co. to publish rate of \$10 per car on telegraph poles, carloads, Whitbeck to Carbondale.
664	July 3	Authorizing C. & M. Ry. Co. to publish rate of \$4 per net ton on hay, carloads, DeBeque to Reudi, inclusive, to Denver, etc.
665	July 3	Authorizing U. P. R. R. Co. to publish round-trip fares on account of new stations between Denver and Boyd Park, Estes Park, Fort Collins, Harmony, and Koenig, Colo.
666	July 5	Authorizing A. T. & S. F. Ry. Co. to publish rate of 10 cents per cwt. on sugar, carloads, Rocky Ford to Las Animas and Lamar; being a reduction of 2 and 13 cents per cwt., respectively.
667	July 6	Authorizing D. & R. G. R. R. Co. to publish rates in their Tariff 4089-D, on cement, lime, and plaster, carloads, Concrete, Minnequa, and Portland to stations in Colorado.
668	July 6	Authorizing C. M. Ry. Co. to publish rate of 20 cents per cwt. on brick, carloads, Fuego to Grand Junction; being a reduction of 5 cents per cwt.
669	July 7	Authorizing D. & R. G. R. R. Co. to publish rate of \$6 per car on fruit between Bell Creek and Paonia, Colo.
670	July 7	Authorizing U. P. R. R. Co. to publish Local Passenger Tariff No. A-14; effective in Colorado, July 15, 1911.
671	July 10	Authorizing C. B. & Q. R. R. Co. to publish rates on cement, Portland and Concrete to stations on their line; said rates being a reduction of 2½ to 5 cents per cwt.
672	July 11	Authorizing U. P. R. R. Co. to publish rate notice naming party fares (10 or more on one ticket) between Denver to Greeley, Brighton to Boulder, and Denver to Fort Collins via Dent, upon less than statutory notice.

Authority No.	Date 1911	
673	July 11	Authorizing U. P. R. R. Co. to publish rate of $\frac{1}{2}$ cent per mile on parlor-car seats, minimum 25 cents, between stations on their line, including Denver to Fort Collins, via Dent.
674	July 12	Authorizing A. T. & S. F. Ry. Co. and D. & R. G. R. R. Co. to publish same provisions for weight and size of 50 lbs. per box on apples, from Canon City to points on their line, as from western Colorado.
675	July 14	Authorizing C. & S. Ry. Co. to publish rate of 20 cents per cwt. on cherries, Madison Spur to Loveland, and 20 cents per cwt. from Fort Collins to Denver; also to change Item 240, Tariff 1-H, to read: "Cherry, cabbage, tomato and pickle packages, empty and vinegar barrels empty returned, any quantity," at same rate carried in tariff.
676	July 14	Authorizing U. P. R. R. Co. to publish fares to and from Millikin, Colo.
677	July 14	Authorizing U. P. R. R. Co. to publish round-trip fares between Denver and Fort Collins; effective July 15, 1911.
678	July 15	Authorizing Wells Fargo & Co. to publish rate of 30 cents per cwt. on milk and cream, Monument to Cascade; being a reduction of 30 cents per cwt.
679	July 17	Authorizing D. & R. G. R. R. Co. to publish rate of \$35 per car on second-hand graders' outfit, consisting of live stock and tools, Denver to Monte Vista; said rate being a reduction of \$67.80 per car.
680	July 21	Authorizing U. P. R. R. Co. to publish rate of 3 cents per cwt. on wheat, carloads, from Harmony to Fort Collins; being a reduction of 4 cents per cwt.
681	July 21	Authorizing U. P. R. R. Co. to publish rate of 15 cents per cwt. on wheat, carloads, Fort Collins, Harmony, Koenig, and Millikin to Denver.
682	July 21	Authorizing C. B. & Q. R. R. to publish rate of 16 cents per cwt. on wheat, carloads, Hereford to Denver; being a reduction of 9 cents per cwt.
683	July 22	Authorizing D. & R. G. R. R. Co. to publish rates of $2\frac{1}{2}$ cents per cwt. on silica rock, carloads, Parkdale to Canon City, and $3\frac{1}{2}$ cents per cwt. from Parkdale to Fuego; said rates being reductions of $3\frac{1}{2}$ and 10 cents per cwt., respectively.

Authority No.	Date 1911	
684	July 24	Authorizing Adams Express Co. to publish Supplement No. 15, reducing rates on local merchandise, Denver to Breckenridge, Kokomo and Dillon.
685	July 28	Authorizing D. N. W. & P. Ry. Co. to publish rate of 5 cents per cwt. on stone, carloads, O'Neil Spur to Denver; being a reduction of 4 cents per cwt.
686	July 28	Authorizing C. M. Ry. Co. to extend rates on cattle to October 1, 1911, applicable from Grand Junction to DeBeque and Hartsel, Colo.
687		Void.
688	July 31	Authorizing Silverton Ry. Co. to publish local rates on ores between Silverton and stations in Colorado, carrying a reduction of 25 cents per ton on ore valued at \$15.
689	Aug. 2	Authorizing C. & S. Ry. Co. to publish amendment to Tariff 807-H, applying on coal, carloads, Forbes Junction to Dickey, Colo.
690	Aug. 2	Authorizing C. & S. Ry. Co. to publish amendment Joint Freight Tariff No. 6, U. P. rates on mine poles, stations named, to Puritan and Parkdale, Colo.
691	Aug. 3	Authorizing Wells Fargo & Co. to publish rates on fruit and vegetables between Denver and Nepesta.
692	Aug. 3	Authorizing D. & R. G. R. R. Co. to re-issue Amendment 27, Tariff No. 94, making rates on cattle, Grand Junction to stations east thereof.
693	Aug. 8	Authorizing C. M. Ry. Co. to publish rate of \$1 per ton, carloads, on coal between Becker's Spur, Cardiff, etc., to Aspen.
694	Aug. 8	Authorizing U. P. R. R. Co. to make half-rate on switch movement, fifty carloads radiation boilers, from foot of Twentieth Street to Twenty-fourth and Blake Streets, Denver.
695	Aug. 9	Authorizing D. & R. G. R. R. Co. to publish rates from Crestone to Walsenburg, as apply from Moffat, Colo.; being a reduction of \$1.20 per ton.
696	Aug. 10	Authorizing S. N. R. R. Co. to publish rate of 75 cents per ton on sand, carloads, Silverton to Eureka; being a reduction of \$1 per ton.
697	Aug. 10	Authorizing S. N. R. R. Co. to publish rate of \$2.50 per ton on ore of certain value, and \$1.75 per ton on ore designated value, Animas Forks to Silverton; said rates being reductions.

Authority No.	Date 1911	
698	Aug. 11	Authorizing C. M. Ry. Co. to publish rate of 75 cents per car-mile on merry-go-rounds, between Colorado Springs and points within Cripple Creek district.
699	Aug. 12	Authorizing C. & S. Ry. Co. to publish rate of 5 and 10 cents per cwt. on powder and high explosives, Denver to Golden; being reductions of 7 and 14 cents per cwt., respectively.
700	Aug. 12	Authorizing D. L. & N. W. R. R. Co. to publish rate of \$1 per cwt. on lump, egg, and nut coal, carloads, Tracyville to Vollman and Millikin; said rate being a reduction of 10 cents per cwt.
701	Aug. 15	Authorizing C. & S. Ry. Co. and D. & R. G. R. R. Co. to make joint through rate \$1 per ton on mine run coal, Walsenburg group of mines to Canon City.
702	Aug. 15	Authorizing Globe Express Co. to publish rate of 75 cents per cwt. on fruit from stations Austin, etc., to Ouray.
703	Aug. 13	Authorizing C. & S. Ry. Co. to correct typographical error in Tariff 1-H affecting rates on nails, wire, etc., from Denver to Colorado Springs, Pueblo, and Minnequa.
704	Aug. 16	Authorizing D. & R. G. R. R. Co. to publish rates on grain, carloads, Tiffany to Silverton, as per table; said rates being reductions.
705	Aug. 17	Authorizing U. P. R. R. Co. to publish rate of 7 cents per cwt. on green vegetables, carloads, Brighton to Greeley, and 6 cents per cwt., Lupton and Platteville to Greeley; said rates being reductions of 7, 6, and 3 cents per cwt., respectively.
706	Aug. 17	Authorizing D. & R. G. R. R. Co. to publish rate of \$6 per car on fruit between points on North Fork Branch; being a reduction of from \$10.80 to \$15.60 per car.
707	Aug. 18	Authorizing Globe Express Co. to publish rate of \$1 per cwt. on shipments of beer, Denver to Gunnison, 10-keg lots and over.
708	Aug. 18	Authorizing A. T. & S. F. R. R. Co., U. P. R. R. Co., and C. & S. Ry. Co. to publish rate of 26 cents per cwt. on beer, carloads, Boulder to Trinidad; said rate being a reduction of 10 cents per cwt.
709	Aug. 21	Authorizing C. & S. Ry. Co. to publish rate of \$25 per street car each way, or \$50 round trip, Fort Collins to Greeley and return.

Authority No.	Date 1911	
710	Aug. 21	Authorizing D. & R. G. R. R. Co. to publish rate of \$2 per ton on ore, carloads, Creede to Pueblo; said rate being a reduction of 25 cents per ton.
711	Aug. 22	Authorizing C. & S. Ry. Co. to publish rate of 6 cents per cwt. on tomatoes, etc., Brighton to Longmont and Loveland; being a reduction of 9 and 15 cents per cwt., respectively; also rate of 10 cents per cwt. on empty vegetable crates returned from Longmont and Loveland to Brighton; being a reduction of 14 and 20 cents per cwt.
712	Aug. 22	Authorizing C. & S. Ry. Co. to re-establish rates shown Supplement 9, G.F.O. 1-H, on line between Colorado Springs and Eastonville, Colo.
713	Aug. 22	Authorizing U. P. R. R. Co. to publish rates on vegetables, Greeley to stations named in table.
714	Aug. 23	Authorizing D. L. & N. W. R. R. Co. to publish rates as per table between all stations on said line and the G. W. Ry., Foster to Welty, inclusive.
715	Aug. 23	Authorizing R. G. S. R. R. Co. to publish rate of 5 cents per cwt. on hay, carloads, Noels to Placerville; being a reduction of 10 cents per cwt.
716	Aug. 23	Authorizing C. & S. Ry. Co. to publish rate of \$5.50 per ton, second-hand machinery, carloads, Alma to Denver; being a reduction of \$2.90 per ton.
717	Aug. 24	Authorizing D. & R. G. R. R. Co. to publish rate of 5 cents per cwt. on brick, carloads, Montrose to Ridgway; being a reduction of 5 cents per cwt.
718	Aug. 24	Authorizing A. T. & S. F. Ry. Co. to publish rate of 20 cents per cwt. on apples, carloads, Canon City to Denver; being a reduction of 11 cents per cwt.
719	Aug. 24	Authorizing D. & R. G. R. R. Co. to publish rate of 20 cents per cwt. on apples, carloads, Canon City to Denver; being a reduction of 11 cents per cwt.
720	Aug. 26	Authorizing U. P. R. R. Co. to publish rate of 5 cents per cwt. on brick, carloads, Denver to Fort Collins; being a reduction of 5 cents per cwt.
721	Aug. 30	Authorizing C. M. Ry. Co. to establish rate of \$2.50 per ton on lime rock, Thomasville to Rocky Ford; being a reduction of \$1.35 per ton.

Authority No.	Date 1911	
722	Aug. 30	Authorizing D. & R. G. R. R. Co. to publish rates on refined oil in an amendment to Tariff 4836-C.
723	Aug. 30	Authorizing U. P. R. R. Co. to publish rate of 91½ cents per cwt. on hay, carloads, Proctor to Merino; being a reduction of 2½ cents per cwt.
724	Sept. 1	Authorizing C. & S. Ry. Co. to establish rates on wood, Platte Canon to Fort Logan; said rates same as to Denver.
725	Sept. 1	Authorizing C. & S. Ry. Co. to publish rate on apples, 25 cents per cwt., carloads, Fort Collins, Berthoud, and Loveland to Canon City; being a reduction of 5 cents per cwt.
726	Sept. 2	Authorizing G. J. & G. R. V. Ry. Co. to publish coupon mileage rates and detachments.
727	Sept. 2	Authorizing G. J. & G. R. V. Ry. Co. to publish class and commodity rates applying to all stations on their line; said rates being a reduction.
728	Sept. 2	Authorizing G. J. & G. R. V. Ry. Co. to publish Tariff No. 4, covering terminal service, etc.
729	Sept. 2	Authorizing C. M. Ry. Co. to publish rate of 15 cents per cwt. on railroad ties, carlots, Haver to Colorado Springs, protecting all shipments on or since August 24, 1911.
730	Sept. 6	Authorizing D. & R. G. R. R. Co. to publish rate of \$1 per ton on gas house coke, carlots, Pueblo to Canon City; being a reduction of 50 cents per ton.
731	Sept. 7	Authorizing C. & S. Ry. Co. to publish rate of \$230 from Denver to Walsenburg, and \$200 from Walsenburg to Trinidad, on movement of Nat Reiss Carnival Co. Circus.
732	Sept. 7	Authorizing U. P. R. R. Co. to publish rate of 10 cents per cwt. on empty crates, carloads, Greeley to Lupton and Brighton; being a reduction of 13 and 15 cents per cwt.
733	Sept. 8	Authorizing D. & R. G. R. R. Co. to publish rates on ore and concentrates, carloads, Joker Tunnel to Durango.
734	Sept. 8	Authorizing U. P. R. R. Co. to publish rate of 60 cents per ton on slack coal, northern Colorado mines to Denver and Pullman.
735	Sept. 11	Authorizing C. & S. Ry. Co. to publish rates on coal, carloads, northern Colorado mines to points on line of the U. P. R. R. Co.
736	Sept. 13	Authorizing C. & S. Ry. Co. to publish rate of 20 cents per cwt. on green corn, Longmont to Denver; being a reduction of 10 cents per cwt.

Authority No.	Date 1911	
737	Sept. 13	Authorizing C. & S. Ry. Co. to publish rate of 19 cents per cwt. on car-door boards, etc., Keystone to stations in Colorado; being a reduction of 3 cents per cwt.
738	Sept. 14	Authorizing D. & R. G. R. R. Co. to publish rate of 20 cents per cwt. on canned goods, Pueblo to Brighton.
739	Sept. 15	Authorizing D. & R. G. R. R. Co. to publish rate of 65 cents per cwt. from Del Norte, and 75 cents per cwt. from Creede to Trinidad and Walsenburg, on wool; being a reduction of 15 and 5 cents, respectively.
740	Sept. 15	Authorizing U. P. R. R. Co. to publish provision absorbing C. & S. switching charges at Greeley on vegetables from Brighton, etc., to Greeley.
741	Sept. 16	Authorizing D. N. W. & P. Ry. Co. to publish same prior rates on coal from Leyden.
742	Sept. 16	Authorizing C. & S. Ry. Co. to publish rate on Nat Reiss Carnival Co. Circus, from Denver to Pueblo and from Pueblo to Trinidad.
743	Sept. 18	Authorizing D. & R. G. R. R. Co. to publish rate of \$1.65 per ton on lime rock, carloads, Garfield to Monte Vista.
744	Sept. 18	Authorizing U. P. R. R. Co. to publish rate of 5 cents per cwt. on brick, carloads, Fort Collins to Greeley; said rate being a reduction of 2 cents per cwt.
745	Sept. 25	Authorizing D. & R. G. R. R. Co. to publish rate on sugar beets, carloads, to Monte Vista.
746	Sept. 25	Authorizing D. & R. G. R. R. Co. to publish rate of 9 cents per cwt. on apples, carloads, Pueblo to Canon City; being a reduction of 12 cents per cwt.
747	Sept. 25	Authorizing C. M. Ry. Co. to publish rate of \$1.10 per ton on slack coal, carloads, Becker's Spur, etc., to Grand Junction; being a reduction of 65 cents per ton.
748	Sept. 26	Authorizing D. & R. G. R. R. Co. to publish rate of \$1.25 per ton on ore and concentrates, carloads, Villa Grove to Salida; being a reduction of 50 cents per ton.
749	Sept. 29	Authorizing C. & S. Ry. Co. to publish rate of 30 cents per ton on sand, etc., carloads, Denver to University Park; being a reduction of 50 cents per ton.

Authority No.	Date 1911	
750	Sept. 29	Authorizing D. & R. G. R. R. Co. to publish rate of 17½ cents per cwt. on mine timbers, carloads, Pitkin to Leadville.
751	Sept. 29	Authorizing C. & S. Ry. Co. to publish rate of 80 cents per ton on flue dust, carloads, Golden to Denver; being a reduction of 20 cents per ton.
752	Oct. 2	Authorizing D. & R. G. R. R. Co. to publish rate of 17½ cents per cwt. on brick, carloads, Durango to Ridgway; being a reduction of 7½ cents per cwt.
753	Oct. 3	Authorizing A. T. & S. F. R. R. Co. to publish rate of 10 cents per cwt. on sugar, carloads, Holly to Swink; said rate being a reduction of 17 cents per cwt.
754	Oct. 3	Authorizing D. & R. G. R. R. Co. and C. M. Ry. Co. to publish rate of 30 cents per cwt. on apples, carloads, from stations in western Colorado to Denver, etc.; being a reduction of 3 cents per cwt.
755	Oct. 5	Authorizing U. P. R. R. Co. to publish rate of 5 cents per cwt. on apples, carloads, from East Lake to Denver; being a reduction of 3 cents per cwt.
756	Oct. 6	Authorizing D. & R. G. R. R. Co. to publish rate of 15 cents per cwt. on brick, carloads, Bell Spur to Placerville; being a reduction of 10 cents per cwt.
757	Oct. 7	Authorizing Wells Fargo & Co. to publish corrected classification of dressed poultry.
758	Oct. 7	Authorizing C. M. Ry. Co. to publish rate of \$1 per ton, carloads, on steam coal, Becker's Spur, etc., to Aspen.
759	Oct. 13	Authorizing D. & R. G. R. R. Co. to publish rate of 5 cents per cwt. on grain, carloads, Eldredge, etc., to Montrose; being a reduction of 5 cents per cwt.
760	Oct. 14	Authorizing U. P. R. R. Co. to make rate of 4½ cents per cwt. on wheat, La Salle to Galeton.
761	Oct. 17	Authorizing C. B. & Q. R. R. Co. to publish rates from stations on their line to stations on the C. & S. R. R. between Wellington and Colorado-Wyoming state line; also new stations between Pueblo and Walsenburg.

Authority No.	Date 1911	
762	Oct. 18	Authorizing U. P. R. R. Co. to amend Item 31, Tariff 12908, to include all stations on Greeley branches north of Denver.
763	Oct. 19	Authorizing U. P. R. R. Co. to publish same rates and reductions between stations on their line and line of G. W. R. R. Co. via Milliken as via Eaton.
764	Oct. 19	Authorizing D. & R. G. R. R. Co. to publish rate of 8 cents per cwt. on pebbles, carloads, Salida to Portland; being a reduction of $7\frac{1}{2}$ cents per cwt.
765	Oct. 20	Authorizing A. T. & S. F. Ry. Co. to publish rates on cement and plaster, Portland and Minnequa to Baxter and Harman.
766	Oct. 21	Authorizing D. & R. G. R. R. Co. to publish rate of 50 cents per ton on crushed rock, carloads, Denver to Fort Logan; being a reduction of 10 cents per ton.
767	Oct. 24	Authorizing U. P. R. R. Co. to publish rate of 5 cents per cwt. on apples, carloads, East Lake to Brighton; being a reduction of 5 cents per cwt.
768	Oct. 25	Authorizing D. & R. G. R. R. Co. to publish rates on ore and concentrates, carloads, Telluride and Pandora to Salida and Pueblo; being reductions of \$1 per ton.
769	Oct. 25	Authorizing C. M. Ry. Co. to extend rates on cattle to November 30, 1911, applicable from Grand Junction to Debeque, etc.
770	Oct. 26	Authorizing U. P. R. R. Co. to publish rate of $61\frac{1}{2}$ cents per cwt. on lumber, also second-hand sheds, etc., Fort Lupton to Hungerford, carloads; said rate being a reduction of $61\frac{1}{2}$ cents per cwt.
771	Oct. 26	Authorizing D. & R. G. R. R. Co. to publish rate of 15 cents per cwt. on beer, carloads, Trinidad to Walsenburg; being a reduction of 10 cents per cwt.
772	Oct. 27	Authorizing C. & S. Ry. Co. to publish rate of 15 cents per cwt. on beer, carloads, Trinidad to Walsenburg; being a reduction of 10 cents per cwt.
773	Oct. 28	Authorizing C. B. & Q. R. R. Co. to publish rate of 70 cents per ton on mine run and slack coal, carloads, Lafayette to Greeley; being a reduction of 10 cents per ton.

Authority No.	Date 1911	
774	Oct. 30	Authorizing D. & R. G. R. R. Co. to publish rate of 5 cents per cwt. on ground limestone, carloads, Portland and Concrete to Colorado Springs; being a reduction of 13 cents per cwt.
775	Oct. 30	Authorizing Adams Express Co. to publish rates of 50 cents per cwt. on merchandise between Millikin, Johnstown, and Loveland; said rates being reductions of 90 and 50 cts. per cwt.
776	Oct. 31	Authorizing A. T. & S. F. Ry. Co. to publish rate of 5 cents per cwt. on ground limestone, carlots, Portland to Colorado Springs; being a reduction of 13 cents per cwt.
777	Oct. 31	Authorizing D. & R. G. R. R. Co. and A. T. & S. F. Ry. Co. to publish joint rate of 15 cents per ton on slack and mine run coal, Wooten, etc., to Cokedale.
778	Nov. 1	Authorizing C. M. Ry. Co. to publish certain rate on threshing-machine outfit, Catherine or Wheeler to Meredith and return to Catherine; being a reduction of 15 cents per cwt.
779	Nov. 1	Authorizing D. & R. G. R. R. Co. to publish rates on sugar, Monte Vista to points named in table; being reductions of 6 to 59 cents per cwt.
780	Nov. 2	Authorizing U. P. R. R. Co. to publish rate of 30 cents per ton on beet pulp, Fort Collins to stations on line, between Milliken and Fort Collins; being a reduction of 50 cents to \$1.10 per ton.
781	Nov. 4	Authorizing D. N. W. & P. Ry. Co. to publish rates on coal, Oakhill mines district to points on the Lyons branch of C. B. & Q. R. R. Co.
782	Nov. 8	Authorizing D. & R. G. R. R. Co. to publish supplement embodying switching at Pueblo, Minnequa, and Blende.
783	Nov. 9	Authorizing D. & R. G. R. R. Co. to publish rates on cement, carloads, Portland and Concrete to stations on M. P. Ry. east of Colorado common points.
784	Nov. 9	Authorizing C. B. & Q. R. R. Co. to publish rate of 30 cents per ton on stone, carloads, Noland to Lyons.
785	Nov. 10	Authorizing U. P. R. R. Co. to haul, free, material for floats for the apple show parade Tuesday, November 14, 1911.

Authority No.	Date 1911	
786	Nov. 10	Authorizing C. S. & C. C. D. Ry. Co. to publish rate of \$1.50 per ton, carloads, on fluor spar, Duffields and St. Peters to Minnequa; being a reduction of \$2.30 per ton.
787	Nov. 13	Authorizing D. & R. G. R. R. Co. to publish rate of 20 cents per cwt. on hay, carloads, from all points on Lake City branch to Pueblo, etc.; being a reduction of 60 cents per ton.
788	Nov. 15	Authorizing D. & R. G. R. R. Co. to publish rate of \$3.75 per ton on slack, and \$4.50 per ton on all kinds of coal, carloads, Somerset and Bowie to Burns.
789	Nov. 15	Authorizing C. & S. Ry. Co. to publish rate of \$2.50 per ton on soft coal, carloads, Crested Butte to Romley and St. Elmo; said rate being a reduction of \$2.40 and \$2.20 per ton, respectively.
790	Nov. 15	Authorizing D. & R. G. R. R. Co. to publish rate of 5 cents per cwt. on ground limestone, carloads, Portland and Concrete to Denver; being a reduction of 13 cents per cwt.
791	Nov. 15	Authorizing D. & R. G. R. R. Co. to publish rate of 45 cents per cwt. to Monte Vista and 49 cents to Del Norte from Walsenburg, on gunny, burlap, jute, or burlap sugar bags; being a reduction of 10 and 11 cents per cwt. on burlap, and 15 cents on other classes of bags.
792	Nov. 17	Authorizing D. & R. G. R. R. Co. to publish certain rates on fire clay; also rate of 25 cents per cwt. on brick, carloads, Colorado common points to stations west of Leadville; also rate of 20 cents per cwt. on brick to Leadville; being reductions of 5 to 6½ cents per cwt.
793	Nov. 17	Authorizing D. & R. G. R. R. Co. to publish the same rate on live stock from Hinkles as applies from Crested Butte.
794	Nov. 17	Authorizing C. & S. Ry. Co. to publish rate of 15 cents per ton on soft coal, carloads, from Valley mine at Sopris to Cokedale; being a reduction as shown in tariff.
795	Nov. 20	Authorizing A. T. & S. F. Ry. Co. to publish rate of 5 cents per cwt. on ground limestone, carloads, Portland to Denver; being a reduction of 13 cents per cwt.

Authority No.	Date 1911	
796	Nov. 20	Authorizing C. & S. Ry. Co. and D. & R. G. R. R. Co. to publish rate of 20 cents per cwt. on hay and straw, carloads, Wallace Spur to Dillon, Breckenridge, and Kokomo, Colo.; being a reduction of 8 cents per cwt.
797	Nov. 23	Authorizing C. & S. Ry. Co. to publish rate of \$5 and \$6 per tank car according to capacity on water, Churches to Louisville.
798	Nov. 23	Authorizing A. T. & S. F. Ry. Co. to publish rates on coke, carloads, as contained in table.
799	Nov. 27	Authorizing Globe Express Co. to publish rate of 19 cents per cwt. on milk from Albia, etc., and 20 cents per cwt. from Dresden, Huerfano, etc., to Pueblo; being a reduction of 11 and 10 cents per cwt., respectively.
800	Nov. 29	Authorizing D. & R. G. R. R. Co. to publish rate of 8 cents per cwt. on pebbles, carloads, from Belleview to Portland; being a reduction of 8½ cents per cwt.
801	Dec. 5	Authorizing C. & S. Ry. Co. and C. R. I. & P. R. R. Co. to publish joint through rate of \$4 per ton on coke, carloads, Trinidad district to Flagler; being a reduction of \$1 per ton.
802	Dec. 9	Authorizing U. P. R. R. Co. to publish rate of 20 cents per cwt. on pipe, cast iron, and connections, carloads, Pueblo and Minnequa to Milliken.
803	Dec. 16	Authorizing A. T. & S. F. R. R. Co. to publish rate of 76 cents per cwt. on second-hand office fixtures, mixed carlots, Holly to Denver.
804	Dec. 19	Authorizing U. P. R. R. Co. to publish rate of 50 cents per ton on sand, carloads, Denver to Frederick, protecting all shipments moving prior to December 19, 1911.
805	Dec. 21	Authorizing D. & R. G. R. R. Co. to publish through rate of 32½ cents per cwt. on lime, Wellsville to Telluride; being a reduction of 42½ cents per cwt.
806	Dec. 28	Authorizing C. M. Ry. Co. to publish estimated weights on lumber between points where there are no facilities for weighing shipments.
807	Dec. 28	Authorizing C. M. Ry. Co. to advance minimum on ice, carloads, from Lake George, Green Mountain Falls, and Culver to Colorado common and local points on their line.

Authority No.	Date 1911	
808	Dec. 28	Authorizing C. & S. Ry. Co. to publish rate of 20 cents per ton on ore, carloads, Rockford Tunnel to Idaho Springs; being a reduction of 80 cents per ton.
809	Dec. 29	Authorizing C. M. Ry. Co. to publish rate of 8 cents per cwt. on kindling wood, carloads, Norrie and Quinn's Spur to Rifle, etc.; being a reduction of 3 cents per cwt.
810	Dec. 29	Authorizing D. & R. G. R. R. Co. to publish rate of 5 cents per cwt. on mine props and timbers, carloads, Murphys to Winkfield, Burns, and Rico; being a reduction of from 3 to 5 cents per cwt.
811	Dec. 30	Authorizing C. M. Ry. Co. to publish rate of \$1 per ton on steam coal, carloads, Cardiff Group points to Aspen.



Authority No.	Date 1912	
812	Jan. 2	Authorizing C. M. Ry. Co. to publish rate of 25 cents per ton on coal, carloads, Vulcan to New Castle; being a reduction of 25 cents per ton.
813	Jan. 2	Authorizing A. T. & S. F. Ry. Co. to publish Supplement No. 4 to Circular 2063-B, making it applicable on horses, mules, etc., exhibited at Denver horse show.
814	Jan. 4	Authorizing C. M. Ry. Co. to publish minimum of 30,000 lbs. on lumber, carloads, from all stations Snowmass to Aspen.
815	Jan. 5	Authorizing A. T. & S. F. Ry. Co. to publish rate of 10 cents per ton on coal, carloads, when furnished and owned by the shipper; and 25 cents per ton when loaded in coal cars, and 30 cents per ton loaded in box cars furnished by A. T. & S. F. Co.; also rate of 35 cents per ton when loaded in coal cars, and 30 cents per ton when loaded in box cars, from the tippie of the Keystone mine to substation plant at Colorado Springs; said rates being reductions ranging from 75 cents to 90 cents per ton.
816	Jan. 5	Authorizing C. M. Ry. Co. to reduce minimum on ice to 40,000 lbs., Lake George, Green Mountain Falls, Cascade and Culver to Colorado common points and local points on their line.

Authority No.	Date 1912	
817	Jan. 5	Authorizing R. G. S. Ry. Co. to publish local rates on ore between stations on R. G. S. R. R., being reductions of from 2½ to 5 cents per cwt.
818	Jan. 9	Authorizing F. & C. C. R. R. Co. to publish rate of 25 cents per ton on coal, carloads, Florence to Union; being a reduction of 75 cents per ton.
819	Jan. 15	Authorizing D. & R. G. R. Co. and C. M. Ry. Co. to publish rate of 30 cents per cwt. on lime and sulphur, carloads, Grand Junction to Denver, Trinidad, etc.; being a reduction of 15 cents per cwt.
820	Jan. 15	Authorizing D. & R. G. R. R. Co. and C. M. Ry. Co. to publish joint rate of 25 cents per cwt. on smudge oil, Florence to Glenwood Springs, etc.; being a reduction of 5 cents per cwt.
821	Jan. 22	Authorizing D. & R. G. R. R. Co. to publish rate of \$5 per ton on zinc ore and concentrates, carloads, Silverton to Pueblo, etc.
822	Jan. 23	Authorizing U. P. R. R. Co. to publish rate of \$1 per ton on clay, Trinidad, etc., to La Junta; being a reduction of from 60 cents to \$1.25 per ton.
823	Jan. 23	Authorizing U. P. R. R. Co. to publish rates on alfalfa meal, carloads, as per table; being reductions of 5 and 4 cents respectively.
824	Jan. 23	Authorizing C. B. & Q. R. R. Co. to publish rates on hay, carloads, as per table; being reductions of 3 to 8 cents per cwt.
825	Jan. 26	Authorizing C. & W. Ry. Co. to publish rate of 25 cents per ton, carloads, on washer waste, Tercio, etc., to Haller Junction.
826	Jan. 29	Authorizing G. J. & G. R. V. Ry. Co. to publish freight rates on coal, oil, petroleum, and its products, ranging from 5 to 20 cents per ton, and reductions on oil from ¼ to 1½ cents per cwt.
827	Jan. 29	Authorizing D. & I. M. R. R. Co. to file Schedule No. P-2, making reduction in rates.
828	Feb. 1	Authorizing C. & S. Ry. Co. to publish rate of 25 cents per ton on slack coal, carloads, Grey Creek to Cokedale.
829	Feb. 5	Authorizing C. M. Ry. Co. to supplement Tariff No. 137, carrying same rule regarding return shipments as Tariff No. 144.

Authority No.	Date 1912	
830	Feb. 5	Authorizing D. N. W. & P. R. R. Co. to publish rate on hay, carloads, Parshall to Wood Spur and Fraser, being reduction of \$1.25 per ton on hay and 8 cents per cwt. on grain, Parshall to Wood Spur, and 5 cents per cwt. on grain to Fraser.
831	Feb. 6	Authorizing C. M. Ry. Co. to publish rate of 90 cents per ton on slack coal, carloads, Vulcan, etc., to Grand Junction; being a reduction of 20 cents per ton.
832	Feb. 7	Authorizing C. & S. Ry. Co. to publish rate of 60 cents per ton on slack coal, carloads, from Aguilar to Globe Mine; being a reduction of \$1.80 per ton.
833	Feb. 8	Authorizing D. B. & W. R. R. Co. to publish rate of \$1.10 per ton on fertilizer, Ward to Boulder; being a reduction of \$2.50 per ton.
834	Feb. 9	Authorizing D. & R. G. R. R. Co. to reissue page 5 of Supplement No. 14 to G.F.D. No. 4361-A in precisely same manner as shown in Supplement, page 5, having been omitted from Supplement No. 15, which canceled No. 14.
835	Feb. 13	Authorizing C. & S. Ry. Co. to publish rate of 4 cents per cwt. on Mica, Chatfield Switch to Denver; being a reduction of 12 cents per cwt.
836	Feb. 14	Authorizing C. & S. Ry. Co. to publish rate of 7 cents per cwt. on stone, Pueblo to University Park; being a reduction of 4 cents per cwt.
837	Feb. 15	Authorizing C. B. & Q. R. R. Co. to publish rate of 7 cents per cwt. on hay, Sterling to Holyoke; being a reduction of 4 cents per cwt.
838	Feb. 19	Authorizing D. & R. G. R. R. Co. to publish rate of \$10 per car on manure from Somerset to Paonia; being a reduction of \$5 per car.
839	Feb. 21	Authorizing U. P. R. R. Co. to publish rate of 5 cents per cwt. on seed potatoes from Cloverly, Gill, and Galeton to Greeley; being a reduction of 2 cents per cwt. from Cloverly, and 3 cents per cwt. from Gill and Galeton, respectively.
840	Feb. 23	Authorizing C. M. Ry. Co. to publish rate on brick and fire clay, straight or mixed carloads, from Colorado common points to Leadville, Grand Junction, Fruita, Mack, and Utaline.

Authority No.	Date 1912	
841	Feb. 23	Authorizing D. & R. G. R. R. Co. to publish rate of 35 cents per cwt. on seed potatoes from Montrose, Olathe, and Delta to Blanca, Monte Vista, Alamosa, and Del Norte; also from points named to stations between Alamosa and Antonito; said rates being reductions varying from 8 to 10 cents per cwt.
842	Feb. 26	Authorizing C. & S. Ry. Co. to publish rate of 30 cents per ton on pea vine ensilage, Loveland to Longmont.
843	Feb. 26	Authorizing D. & R. G. R. R. Co. to publish rate of \$2.40 per ton on hay, Salida to Pueblo; being a reduction of 80 cents per ton.
844	Feb. 28	Authorizing D. & R. G. R. R. Co. to publish rate of 25 cents per cwt. on seed peas, Walsenburg to Alamosa, Del Norte, and Antonito, etc.; being a reduction of 4 to 7 cents per cwt.; also half-rate on less-than-carload shipments of seed peas, Alamosa to Antonito, Romeo, La Jara, Del Norte, and Monte Vista.
845	Feb. 29	Authorizing D. & R. G. R. R. to publish rates on plaster from Portland and Concrete of 7½ cents to Baxter and Fowler, 8 cents to Olney Springs, 8½ cents to King Center, 9 cents to Numa and Ordway; 9½ cents to Sugar City, and 10½ cents to Lolita to Towner; said rates being reductions ranging from 2½ to 5 cents per cwt.
846	Mch. 4	Authorizing D. & R. G. R. R. Co. to publish rates of \$4 per ton on hay, carloads, San Luis Valley points, etc., to Denver, Colorado Springs, and Pueblo, etc.; also rate of \$3.50 per ton on hay, carloads, from Garland to Pueblo; said rates being reductions of 60 and 50 cents per ton.
847	Mch. 5	Authorizing D. & R. G. R. R. Co. to publish rate of 20 cents per cwt. on seed potatoes, carloads, Carbondale to Hotchkiss; being a reduction of 27 cents per cwt.
848	Mch. 8	Authorizing C. R. I. & P. Ry. Co. to make free rate until March 31, 1912, on all seeds and all kinds of stock food, hay, grain, etc., between points in Colorado; for destitute farmers in eastern Colorado.

Authority No.	Date 1912	
849	Mch. 12	Authorizing D. & R. G. R. R. Co. to amend their Tariff No. 4836, as follows: "Rates to intermediate stations, not named herein, will be the same as shown to next more distant station to which rate is published."
850	Mch. 18	Authorizing C. & S. Ry. Co. to establish screen specifications on coal upon less than statutory notice.
851	Mch. 19	Authorizing C. B. & Q. R. R. Co. to return delegates to original starting-point from Colorado automobile show at one-third fare on certificate plan.
852	Mch. 19	Authorizing A. T. & S. F. Ry. Co. to extend rate in Item No. 17½, Tariff No. 6081-E, for sixty days.
853	Mch. 19	Authorizing U. P. R. R. Co. to publish rate of 30 cents per cwt. on oil, Florence to Fort Collins.
854	Mch. 19	Authorizing D. & I. M. R. R. Co. to publish half-rates on steel rails, Denver to Golden, account of starting a new enterprise in the way of a funicular railroad from base to top of Look-out Mountain.
855	Mch. 19	Authorizing C. M. Ry. Co. to publish rates of \$3.25, \$4.25, \$5.25, and \$6 per ton on ores, Grand Junction to Denver and Pueblo; said rates being reductions ranging from 75 cents to \$2.75 per ton.
856	Mch. 20	Authorizing C. M. Ry. Co. to publish rate of \$3.55 per ton on ore, valuation not exceeding \$25, Grand Junction to Denver and Pueblo.
857	Mch. 20	Authorizing C. B. & Q. R. R. Co. to publish rate of 8 cents per cwt. on hay, carloads, Hygiene, Longmont, Idaho Creek, and Denver to Haxtun and Holyoke; being a reduction of 8 cents per cwt.
858	Mch. 22	Authorizing D. N. W. & P. Ry. Co. to publish rate of 40 cents per ton on clay, carloads, from Plainview to Denver; being a reduction of 10 cents per ton.
859	Mch. 23	Authorizing D. & R. G. R. R. Co. to publish rate of \$1.50 per ton on slack coal, carloads, Wal-senburg district to Creede; being a reduction of 25 cents per ton.
860	Mch. 23	Authorizing C. M. Ry. Co. to publish rate of \$1 per ton on steam coal, Becker's Spur, etc., to Aspen.

Authority No.	Date 1912	
861	Mch. 25	Authorizing D. & R. G. to publish a switching charge of \$2 per car on slack coal moved from mines on their line in southern Colorado.
862	Mch. 27	Authorizing D. & R. G. R. R. Co. to correct Supplement 20, Tariff 4630, rate of \$4 per car on ore, to read Pueblo to Blende in lieu of Minnequa to Blende.
863	Mch. 28	Authorizing D. & R. G. R. R. Co. to publish rate of \$4 per ton on hay, carloads, from stations west of Debeque, etc., to Denver, Colorado Springs, Pueblo, Walsenburg, and Trinidad; said rate being reductions of \$1 and \$2 per ton.
864	Mch. 30	Authorizing C. B. & Q. R. R. Co. to publish one-half present rate on hay, carloads, Hygiene, Longmont, Idaho Creek, and Denver to Amherst and Paoli; on account of relief to live stock.
865	Mch. 30	Authorizing C. & S. Ry. to publish same rate on barley, carloads, Golden to stations north of Denver as apply from said stations to Golden.
866	Apr. 1	Authorizing C. M. Ry. Co. to publish same rate as carried by D. & R. G. in their C.R.C. No. 156, on black powder, from Louviers to stations on their line; said rate being a reduction of 15 cents per cwt. carloads and 18 cents per cwt. on less-than-carloads.
867	Apr. 2	Authorizing D. & R. G. R. R. Co. to publish the following rates on beet seed per 100 pounds, less-than-carloads: Monte Vista to Alamosa, 10 cents; Bountiful, 17½ cents; Romeo, 17½ cents; La Jara, 14 cents; Estrella, 11½ cents; Henry, 10 cents; Mosca, 14 cents, and Hooper, 17½ cents; said rates being reductions ranging from 5 cents to 17½ cents per cwt.
868	Apr. 3	Authorizing D. & R. G. R. R. Co. to publish rates on ore and concentrates per 100 pounds, less-than-carloads, of 26¼ cents, 21¼ cents, and 17¼ cents, Grand Junction to Denver, Pueblo, Minnequa, and Blende, gross valuation not exceeding \$50, \$35, and \$25, respectively; said rates being a reduction of 3¾ cents to 12½ cents per cwt.
869	Apr. 3	Authorizing D. & R. G. R. R. Co. to publish rates of 52½ cents and \$1 per ton, valuations not exceeding \$10 and \$35 per ton, respectively, on low-grade ore and tailings, carloads, Canon City to Pueblo; said rates being reductions of from \$1 to \$1.47½ per ton.

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| 870 | Apr. 3 | Authorizing U. P. R. R. Co. to publish rate of 9 cents per cwt. on seed potatoes, carlots, Masters and Orchard to Greeley; being a reduction of 3 cents per cwt. |
| 871 | Apr. 5 | Authorizing Globe Express Co. to publish reduced rates on milk from various points in Colorado to Salida, upon less than statutory notice. |
| 872 | Apr. 8 | Authorizing C. & S. Ry. Co. to publish reduced rates on cooperage, carloads, between all stations in northern Colorado. |
| 873 | Apr. 10 | Authorizing D. & R. G. R. R. Co. to publish rates on beet seed, less-than-carloads, from Monte Vista to Walsenburg, Blanca, and Antonito, 35 cents, 17½ cents, and 20 cents, respectively, per cwt.; to Bountiful, Mosca, Romeo, La Jara, and Estrella, 10 cents per cwt. carloads; said rates being reductions of 13 cents to 33 cents per cwt. |
| 874 | Apr. 10 | Authorizing U. P. R. R. Co. to make and establish free rate, good thirty days, on seed for crop planting and feed for stock between points in Colorado; account of destitute farmers. |
| 875 | Apr. 16 | Authorizing D. N. W. & P. Ry. Co. to publish rates on lumber per cwt., carloads, 8 cents, 8 cents, 8 cents, 8 cents, 7 cents, and 7 cents, to Oak Creek and Oak Hill from Arrow, Irving Spur, Vasquez, Wood Spur, Fraser, and Tabernash, respectively; said rates being reductions of 5 cents to 6 cents per cwt. |
| 876 | Apr. 19 | Authorizing C. & W. Ry. Co. to publish rate of \$120 for entire service of a circus outfit, equipment and employes, from Jansen to Primero, Weston, Segundo, Valdez, and return to Jansen or Trinidad. |
| 877 | Apr. 20 | Authorizing U. P. R. R. Co. and D. & R. G. R. R. Co. to publish through rate of 20 cents per cwt. on flour, carloads, Fort Collins to Trinidad, Walsenburg, Pueblo, etc.; being a reduction of 12 cents per cwt. |
| 878 | Apr. 20 | Authorizing C. B. & Q. R. R. Co. to publish rate of 87½ cents per ton on mine run coal, as per Tariff G.F.O. No. 1193, between points named; being a reduction of 87½ cents per ton. |

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879	Apr. 23	Authorizing C. B. & Q. R. R. to amend tariffs on coal from Lafayette to stations on D. L. & N. W. Ry., G. W. Ry., C. & S. Ry. Co., and from Lafayette and Erie to Colorado stations, providing for reduced minimum weights on cars.
880	Apr. 26	Authorizing C. & S. Ry. Co. to publish rate of $3\frac{1}{4}$ cents per cwt. on crushed stone, carloads, Denver to Headgate Spur; being a reduction of $5\frac{3}{4}$ cents per cwt.
881	Apr. 26	Authorizing D. B. & W. R. R. Co. to publish rate of \$8 per car, carloads, on fertilizer from Sunset and Ward to Gold Hill; said rate being a reduction of \$16 and \$19 per car, respectively.
882	Apr. 27	Authorizing D. L. & N. W. R. R. Co. to publish fare of \$2.20 for round trip, Denver to Milliken and return, Saturdays and Sundays, May 18, 1912, to October 27, 1912.
883	Apr. 27	Authorizing D. L. & N. W. R. R. Co. to publish Sunday excursion rates, one fare for round trip, between Denver and all points on said line, May 19, 1912, to October 27, 1912.
884	Apr. 27	Authorizing D. N. W. & P. Ry. Co. to publish rate of 25 cents per cwt. on machinery, carloads, Denver to Parshall; being a reduction of 24 cents per cwt.
885	Apr. 29	Authorizing C. & S. Ry. Co. to publish rate of 3 cents per cwt. on crushed stone, carloads, Longmont to Berthoud; being a reduction of 3 cents per cwt.
886	May 1	Authorizing G. J. & G. R. V. Ry. Co. to publish Supplement No. 2 to Tariff No. 5, naming reduction in adult mileage of from \$5 to \$4.50, extending time limit to six months, a special car rate of \$5 per hour, minimum charge of \$15 per car, and party rate of one fare for round trip to fifteen or more persons; also naming rates and regulations for handling of dogs.
887	May 3	Authorizing U. P. R. R. Co. to publish rate notice naming round trip fares between Denver and Estes Park, upon less than statutory notice.

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888	May 3	Authorizing D. & R. G. R. R. Co. to publish rate of \$3.25 per ton on anthracite coal, carlots, Crested Butte, etc., to Pueblo and Colorado Springs, and rate of \$3.50 per ton, carloads, Crested Butte to Denver; said rates being reductions of 25 cents, 75 cents, and 50 cents per ton, respectively.
889	May 3	Authorizing D. N. W. & P. Ry. Co. to publish a tariff applying on emigrant movables, carloads, Denver to McCoy, etc., on basis of 25 cents per cwt.; said rate being a reduction of \$10 per car.
890	May 6	Authorizing D. B. & W. R. R. Co. to publish tariffs naming summer rates ordinarily in effect May 15 to October 31, 1912, upon less than statutory notice.
891	May 6	Authorizing U. P. R. R. Co. to publish rate of 60 cents per ton on sand and gravel, carloads, Adams to Roy; being a reduction of 30 cents per ton.
892	May 9	Authorizing D. & R. G. R. R. Co. to publish rate of \$35 per car on cattle, Moffat to Eagle and Gypsum; being a reduction of \$10 per car.
893	May 11	Authorizing receivers for D. N. W. & P. Ry. Co. to extend Local Freight Tariff No. 23, applying on lumber, carloads, from Arrow and other stations to Oak Creek so as to apply to Routt and Junction City, making a reduction of 5 cents per cwt.
894	May 17	Authorizing D. & R. G. R. R. Co. to readjust and publish rates in Tariff G. F. D. No. 5355, on black powder, Augusta to stations in Colorado; account of new industry located at Augusta.
895	May 22	Authorizing D. & R. G. R. R. Co. to publish rate of 10 cents per cwt. on car-door boards, Youmann to Crested Butte; being a reduction of 7 cents per cwt.
896	May 22	Authorizing D. & R. G. R. R. Co. to publish rate of 2½ cents per cwt. on clay, carloads, Perrin's Peak mine to Bell Spur; being a reduction of 2½ cents per cwt.
897	May 22	Authorizing D. B. & W. R. R. Co. to publish rates on freight to Eldora upon less than statutory notice.

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| 898 | May 23 | Authorizing D. & R. G. R. R. Co. to publish rate of 30 cents per ton on lime rock, carloads, Calcite to Salida; said rate being a reduction of 10 cents per ton. |
| 899 | May 23 | Authorizing D. & R. G. R. R. to publish rate of 25 cents per cwt. on potatoes, carloads, from Walsenburg, Rouse, and Trinidad to stations on the western slope; said rate being a reduction of 7 cents per cwt. |
| 900 | May 27 | Authorizing A. T. & S. F. Ry. to publish rate of 20 cents per cwt. on filter press frames and material, carloads, min. weight 30,000 lbs., from Colorado Springs to Swink; said rate being a reduction of 12 cents per cwt. |
| 901 | May 27 | Authorizing U. P. R. R. to publish the following rule, to be substituted for Rule 65 of U. P. Circular G. F. O. No. 1010, C. R. C. 22: "Wool or mohair, in grease, in bales or sacks, carloads, apply 4th class rates, min. weight 24,000 lbs. for cars of certain measurements, subject to Rule 6-B of current Western Classification." |
| 902 | May 27 | Authorizing U. P. R. R. to publish Class E rate of $11\frac{3}{4}$ cents per cwt. from Denver to Sterling, in lieu of 13 cents per cwt. on Class E rate as carried in U. P. G. F. O. 12908; said rate being a reduction of $1\frac{1}{4}$ cents per cwt. |
| 903 | May 28 | Authorizing C. M. Ry. to publish rate of 25 cents per cwt. on potatoes, carloads, between various stations in the Walsenburg district; said rate being a reduction of 7 cents per cwt. |
| 904 | May 29 | Authorizing D. & R. G. R. R. to publish rate of 15 cents per cwt. on mine timbers and mine props, carloads, from Henkles Spur to Walsenburg, Rouse Junction, Hezron, Pryor, Lester, Rouse, Barnes, Elmore, and Engleville; and mine props from Henkles Spur to Orman, Pictou, Maitland, Shumway, Console, Strong, Tioga, Big Four, and Robinson; Henkles Spur being on the Baldwin branch of D. & R. G. R. R. above Gunnison, and the rates authorized being an advance of 1 cent per cwt. over the Gunnison rate to points named. |

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| 905 | May 31 | Authorizing C. & S. Ry. to publish rate of 5 cents per cwt. per car, plus \$5 per hour or fraction thereof for main line loading, on engines, carloads from points near Mile Post No. 23 on the Platte Canon branch to Denver; no rate on engines between points named having heretofore been published. |
| 906 | June 4 | Authorizing C. & S. Ry. to publish fare of \$9.60 for adult and \$4.80 for children of half-fare age, from Denver to Estes Park and return. |
| 907 | June 4 | Authorizing C. & S. Ry. to publish fare from Denver and Pueblo to Colorado Springs and return, with coupons for Crystal Park auto road tour; to be sold \$2.50 higher than fares now effective to Colorado Springs, and such \$2.50 to accrue to C. P. A. R. Co. |
| 908 | June 5 | Authorizing C. & S. Ry. to publish class rates between Denver, Argo, and Mont Alto, Gold Hill; said rates being a reduction ranging from 7½ cents on Class E to 10 cents on first class; also rate of 15 cents per cwt. on lumber, carloads, from Denver to Mont Alto and Gold Hill; said rate being a reduction of 5 cents per cwt. |
| 909 | June 6 | Authorizing Globe Express Co. to publish rates on fruit and vegetables from Brewster to Buena Vista, Castle Rock, Colorado Springs, Denver, Fountain, Greenland, Larkspur, Littleton, Louviers, Monument, and Palmer Lake, of 75 cents per cwt.; to Pueblo, 50 cents; to Sedalia, 75 cents; to Trinidad, 90 cents; to Walsenburg, 75 cents per cwt. |
| 910 | June 11 | Authorizing C. B. & Q. R. R. to publish rate on sand and gravel, mixed carloads from Denver to Bronco and Wiggins, \$1.50 per ton; said rate being a reduction of 50 cents per ton. |
| 911 | June 11 | Authorizing D. & I. M. R. R. to amend items 14, 15, 16, 18, 20, 21, 23, 24, 25, and 26 of Tariff C. R. C. No. 10, to apply on class, commodity, and distance rates between all stations in tariff. |

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| 912 | June 13 | Authorizing Silverton Northern R. R. to issue Amendment No. 2 to Freight Tariff C. R. C. No. 2, from Animas Forks to Silverton, valuation over \$25 per ton, rate of \$2.50; valuation under \$25 per ton, rate of \$1.75; from Waldheim to Silverton, valuation over \$25, rate of 40 cents; valuation under \$25 per ton, rate of 40 cents. |
| 913 | June 20 | Authorizing D. & R. G. R. R. to make effective Amendment No. 7, Tariff 4486-A, providing switching charge of \$3 per car on ore, carloads, from Winkfield Spur to Rico. |
| 914 | June 21 | Authorizing D. & R. G. R. R. to make reductions in Tariff No. 186, G. F. D. No. 4659-B, between Pueblo and stations Parkdale to Salida; Tariff C. R. C. 185, G. F. D. 4658-B, and C. R. C. 187, G. F. D. 4550-B, between Denver, Trinidad, and stations Beaver to Texas Creek; Tariff C. R. C. 185, G. F. D. 4658-B, between Denver, Trinidad, and Howard to Salida; said rates being reductions of from 1 cent to 8 cents per cwt. |
| 915 | June 21 | Authorizing D. & R. G. R. R. to publish rate of 40 cents per cwt. on bones, carloads, from Keystone to Pueblo; said rate being a reduction of 7 cents per cwt. |
| 916 | June 24 | Authorizing D. & R. G. R. R. to publish rate of 20 cents per cwt. on green fruit, carloads, from Delta and Montrose to Grand Junction. |
| 917 | June 27 | Authorizing C. M. Ry. to publish an amendment to C. R. C. Tariff 120, authorizing an allowance of four days for unloading of cars containing coal consigned to Manitou & Pike's Peak Ry., Manitou Iron Springs, in C. M. Ry. equipment. |
| 918 | June 28 | Authorizing D. & R. G. R. R. to publish rate of 30 cents per cwt. on green fruit, less than carloads, from Montrose, Paonia, and intermediate points to Grand Junction; said rates being a reduction from 25 to 50 per cent. |
| 919 | June 29 | Authorizing Globe Express Co. to issue supplement to C. R. C. No. 39, amending section 10 on page 16, applying on fruit and vegetables from western slope, from Group 1 to Group 2. |

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920	July 8	Authorizing D. & R. G. R. R. to publish rate of 30 cents per cwt. on preserved fruit (in juice or syrup, or in liquid other than alcoholic liquor), in bulk, in wood, from Paonia to Pueblo; said rate being a reduction of 43 cents per cwt.
921	July 8	Authorizing D. & R. G. R. R. and C. & S. Ry. to publish rate of 30 cents per cwt., less than carloads, on fruit from stations New Castle to Lacy, inclusive, to Grand Junction; said rate being a reduction of 10 cents per cwt.
922	July 8	Authorizing D. & R. G. R. R. to publish switching rate of \$3 per narrow-gauge car on anthracite coal, carloads, from Floresta to Crested Butte.
923	July 8	Authorizing C. B. & Q. R. R. to publish rate of 50 cents per mile on second-hand locomotives on own wheels between Lyons and Denver; said rate being a reduction of \$24 per locomotive.
924	July 9	Authorizing Globe Express Co. to publish rates on milk and cream per cwt. between Sapinero and various points; said rates being reductions of from 77 cents to 93 cents.
925	July 9	Authorizing Adams Express Co. to publish rates on strawberries to and from Steamboat Springs; all rates being reductions from rates now in effect.
926	July 10	Authorizing D. & R. G. R. R. to publish rate of 12½ cents per cwt. on hay, carloads, from Cotopaxi to Pueblo; said rate being a reduction of 3½ cents per cwt.
927	July 10	Authorizing C. & S. Ry. to republish rate on stone, providing for stopping in transit at Denver, to be sawed or dressed; charge into Denver based on actual weight at 5 cents per cwt., and from Denver to Pueblo at 7 cents per cwt.
928	July 10	Authorizing C. & S. Ry. Co. to publish rate of 6 cents per cwt. on ice, carlots, Fort Collins to Loveland, minimum weight 30,000 lbs., being a reduction in minimum weight of 10,000 lbs.

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- 929 July 13 Authorizing D. & I. M. R. R. Co. to publish the following rates on less than statutory notice: 2½ cents and 3 cents per cwt. on gravel, carlots, from Gravel Spur to West End-Berkley and Leyden City, respectively, and 3 cents per cwt. from College to Leyden City; freight of all kinds, Leyden Junction to Leyden City, 20 cents per ton, and to and from Leyden City, \$1 per car; beer and ice, 10 cents per cwt., mixed carloads, Golden to Leyden City; crushed rock, etc., 2½ cents per cwt., mixed carloads, Weidman to West End-Berkley; coal, carloads, Leyden City to Platte Station, 80 cents on lump, 70 cents on mine run, and 60 cents on slack, out of which 20 cents per ton switching charge will be absorbed; also, an exception to Western Classification rate on lumber, logs, ties, straight or mixed carloads; all of said rates being reductions.
- 930 July 13 Authorizing D. & R. G. R. R. Co. to publish rate of \$3.25 per ton on ore and concentrates, carloads, gross valuation not exceeding \$18 per ton, Creede to Denver; said rate being a reduction of \$1.75 per ton.
- 931 July 13 Authorizing the receivers of D. N. W. & P. Ry. Co. to publish rates of 65 cents and 67 cents per cwt. on strawberries, carloads, to Colorado Springs and Pueblo, respectively; said rates being reductions of 26 cents and 31 cents, respectively.
- 932 July 17 Authorizing D. & R. G. R. R. Co. to include in Supplement 3 to Tariff 4807-G rate of \$3.25 per ton on anthracite coal, carloads, from Anthracite, Crested Butte, Floresta, and Horace to Colorado City; said rate being a reduction of 75 cents per ton.
- 933 July 20 Authorizing C. & S. Ry. Co. to publish rate of 12 cents per cwt. on granite, carloads, South Platte to Pueblo; said rate being a reduction of 6 cents per cwt.
- 934 July 22 Authorizing C. & S. Ry. Co. to publish rate of \$4 per ton on gas coke, carloads, Pueblo to Leadville, upon less than statutory notice.

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| 935 | July 22 | Authorizing Globe Express Co. to publish reduced rates on shipments of milk and cream, five - and ten-gallon cans, from Montrose, Uncompahgre, Colona, Dallas, Ridgway, Gunnison, Jack's Cabin, Glaciers, Lazear, Hotchkiss, and Paonia, to Delta; said rates being reductions ranging from 17 cents to \$1.05 on milk, and 16 cents to \$1.03 on cream, five-gallon cans, and from 11 cents to 99 cents on milk, and 9 cents to 95 cents on cream, ten-gallon cans. |
| 936 | July 24 | Authorizing Globe Express Co. to publish reduced rates on milk and cream, five- and ten-gallon cans, from Marnell or Williams to Pueblo; said rates being reductions of 17 cents on milk and 16 cents on cream, five-gallon cans, and 11 cents on milk and 10 cents on cream, ten-gallon cans. |
| 937 | July 26 | Authorizing Adams Express Co. to publish rate of 30 cents per cwt. on peas, in ton lots, between Milliken and Greeley; said rate being a reduction of 10 cents per cwt. |
| 938 | July 29 | Authorizing A. T. & S. F. Ry. Co. and C. S. & C. C. D. Ry. Co. to publish rate of 25 cents per cwt. on cement, carloads, from Portland to Cripple Creek. |
| 939 | Aug. 8 | Authorizing Globe Express Co. to publish reduced rates on milk and cream, per cwt., from Brown, Dallas Divide, Leonard, Leopard Creek, Knowles, Placerville, Sams, Vance Junction, and Wilson, to Ridgway; said rates being reductions ranging from 10 cents to 78 cents per cwt. |
| 940 | Aug. 9 | Authorizing D. & R. G. R. R. Co. to publish rate of $2\frac{1}{4}$ cents per cwt. on pressed brick, etc., carloads, Castle Rock to Denver, said rate being a reduction of $4\frac{1}{2}$ cents per cwt. |
| 941 | Aug. 10 | Authorizing D. N. W. & P. Ry. Co. to publish rate of 10 cents per cwt. on telephone poles, carlots, Yampa to Steamboat Springs; being a reduction of 3 cents per cwt. |
| 942 | Aug. 12 | Authorizing G. J. & G. R. V. Ry. Co. to make effective Special Commodity Tariff No. 5, carrying substantial reductions on all commodities, especially fruit and vegetables in open-top crates. |

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943	Aug. 12	Authorizing D. & R. G. R. R. Co. and F. & C. C. R. R. Co. to publish through rate of 20 cents per cwt on oil, etc., in tank cars, from Florence to stations in Cripple Creek district.
944	Aug. 12	Authorizing C. & W. R. R. Co. to publish rate of \$20 per car on merry-go-round outfit from Terico to Sopris; present rate being 25 cents per cwt.
945	Aug. 15	Authorizing D. & R. G. R. R. Co. and F. & C. C. R. R. Co. to publish through rate of 49 cents per cwt. on oil (other than petroleum, etc.) from Florence to stations in the Cripple Creek district, va D. & R. G. R. R. from Florence to Colorado Springs, thence via F. & C. C. R. R. to destination, account of washout on F. & C. C. line.
946	Aug. 17	Authorizing Wells Fargo & Co. Express to apply Rocky Ford and Denver rates between Weitzer and Denver until tariff carrying said rates is effective.
947	Aug. 19	Authorizing C. M. Ry. Co. to publish same provisions on shipments of concentrates, less-than-carloads, as apply on ore; also apply same rates on concentrates as on ore, carloads, from Leadville and Grand Junction to Colorado common points; said rates being reductions of from 5 cents to 7½ cents per cwt. from Leadville, and 3¾ cents to 12¼ cents per cwt. from Grand Junction.
948	Aug. 19	Authorizing C. & S. Ry. Co. to correct rate on mine props and mine ties, carloads, from Denver, when originating from stations on C. & S. between Valverde and Alma, and on shipments arriving at Denver via C. & S.; no change being made in said rates except the addition of the clause "arriving at Denver via the C. & S. Ry.," upon which the rate will be 5 cents instead of 8 cents per cwt.
949	Aug. 19	Authorizing A. T. & S. F. Ry. Co. to publish rate of 25 cents per ton on coal, carloads, Pikeview and Keystone mine to Colorado Springs, when loaded in cars furnished by shippers; said rate being a reduction of 10 cents per ton.

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950	Aug. 21	Authorizing D. B. & W. R. R. Co. to handle a suitable rock for rock-drilling contest given by Boulder Metal Mining Association in Boulder. at a charge of \$5 from Eldora to Boulder.
951	Aug. 23	Authorizing D. & R. G. R. R. Co. to correct rate in their Tariff No. 4902-B, applying on lumber, Texas Creek to Canon City, to read 7 cents instead of 9 cents per cwt., and to provide for a rate of 5 cents per cwt. on mine props, carloads, between said points.
952	Aug. 23	Authorizing D. & R. G. R. R. Co. to publish rate of 40 cents per ton on gypsum rock, carloads, Canon City to Concrete.
953	Aug. 28	Authorizing A. T. & S. F. Ry. Co. to publish rate of \$40 per standard car, on horses, Rocky Ford to Canon City; effective September 5, expiring September 16, 1912; on account of Fremont county fair; said rate being a reduction of \$17.50 from present rate in effect.
954	Aug. 29	Authorizing D. & R. G. R. R. Co. to publish rate of 15 cents per ton on sand and gravel, carloads, from Kelker Switch to Leander Switch; said rate being a reduction of 35 cents per ton.
956	Aug. 30	Authorizing D. B. & W. R. R. Co. to publish rates on ore or ore concentrates, tungsten, carloads, Ordell to Sugar Loaf, when containing less than 6 per cent tungsten, \$1 per ton; 6 per cent or more tungsten, \$1.50 per ton; from Crisman, Salina to Sugar Loaf, \$1.50 per ton.
957	Sept. 3	Authorizing Globe Express Co. to publish rates on fruit and vegetables from Penrose to various stations in Colorado; all of said rates representing reductions.
958	Sept. 3	Authorizing Globe Express Co. to publish rates on fruit and vegetables from various stations in western Colorado to Ohio City and Pitkin; in some instances rates being the same but most of changes being reductions.
959	Sept. 5	Authorizing C. B. & Q. R. R. Co. to publish rate of 30 cents per net ton on sugar beets, carloads, from Stein to Sterling; said rate being a reduction of \$1.10 per ton.

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| 960 | Sept. 5 | Authorizing C. M. Ry. to publish rate of 50 cents per cwt. on apples, carloads; on deciduous fruits, 75 cents; from Grand Junction and other western Colorado points to Fort Collins and Greeley and to Boulder, rate of 72 cents on pears; said rates being a reduction on apples to Boulder of 7 cents per cwt., and to Fort Collins and Greeley, 10 cents per cwt.; other deciduous fruits, 5 cents per cwt. to all points mentioned. |
| 961 | Sept. 6 | Authorizing D. & R. G. R. R. to publish rates on empty barrels, second-hand, iron or wood, from stations in the Cripple Creek district to Florence, the same as in Items Nos. 100 and 101 to F. & C. C. Tariff G. F. O. 216, C. R. C. No. 8; account of direct haul being cut off by washouts on F. & C. C. Ry. |
| 962 | Sept. 9 | Authorizing C. & S. Ry. to publish rate of 25 cents per ton of 2,000 lbs., minimum \$5 per car, on slack coal, carloads, from Bowen to Hastings; said rate being a reduction of 75 cents per ton. |
| 963 | Sept. 9 | Authorizing C. B. & Q. R. R. to publish rate of 20 cents per ton on sugar beets, carloads, from Union to Brush; said rate being a reduction of 10 cents per ton. |
| 964 | Sept. 9 | Authorizing U. P. R. R. to publish rate of 35 cents per ton on sugar beets, carloads, from Weldon, Goodrich, Orchard, and Sublette to Union; said rate being reductions of from 20 cents to 30 cents per ton. |
| 965 | Sept. 12 | Authorizing D. & R. G. R. R. to publish rate of 75 cents per ton on sugar beets, carloads, when destined to Rocky Ford from Westcliffe, Verdemont, and Hillside to Pueblo; said rate being a reduction of \$3.25 per ton. |
| 966 | Sept. 13 | Authorizing D. & R. G. R. R. Co. to publish rate of 35 cents per ton on bituminous coal, carloads, from Rockland to Walsen; said rate being a reduction of 15 cents per ton. |
| 967 | Sept. 16 | Authorizing D. & R. G. R. R. Co. to publish a rate of 15 cents per ton on sand and gravel, carloads, from Kelker Switch to Leander Switch; said rate being a reduction of 35 cents per ton. |

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968	Sept. 16	Authorizing U. P. R. R. Co. to publish rate of 7 cents per cwt. on brick, carloads, from Denver to Limon; said rate being a reduction of 4 cents per cwt.
969	Sept. 16	Authorizing D. & R. G. R. R. Co. to publish rate of 7 cents per cwt. on concrete cement pipe, carloads, from Colorado Springs to Pinon; said rate being a reduction of 2 cents per cwt.; and to protect under said rate all shipments which have moved on or since August 1, 1912.
970	Sept. 16	Authorizing D. & R. G. R. R. Co. to publish rule on lumber originating at Trinchera Spur, providing for planing and finishing in transit, and thence reconsigned to Montrose and western slope.
971	Sept. 17	Authorizing C. & S. Ry. to publish rate of \$2 per car on slack coal, carloads, from Centennial mine tipple to Centennial yard tracks; Matchless mine tipple to Matchless yard tracks; Fox mine tipple to Fox yard tracks; said rate being a reduction of \$6 to \$8 per car.
972	Sept. 19	Authorizing C. & S. Ry. to publish rate of 7 cents per cwt. on clay, carloads, from Johnsons and stations situated on D. & I. M. R. R. to Pueblo, via Denver; said rate being a reduction of 2 cents per cwt.
973	Sept. 23	Authorizing D. & R. G. R. R. to publish rule on lumber originating at Trinchera Spur, providing for planing and finishing in transit, and thence reconsigned to various stations.
974	Sept. 24	Authorizing F. & C. C. R. R. and C. M. Ry. to publish joint rate of 10 cents per cwt. on second-hand lumber from Colorado Springs and Colorado City to Cripple Creek district; said rate being a reduction of 9 cents per cwt.
975	Sept. 25	Authorizing D. & R. G. R. R. to publish rate of \$1.75 per ton on low-grade ore, valuation not exceeding \$15 per ton, carloads, from Florence to Salida; said rate being a reduction of \$1.25 per ton.
976	Sept. 26	Authorizing D. & R. G. R. R. to publish a rule on free time allowed, there being no advance in demurrage charges.
977	Sept. 26	Authorizing D. & R. G. R. R. to publish rate of \$5 per ton on petroleum coke, carloads, from Florence to stations in the Cripple Creek district, there being no rate in effect on this commodity at the present time.

Authority No.	Date 1912	
978	Sept. 26	Authorizing receivers of D. N. W. & P. Ry. to publish rate of \$2.90 per ton on slack coal, carloads, from the Oak Hills district to Sterling, via U. P. R. R. Co.; said rate being a reduction of 15 cents per ton.
979	Sept. 27	Authorizing C. M. Ry. to publish rate of 12 cents per cwt. on mining props, timber, cord wood, and slabs, carloads, from Wing and Haver to Denver; said rate being a reduction of 3 cents per cwt.
980	Sept. 27	Authorizing D. & R. G. R. R. to publish rate of \$25 per 36-foot car on cattle, carloads, from Grand Junction to Wolcott; said rate being a reduction of \$23.40 per car.
981	Sept. 28	Authorizing C. M. Ry. to publish rate on threshing-machine outfits, carloads, from Ruedi to Basalt, and return to Ruedi, tariff rate going, and free rate returning, with addition of \$5 for stops made; said rate being a reduction of 14 cents per cwt.
982	Sept. 30	Authorizing D. B. & W. R. R. to publish rates on ties, carloads, from Wall Street to Lakewood, with privilege of stopping cars in transit for loading. At these stations no rates on ties have heretofore applied.
983	Oct. 2	Authorizing C. & S. Ry. Co. to publish rate of \$2 per car on slack coal, carloads, from Ravenwood mine tipple to Ravenwood mine yard; said rate being a reduction of \$5.50 a car.
984	Oct. 3	Authorizing D. & R. G. R. R. Co. to publish rate of \$1.50 per ton on sugar beets, carloads, from Sandy to Monte Vista; said rate being a reduction of \$4.30 per ton.
985	Oct. 5	Authorizing D. & R. G. R. R. Co. to publish rate of 80 cents per ton on sugar beets, carloads, from Salida to Pueblo; said rate being a reduction of \$4 per ton.
986	Oct. 7	Authorizing C. B. & Q. R. R. Co. to haul, free of charge, a block of granite from Denver to Fort Morgan; said granite being a marker for the site of old Fort Morgan.
987	Oct. 8	Authorizing D. & R. G. R. R. Co. to publish rate of \$35 per car on graders' outfit and stock from Pueblo to La Veta Pass, and to protect under said rate all shipments which have moved at higher rate.

Authority No.	Date 1912	
988	Oct. 10	Authorizing U. P. R. R. and G. W. Ry. to publish joint rate of \$1 per ton on lump coal, carloads, from the northern Colorado lignite mines to Loveland, via Milliken and G. W. Ry.; said rate being a reduction of 60 cents per ton.
989	Oct. 11	Authorizing U. P. R. R. Co. to publish rate of 3 cents per cwt. on oats and barley, carloads, from Harmony to Fort Collins; said rate being a reduction of 3 cents per cwt.
990	Oct. 14	Authorizing Globe Express Co. to publish rates on milk and cream from various stations to Montrose; said rates being reductions ranging from 2 cents to 76 cents per five- and ten-gallon can.
991	Oct. 14	Authorizing C. & S. Ry. to publish rates of \$2 per car on coal, carloads, from various mine tipples to various yard tracks; said rates being reductions of approximately \$6 to \$8 per car.
992	Oct. 16	Authorizing C. B. & Q. R. R. Co., in connection with D. & R. G. R. R. Co., to publish rate of 15 cents per cwt. on refuse beet syrup, from Longmont to Larkspur, when shipped in tank cars; said rate being a reduction of 12 cents per cwt.
993	Oct. 19	Authorizing D. & R. G. R. R. Co. to move a carload of box shooks, from Delta to Silt, at the rate of 10 cents per cwt.
994	Oct. 21	Authorizing D. & R. G. R. R. Co. to publish rate of 25 cents per cwt. on cider and vinegar, carloads, from Salida to Alamosa; said rate being a reduction of 13 cents per cwt.
995	Oct. 21	Authorizing D. & R. G. R. R. Co., in connection with U. P. R. R. Co., to publish rate of 15 cents per cwt. on refuse syrup, in tank cars, from Greeley to Larkspur; said rate being a reduction of 17 cents per cwt.
996	Oct. 24	Authorizing D. & I. M. R. R. Co. to publish a switching charge of 20 cents per ton, minimum charge of \$5 per car, on all commodities except coal, between Leyden Junction and Leyden City.
997	Oct. 25	Authorizing D. & R. G. R. R. Co., in connection with C. & S. Ry., to publish through rate of \$2.25 per ton on lime rock, carloads, from Canon City and Portland to Longmont, Loveland, and Fort Collins; said rate being a reduction of \$2.45 per ton to Fort Collins, and \$2.25 to Loveland and Longmont.

Authority No.	Date 1912	
998	Oct. 25	Authorizing C. & S. Ry. to publish rate of 35 cents per net ton on beet pulp, carloads, from Longmont to Standley Lake Spur; said rate being a reduction of 25 cents per net ton.
999	Oct. 25	Authorizing C. & S. Ry. to publish rate of 15 cents per cwt. on syrup, refuse, carloads, in tank cars, from Longmont, Loveland, Fort Collins, Windsor, and Greeley to Larkspur; said rate being a reduction of 12 cents per cwt.
1000	Oct. 26	Authorizing D. & R. G. R. R. Co. to make half-rate on shipment of about two cars of mining machinery from Rico to Denver, account of mine not being able to pay for shipment.
1001	Oct. 28	Authorizing Globe Express Co. to publish rate of 25 cents on five-gallon can and 36 cents on a 10-gallon can of milk and cream between Denver and Walsenburg; present rate being General Special rate of \$1 per cwt., minimum charge of 35 cents.
1002	Oct. 31	Authorizing U. P. R. R. Co. to publish rates on green vegetables, from Greeley to Lucerne, Eaton, and Ault, 5 cents per cwt.; Brighton to Ault, 8 cents; Platteville to Ault, 7 cents; Platteville to Pierce, 8 cents per cwt.; said rates being reductions ranging from 2 cents to 6 cents per cwt.
1003	Oct. 31	Authorizing D. & R. G. R. R. Co. to publish rate of 25 cents per ton for transportation of coal from Pueblo to Blende, when delivered to D. & R. G. R. R. Co. by C. & S. Ry. Co.
1004	Oct. 31	Authorizing D. & R. G. R. R. Co. to publish rate of 25 cents per cwt. on apples, carloads, from Austin to Ouray; said rate being a reduction of 9 cents per cwt.
1005	Oct. 31	Authorizing D. & R. G. R. R. Co. to publish rates on lime rock, carloads, to Longmont, Loveland, Fort Collins, and Windsor, from Woodman's Spur, \$1.75 per ton; from Canon City and Portland, \$2.25 per ton; from Garfield, \$2.85 per ton; no joint through rate on commodity having heretofore applied.
1006	Nov. 2	Authorizing U. P. R. R. Co. to publish rate of 5 cents per cwt. on culled potatoes, carloads, from Ault to Greeley, and 6 cents from Pierce to Greeley; said rate being a reduction of 3 cents per cwt. from Ault, and 2 cents per cwt. from Pierce.

- | Authority No. | Date | |
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| 1007 | Nov. 4 | Authorizing D. & R. G. R. R. Co. to publish rate of \$50 per car on graders' outfit, from Denver to Monte Vista; said rate formerly being published, but inadvertently canceled. |
| 1008 | Nov. 4 | Authorizing D. & R. G. R. R. Co. to extend rates on anthracite coal \$3.50 per ton to Denver, and \$3.25 per ton to Pueblo and Colorado Springs, carloads, from various mines in the Crested Butte mining district; said rates having expired by limitation October 31, 1912. |
| 1009 | Nov. 8 | Authorizing D. & R. G. R. R. Co. to publish rate of \$2.15 per ton on lime rock, carloads, from Monte Vista to Longmont, in connection with C. & S. Ry. Co.; no through rate on said commodity, between points named, having heretofore applied. |
| 1010 | Nov. 8 | Authorizing C. & S. Ry. Co. to publish rate of 80 cents per ton on lime rock, carloads, from Golden to Longmont, Loveland, Fort Collins, Windsor, Greeley, and Eaton; said rate being a reduction of \$1.80 per net ton. |
| 1011 | Nov. 8 | Authorizing C. & S. Ry. Co. to publish rate of \$15 per tank, water in tank cars, from Boulder to Broomfield; no rate on said commodity having heretofore applied between points named. |
| 1012 | Nov. 8 | Authorizing C. & S. Ry. Co. to publish rate of \$1.75 per net ton on lime rock, carloads, from Fairplay to Denver; said rate being a reduction of \$3.05 per net ton. |
| 1013 | Nov. 8 | Authorizing receivers for D. L. & N. W. R. R. Co. to publish rate of 8 cents per cwt. on hay and straw, carloads, between Hodgson and Greeley; said rate being a reduction of 1 cent per cwt. |
| 1014 | Nov. 9 | Authorizing D. & R. G. R. R. Co. to publish rate of 75 cents per ton on sugar beets, carloads, from Walsenburg to Pueblo, destined to sugar plants in the Arkansas Valley. |
| 1015 | Nov. 11 | Authorizing D. & R. G. R. R. Co. to publish the following rates on low-grade ore and tailings, carloads, from Canon City to Blende; mill tailings, agreed or declared, valuation not exceeding \$10 per ton, 52½ cents per ton; mill tailings, lead ore, low grade and lead concentrates, agreed or declared, valuation not exceeding \$35 per ton, \$1 per ton; said rates being reductions ranging from \$1 to \$1.47 per ton. |

Authority No.	Date 1912	
1016	Nov. 14	Authorizing U. P. R. R. Co. to publish rate of 15 cents per cwt. on fourth-class goods, Fort Collins to Johnstown; same rates being in effect via C. & S. Ry. and Great Western Ry., and being a reduction of 10 cents per cwt.
1017	Nov. 19	Authorizing Crystal River R. R. Co. to publish rate of \$10 per car on sheep in single- or double-deck cars, from Carbondale to Placita, on C. R. R. R.; no rate on said commodity having heretofore applied between points named.
1018	Nov. 20	Authorizing D. & R. G. R. R. Co. to publish a rate of \$2.25 per ton on lime rock, from Howard, Wellsville, Canon City, and Portland to Greeley and Eaton.
1019	Nov. 20	Authorizing C. & W. Ry. to publish rate of 50 cents per ton on coal, carloads, from Piedmont and Sopris to Weston; said rate being a reduction of \$1.10 per ton.
1020	Nov. 20	Authorizing Globe Express Co. to publish rate of 15 cents per ten-gallon can of milk and cream, from Douglas to Denver; said rate being a reduction of 3 cents per ten-gallon can.
1021	Nov. 20	Authorizing U. P. R. R. Co. to publish rate of 3 cents per cwt. on barley, carloads, from Harmony to Fort Collins, and to protect under said rate all shipments which have moved on or since October 7, 1912.
1022	Nov. 21	Authorizing C. & S. Ry. to publish rate of \$1.10 per ton on soft coal, all kinds, from Claybank Spur to various stations in Colorado; said rate being a reduction ranging from 10 cents to \$1.50 per ton.
1023	Nov. 21	Authorizing D. & R. G. R. R. Co. to publish rate on cement and plaster, from Concrete and Portland to Verdemont, Westcliffe, Howard, Wellsville, 15 cents per cwt.; said rate being a reduction of 2 cents per cwt.
1024	Nov. 22	Authorizing C. M. Ry. to publish rate of \$2.25 per ton on nut coal, carloads, to various stations from Cameo, Gale, and Palisade; said rate being a reduction of 25 cents per ton.
1025	Nov. 26	Authorizing U. P. R. R. Co. to publish rate of 11½ cents per cwt. on flour and milled stuff, carloads, from Fort Collins to Carr; said rate being a reduction of 5½ cents per cwt.

- | Authority No. | Date 1912 | |
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| 1026 | Nov. 26 | Authorizing D. & R. G. R. R. Co to publish rate of \$10 each on coaches on their own wheels, and \$20 each on locomotives on their own wheels, from Blanca to Alamosa; no rate on said commodity having heretofore applied. |
| 1027 | Nov. 26 | Authorizing C. & W. Ry. to publish rate of 25 cents per ton on run of mine coal, carloads, from Piedmont to Haller Junction; said rate being a reduction of 55 cents per ton. |
| 1028 | Nov. 27 | Authorizing C. & S. Ry to publish rate of \$15 per tank car, on water in tank cars, from Denver to Broomfield, and to protect under said rate all shipments which have moved on or since November 1, 1912. |
| 1029 | Dec. 2 | Authorizing D. & R. G. R. R. Co. to publish rate of \$7 per gross ton on second-hand rails, carloads, from Denver to Delta and Roubideau; said rate being a reduction of \$5 per ton. |
| 1030 | Dec. 2 | Authorizing receivers for D. N. W. & P. Ry. to publish rate of 10 cents per cwt. on cord wood, carloads, from McCoy to Denver; said rate being a reduction of 17 cents per cwt. |
| 1031 | Dec. 2 | Authorizing D. & R. G. R. R. Co. and C. M. Ry. to publish joint rate of \$1.10 per net ton on scrap iron, carloads, from Colorado City and Manitou to Denver and Pueblo; said rate being a reduction of 90 cents per ton from Colorado City and \$1.30 per ton from Manitou. |
| 1032 | Dec. 3 | Authorizing D. & R. G. R. R. Co. to publish rate of \$2.20 per ton on spelter, carloads, from Pueblo, Minnequa, and Blende to Denver; no rate having heretofore applied on spelter of this valuation between points named. |
| 1033 | Dec. 3 | Authorizing C. & S. Ry. to publish rate of 3 cents per cwt., minimum of \$10 per car, on fertilizer, carloads, from Denver and Denver Union Stock Yards to McRose; no rate on said commodity having heretofore applied between points named. |
| 1034 | Dec. 3 | Authorizing C. & S. Ry. to absorb the D. & R. G. R. R. Co.'s switching charge of 20 cents per ton, minimum charge \$3 per car, from all points to Eilers, going to American Smelting & Refining Co.'s Arkansas plant; said rate being a reduction in the absorption charge from a maximum of \$3 per car to a minimum of \$3 per car. |

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- 1035 Dec. 3 Authorizing C. & S. Ry. to publish new schedule at Fort Collins of switching charges, making reduction of 5 cents per ton and \$2 per car.
- 1036 Dec. 5 Authorizing D. & R. G. R. R. Co. to publish rate of 13 cents per cwt. on brick, carloads, from Delta to Gale Siding; said rate being a reduction of 7 cents per cwt.
- 1037 Dec. 5 Authorizing C. & S. Ry. to publish rate of 3 cents per cwt., minimum charge \$10 per car, on fertilizer, carloads, from Fort Collins to Wellington; said rate being a reduction of 4 cents per cwt.
- 1038 Dec. 6 Authorizing D. & I. M. R. R. Co. to sell to the State of Colorado tickets from the county line to Rifle Range, at fare of 10 cents each way, over their road, without interfering with regular tariffs now on file; said rate being a reduction of 5 cents each way.
- 1039 Dec. 10 Authorizing receivers for D. N. & P. Ry. Co. to publish rate of \$25 per standard car, on cattle, carloads, from Toponas to Steamboat Springs; said rate being a reduction of \$5.50 per car.
- 1040 Dec. 10 Authorizing D. & R. G. R. R. Co. to publish rate of 25 cents per cwt. on potatoes, carloads, from Delta, Montrose, and Grand Junction to La Veta; said rate being an extension from Walsenburg to La Veta, rate of 25 cents per cwt. not applying from points named to Walsenburg, in D. & R. G. Tariff No. 103-B, C. R. C. No. 83.
- 1041 Dec. 11 Authorizing C. & S. Ry. Co. to publish rate of \$30 per car on Christmas trees, from Pine Grove to Denver; said rate being a reduction of \$10 per car.
- 1042 Dec. 12 Authorizing C. & S. Ry. Co. to publish rate of 75 cents per ton of 2,000 lbs. on slack coal, carloads, from Ravenwood to Trinidad; said rate being a reduction of 50 cents per ton.
- 1043 Dec. 16 Authorizing D. & I. M. R. R. Co. to publish rate of 60 cents per ton of 2,000 lbs. on lump coal, and 50 cents per ton on all other kinds of coal, carloads, from Leyden City to West End (Berkley), and to protect under said rates all shipments which have moved on or since September 15, 1912; said rates being a reduction from 70 cents per ton on lump and 60 cents per ton on mine run coal.

Authority Date
No. 1912

- 1044 Dec. 16 Authorizing D. & R. G. R. R. Co. to publish rate of \$2.25 per ton on lime rock, carloads, from Calcite to Greeley and Eaton; rate of \$2.25 per ton now applying from Howard, and Calcite being 5.93 miles more distant; and to protect under said rate all shipments that have already moved.
- 1045 Dec. 17 Authorizing D. & R. G. R. R. Co. to publish rate of 45 cents per cwt. on apples, carloads, from Bowie to Monte Vista, Creede, and Antonito; said rate being a reduction of 15 cents per cwt.; and to protect under said rate all shipments which have moved on or since November 19, 1912.
- 1046 Dec. 19 Authorizing D. & R. G. R. R. Co. to publish rate of 12½ cents per cwt., or \$2.50 per ton, on ore and concentrates, carloads, gross valuation not exceeding \$18 per ton, from Sargent to Leadville; no rate on said commodity having heretofore applied between points named.
- 1047 Dec. 20 Authorizing C. & S. Ry. Co. to publish a rate of 55 cents per ton on lime rock, carloads, from Lyne to Denver; said rate being a reduction of 85 cents per ton.
- 1048 Dec. 23 Authorizing receiver for C. M. Ry. Co. and D. & R. G. R. R. Co. to publish a joint rate of 50 cents per ton of 2,000 lbs. on bituminous coal, carloads, from Cameo to Gale; said rate being a reduction of 50 cents per ton.
- 1049 Dec. 28 Authorizing F. & C. C. R. R. Co. to publish rate of \$15 for a ten-ride commutation ticket, good for use of original purchaser only, between Colorado Springs and Cripple Creek, in either direction, good 120 days; said fare being a special rate of \$1.50 in either direction to the purchasers of these tickets, which are to be on sale to the public in the same manner that 1,000-mile tickets are sold.
- 1050 Dec. 30 Authorizing U. P. R. R. Co. to publish fares to and from Great Western Railway Crossing, a station on the newly constructed line to Fort Collins, to and from which no fares have heretofore applied.

PART V

REPORT OF ACCIDENTS

REPORT OF ACCIDENTS

A detailed report of accidents has not been included in this report, for the reason that not all of the carriers have complied with section 27 of the act and furnished report of accidents to the Commission. Owing to litigation, the Commission has not pressed the enforcement of this section as it would have done had the question of its constitutionality been settled. Since the question has been decided, the Commission will take vigorous steps to enforce this important section of the law. As all of the reports have not been filed, the Commission did not deem it wise to publish the report of some and not of others, as the publishing of the reports of those roads that have obeyed the law would be putting a premium on disobedience of the orders of the Commission.

The past two years have been fortunate in that very few large wrecks have occurred. The most important accidents were the derailment of Denver & Rio Grande Train No. 1, near Rex, Colorado, May 10, 1911; the accident to the Chicago, Rock Island & Pacific Train No. 6, on the Denver & Rio Grande tracks at Pueblo, July 30, 1912; and the Tramway accident at Fourteenth and York Streets, Denver, September 19, 1912; all of which were investigated by the Commission, and recommendations made, which were followed by the railroad companies. Following will be found the report of the investigations made:

REPORT OF ACCIDENT TO D. & R. G. TRAIN NO. 1, NEAR REX, COLORADO, ON THE EVENING OF MAY 10, 1911

Denver, Colorado, May 15, 1911.

Report of S. S. Kendall, Commissioner.

To the State Railroad Commission of Colorado:

Denver & Rio Grande Passenger Train No. 1, which left Denver at 8 o'clock a. m., May 10, was derailed at a point just east of Rex, about 298 miles from Denver, at 8:12 o'clock p. m. of May 10, which accident resulted in the death of one person and the injury of twenty-seven other people.

The train consisted of an engine and eight cars, made up as follows: baggage, smoker, day coach, tourist, diner, and three Pullman sleepers. The men in charge were Conductor D. H. Killen, Engineer E. A. Hatch, Fireman G. A. Shirk, and Brakemen J. E. Kessel and Ed Button.

I was informed of this wreck about 9 o'clock a. m. of May 11, and took the first train afterwards to the scene, leaving Denver at 5:45 p. m. of May 11 and arriving at Red Cliff at 6

o'clock the following morning. I drove to the scene of the wreck with Dr. J. D. Gilpin, coroner of Eagle County, arriving at about 10 a. m. of May 12, being about thirty-eight hours after the derailment occurred.

Most of the wreckage had been cleared away by that time and the track put in shape. While I made a thorough examination of the track and conditions as I found them at that time, owing to the time that had elapsed since the accident had occurred, I am unable to arrive at a conclusion as to the cause of the wreck from my own personal observation entirely, and necessarily depended somewhat upon the statements of parties who were on the ground, as well as being present at the coroner's inquest held at Red Cliff on May 13.

The accident was occasioned by the outside rail on the point of a nine-degree curve spreading, allowing the engine to drop to the ties between the rails, followed by all the cars in the train, except the last two sleepers. The train ran on the ties for a distance of something like 400 feet, spreading the outside rail in front of the engine as it advanced. At this point the bolts in the plates which held two of the outside rails together broke. When the engine reached this broken joint in the rail, it turned to the left and ran at right angles to the track for a distance of forty or fifty feet, where it met with a solid embankment and stopped, fortunately remaining upright.

The sudden stopping caused the day coach and tourist cars, which were on the middle of the curve, to buckle out, and the rear end of the coach and the front of the tourist sleeper fell down the embankment into the river, which is about fifteen or twenty feet below the track, leaving them standing at an angle of about thirty-five degrees, with the lower end of each car submerged in about five or six feet of water.

The train crew immediately commenced the work of rescuing the passengers, and succeeded in getting them all out alive, except Miss Katherine J. Martin, of Albany, New York. She evidently was killed outright.

At the coroner's inquest, held at Red Cliff on May 13, Engineer E. A. Hatch testified that his train was on time when the accident occurred; that the running time between Tennessee Pass and Minturn, a distance of 20.97 miles, is one hour flat, and that special instructions were issued in the employes' time-table not to exceed this speed between these points. He considered this speed perfectly safe. He testified, however, that he always slowed up a little when approaching this curve, and was not running to exceed eighteen miles per hour when the accident occurred. He testified that the brakes and train equipment were in good condition at the time, and that in his judgment this particular curve ought to stand up under a speed of thirty-five or forty miles per hour. He considered the track

safe, not having had any advice to the contrary. He stated that there were many curves between Salida and Minturn much worse than this one, over which they ran thirty and thirty-five miles per hour, and even forty miles per hour. He gave it as his best judgment that this accident was caused by the rails spreading, occasioned by poor ties. This testimony was in the main corroborated by the conductor, fireman and Brakeman Kessel (the other brakeman, Ed Button, not being present at the coroner's inquest).

Frank Lombardy, foreman of Section No. 7, testified that he was over this particular part of the track about a week ago, but had done no work there since May 2. He testified that there were some rotten ties, but most of them were good; that he reached the scene of the accident about 11 p. m.; that none of the rails were broken, but the ties were so badly torn up that he couldn't tell much about them. He stated that he had a track-walker go over this track every night, and on this particular night had been over the track ahead of No. 1, and saw nothing wrong with the track. This evidence was substantiated by Tony Lombardy, his track-walker, who also said he saw the train when it left the rails, as he was near the opposite track at the time; but he didn't have any idea how fast the train was moving.

The section foreman could not express an opinion as to the probable cause of the accident, other than to say that it might have been occasioned by excessive speed.

From my own observation and the testimony of witnesses at the coroner's inquest, as well as what I could learn from parties at the scene of the accident, I am of the opinion that the road-bed and rails were in good condition, the rails being eighty-five pound steel; that the speed of the train was not excessive; and that the direct cause of the accident was due entirely to poor ties at this particular point.

Respectfully submitted,

[Signed] S. S. KENDALL,
Commissioner.

REPORT OF ACCIDENT OF C. R. I. & P. TRAIN NO. 6 ON THE D. &
R. G. TRACKS AT PUEBLO, COLORADO, ON JULY 30, 1912.

Denver, Colorado, August 7, 1912.

Report of S. S. Kendall, Commissioner.

To the State Railroad Commission of Colorado:

Chicago, Rock Island & Pacific Train No. 6 left Pueblo at 10:25 p. m., July 30, and was wrecked at or near Twentieth Street, in the city of Pueblo, about one and one-half miles from

the Union Depot. This train consisted of an engine, a combination baggage and smoking car, a chair car, and a Pullman sleeper, in charge of Conductor H. M. Hazelbecker, Engineer E. Swearingen, and Fireman Edward Elrod. The Chicago, Rock Island & Pacific operates its train on the Denver & Rio Grande track between Pueblo and Colorado Springs. This train is scheduled to leave Pueblo at 8:20 p. m., but was detained waiting for connections with No. 4 Denver & Rio Grande train, and for the further reason that high water had been reported between Colorado Springs and Pueblo, and the train was held at Pueblo until No. 11 arrived from the north, to ascertain the condition of the track from the crew on that train.

The wreck was caused by high water running in Fountain Creek, which resulted in washing and undermining the road-bed. Conductor Hazelbecker testified at the coroner's inquest, held at Pueblo on August 5, that the train was running about ten or twelve miles per hour when the wreck occurred, and that there were eleven persons on board when the train left Pueblo, all of whom have been accounted for, except Engineer Swearingen and Mr. Fairbanks, a check-man employed by the Colorado Springs Transfer Company. The bodies of these two are presumably buried in the sand of the creek. The only body recovered is that of C. C. Harris, of Atlanta, Georgia, a salesman for the Coco-Cola Company, who was a passenger on the wrecked train, and whose body was discovered in the Arkansas River, about four miles from where the wreck occurred, by Mr. B. L. Hewitt.

I attended the coroner's inquest and participated to some extent in examining the witnesses. Previous to this, however, I made a personal examination of the place where the train was wrecked. The testimony of the witnesses at the inquest tended to establish the most formal matters, and I relied mostly on my own observation and investigation to establish the cause of the wreck. I find the railroad bed at this point runs very close to Fountain Creek. The tracks are between fifteen and twenty feet from the water's edge and about the same distance above the water, the track being very nearly tangent at this point. The embankment and road-bed seem to have been made principally of cinders and large stones. The face of the embankment was riprapped with hand-laid stone, and apparently sufficient to keep the water from washing the road-bed. The channel of Fountain Creek, in common with most of the small streams of the state, changes very often. The creek makes quite a bend just above the point where this accident occurred, and swings toward the railroad track, striking the railroad embankment at this particular point at an angle of about seventy-five degrees—or nearly at a right angle. The flood waters striking the embankment at this angle evidently undermined the road-bed and washed it out approximately twenty by 200 feet. This undermining by the water was evidently not anticipated, as the sec-

tion foreman passed by there fifteen or twenty minutes before the accident occurred, and Chicago, Rock Island & Pacific Train No. 11 also passed over the southbound track a short time before. In view of the fact that this road was and has been used for many years without the slightest doubt but what it was perfectly safe, and that providing hand-laid riprap of stone to protect the embankment, which was done in this case, seems a reasonable and safe precaution, I feel that the railroad company should not be held liable for this accident. However, this accident has demonstrated that, notwithstanding the efforts the railroad company has made to insure safety, its efforts have not been entirely successful, and I would recommend that this Commission take such steps and enter into a negotiation with the officials of the Rio Grande Company to more fully protect the embankment at this place, or any other place along its line of a similar character, to the end that there will not be a repetition of such an accident, and that the traveling public will be given all possible protection that it is within the reasonable power of the railroad company to furnish.

Respectfully submitted,

[Signed] S. S. KENDALL,
Commissioner.

REPORT OF ACCIDENT BETWEEN UNION PACIFIC TRAIN No. 163 AND DENVER CITY TRAMWAY CAR AT FORTY-SEVENTH AVENUE AND UNION PACIFIC CROSSING, BETWEEN CLAUDE COURT AND YORK STREET, CITY OF DENVER, ON THE EVENING OF SEPTEMBER 19, 1912.

Denver, Colorado, September 27, 1912.

Report of S. S. Kendall, Commissioner.

To the State Railroad Commission of Colorado:

I made a personal examination of the place where this accident occurred, and from my observations I learned the exact conditions as they existed at the time of the accident. I was also at the coroner's inquest, held on September 21, 1912, and heard the testimony of twenty witnesses, and participated in the joint investigation, held on September 23, 1912, which was conducted by the officials of the Union Pacific Railroad Company and the Denver City Tramway Company, where eleven witnesses were examined. From my own examination and observations, and the testimony of witnesses taken at these two hearings, I submit the following:

FINDINGS

The accident was caused by Union Pacific Train No. 163 striking the rear end of the trailer of the Denver City Tramway

car, which resulted in the death of two persons, and more or less serious injuries to three others, all of whom were passengers of the trail car of the Tramway Company. The Union Pacific train was in charge of Engineer Timothy Kearney, Fireman William J. Snell, Conductor J. J. Murphy, and Brakeman Otto W. Greenwall. The tramway car was in charge of Motorman Richard Wood, Conductor N. C. Neilsen of the motor car, and Conductor A. J. Acerback of the trailer.

The evidence shows that the point where the accident occurred is 2.95 miles from the Union Depot; that Union Pacific Train No. 163 left the Union Depot at 6:42 p. m., being twelve minutes late; that their running time to Pullman station, a distance of 2.2 miles, is seven minutes, and this amount of time was consumed in running that distance. The train consisted of an engine and two cars. The brakes were in proper working order, and the engine was equipped with an electric headlight. The tramway car, with a trailer attached, left the stock yards at 6:45 p. m., and arrived at the derail switch at this crossing at or near 6:50 p. m., with nine passengers aboard the motor car and seven passengers aboard the trailer.

The evidence further shows that about one minute of time is consumed for the street car to clear this crossing from the time the car stops at the derail switch, and the collision, therefore, occurred between 6:51 and 6:53 p. m. The Union Pacific has four tracks across Forty-seventh Avenue—an outbound and an inbound main line, and two side-tracks. On the evening of September 19 there were five outfit cars standing on the side-track farthest away from the main tracks, and two cars of gravel standing on the other side-track, a short distance from the crossing.

The evidence shows that the outfit cars had been standing there for about three or four weeks, and the gravel cars for three days. This crossing is protected, between the hours of 7 a. m. and 6 p. m. by a flagman employed by the Union Pacific. None is employed, however, between 6 p. m. and 7 a. m. The lever for the tramway derail switch lies in the street between the inbound main line and the first side-track. It is impossible for a tramway car to cross unless the lever is lifted up.

Rule 26-B of the Tramway Company requires its conductors to cross over all the railroad tracks at crossings and look in both directions before raising the derail switch lever. Where they carry a trailer, this duty devolves on the conductor of the trail car.

Mr. Acerback, who was the conductor of the trail car on this occasion, testified that he ran from the car and crossed all the tracks, looking in both directions as he ran; that his view to the south was obstructed by cars standing on the side-tracks. His testimony, however, was not corroborated—not even by the motorman, who could not testify that Mr. Acerback

went beyond the lever. On the contrary, his testimony was directly impeached by at least two witnesses at the coroner's inquest, who testified that he did not cross either one of the main-line tracks, and only went as far as the lever. The engine of the Union Pacific Train No. 163, being equipped with an electric headlight, could be seen for a long distance, and there is no reason why Conductor Acerback could not have seen this train approaching from at least two points of view before he reached the lever, and absolutely no reason why he could not have seen its approach if he had stepped over to either the out-bound or inbound main line. If he had done so, he would have had a clear and unobstructed view as far as Pullman station, which is three-fourths of a mile from the crossing where the accident occurred, notwithstanding there is a curve in the railroad tracks about 2,000 feet from the crossing.

The evidence further shows that a freight train was approaching this crossing from the north, and reached the scene of the accident a few minutes after it occurred. Conductor Acerback also testified that he did not see this train approaching, although his view in that direction was unobstructed for something like three miles. The engineer of train No. 163 testified that he saw this street car standing on Forty-seventh Avenue, when he was about one-fourth of a mile away; that he sounded the whistle at that time, being at the regular whistling board, and, as a further precaution, he sounded the whistle again when he was within one-eighth of a mile of the crossing. Several witnesses testified that they did not hear this whistle. However, no one testified that the whistle was not sounded, and several witnesses testified that they heard the whistle sounded. The train ran in the neighborhood of 400 or 500 feet after striking the street car. There was some discrepancy in the testimony relative to the speed of the train, which ranged from ten or twelve miles per hour to thirty-five or forty miles per hour. The best evidence of this, however, is the distance and time consumed between the Union Depot and this crossing, the distance being 2.95 miles. The tramway officials insist that the collision occurred at 6:51 p. m., being two minutes earlier than the time claimed by the Union Pacific officials. As the train left the Union Depot at 6:42 p. m., and taking the figures of the tramway as to the time the collision occurred, nine minutes would have been consumed in running that distance, which would be at the rate of a little less than twenty miles per hour, which is the maximum speed permitted by the city ordinances. I submit, herewith, a complete transcript of the testimony taken at the joint hearing held on September 23, 1912.

CONCLUSION

I find from the investigation and evidence that this accident could have been avoided; that it was caused by improper

and careless flagging; that Rule 26-B of the Denver City Tramway Company was violated by Conductor A. J. Acerback, and that he alone is responsible for this accident.

RECOMMENDATION

There are, in my opinion, one of three things which should be done in order that like accidents may not be repeated at this crossing, or at other similar crossings: First, all trains should be required to come to control before crossing, and remain at control until the engine pulling the train is clearly over crossing. Second, the Denver City Tramway Company should be required to place the derail lever for east bound trains on the east side of the main-line tracks, which would compel their flagman to cross over all the tracks before lifting the lever. Third, a flagman should be kept on duty at all hours of the day and night. I further recommend that this matter be called to the attention of the authorities of the City and County of Denver, for the reason that they have jurisdiction over both the railroad companies and the Denver City Tramway Company, while this Commission has jurisdiction over the railroad companies only. I strongly recommend that steps be taken at an early date to bring about and enforce additional safeguards against similar accidents at this, and other places where the surroundings are the same.

[Signed] S. S. KENDALL,
Commissioner.

Having made a personal examination of the location where this accident occurred, and being present at the coroner's inquest, I concur in the above report and recommendations. I would further recommend that this Commission call the attention of the authorities of the City and County of Denver to a recommendation made by this Commission at the time of a similar accident at Forty-second Avenue and Josephine Street, on February 23, 1910, between the Chicago, Rock Island & Pacific passenger train and a tramway car.

[Signed] DANIEL H. STALEY,
Commissioner.

PART VI

RULES OF PRACTICE
CIRCULARS ISSUED AND FORMS
ADOPTED

RULES OF PRACTICE BEFORE THE STATE RAILROAD COMMISSION OF COLORADO IN CASES AND PRO- CEEDINGS UNDER THE ACT TO REGULATE COM- MON CARRIERS

I

PUBLIC SESSIONS

The general sessions of the Commission for hearing contested cases will be held at its office on such days and at such hour as the Commission may designate.

When special sessions are held at other places, such regulations as may be necessary will be made by the Commission. Regular meetings of the Commission are held on the first and third Mondays in each month, at 10 o'clock a. m.

II

PARTIES TO CASES

Any person, firm, company, corporation, or association, mercantile, agricultural, or manufacturing society, body politic or municipal organization, may complain to the Commission, by petition, of anything done or omitted to be done, in violation of the provisions of the Act to Regulate Common Carriers, by any common carrier or carriers subject to the provisions of said act. Where a complaint relates to the rates or practices of a single carrier, no other carrier need be made a party, but if it relates to matters in which two or more carriers, engaged in transportation by continuous carriage or shipment, are interested, the several carriers participating in such carriage or shipment are proper parties defendant.

Where a complaint relates to rates or practices of carriers operating different lines, and the object of the proceedings is to secure correction of such rates or practices on each of said lines, all the carriers operating such lines must be made defendants.

Persons or carriers not parties may petition in any proceeding for leave to intervene and be heard therein. Such petition shall set forth the petitioner's interest in the proceedings. Leave granted on such application shall entitle the intervenor to appear and be treated as a party to the proceeding, but no person, not a carrier, who intervenes in behalf of the defense, shall have the right to file an answer or otherwise become a party, except to have notice of and appear at the taking of testimony, produce and cross-examine witnesses, and be heard in person or by counsel on the argument of the case.

III

COMPLAINTS

Complaints of unlawful acts or practices by any common carrier must be by petition, setting forth briefly the facts claimed to constitute a violation of the law. 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 counsel, if any, must appear upon the petition. The complainant must furnish as many copies of the petition as there may be parties complained against to be served.

The Commission will cause a copy of the petition, with notice to satisfy or answer the same within twenty days, to be served personally or by mail, in its discretion, upon each carrier complained against.

IV

ANSWERS

A carrier complained against must answer or satisfy the complaint within twenty days from the date of the notice above provided for, but the Commission may, in a particular case, require the answer to be filed within a shorter time. The time prescribed in any case may be extended, upon good cause shown, by special order of the Commission. The original answer, together with two copies thereof, must be filed with the secretary of the Commission, and a copy thereof at the same time served, personally or by mail, upon the complainant. The answer must specifically admit or deny the material allegations of the petition, and also set forth the facts which will be relied upon to support any such denial. If a carrier complained against shall make satisfaction before answering, a written acknowledgment thereof, showing the character and extent of the satisfaction given, must be filed by the complainant, and in that case the fact and manner of satisfaction, without other matter, may be set forth in the answer. If satisfaction be made after the filing and service of an answer, such written acknowledgment must also be filed by the complainant, and a supplemental answer setting forth the fact and manner of satisfaction must be filed by the carrier.

V

NOTICE IN NATURE OF DEMURRER

A carrier complained against, who deems the petition insufficient to show a breach of legal duty, may, instead of answering, or formally demurring, serve on the complainant notice of hearing on the petition; and in such case the facts stated in the petition will be deemed admitted. A copy of the notice,

with a return of service, must be filed with the Commission. 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 the hearing.

VI

SERVING OF PAPERS

Copies of notices or other papers must be served upon the adverse party or 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.

VII

AMENDMENTS

Upon application of any party, amendments to any petition or answer, in any proceeding or investigation, may be allowed by the Commission in its discretion.

VIII

ADJOURNMENTS AND EXTENSIONS OF TIME

Adjournments and extensions of time may be granted upon the application of any party in the discretion of the Commission.

IX

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 and used as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

X

HEARINGS

Upon issue being joined by the service of an answer or notice of hearing on the petition, the Commission will assign a time and place for hearing the case, which will be at its office, unless otherwise ordered. Witnesses will be examined orally before the Commission, unless their testimony be taken or 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. The

carrier must also prove facts alleged in its answer, unless admitted by the petitioner, and fully disclose its defense at the hearing.

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 orders thereon as the circumstances of the case appear to require.

Cases may be argued orally upon submission of the testimony, unless a different time shall be agreed upon by the parties or directed by the Commission, but oral argument may be omitted in the discretion of the Commission.

XI

DEPOSITION

The testimony of any witness may be taken by deposition, at the instance of a party, in any proceeding or investigation before the Commission, and at any time after the same is at issue. The Commission may also order testimony to be taken by deposition, in any proceeding or investigation pending before it, at any stage of such proceeding or investigation. Reasonable notice must be given in writing by the party or his attorney proposing to take such deposition to the opposite party or his attorney of record, which notice shall state the name of the witness and the time and place of the taking of his deposition, and a copy of such notice shall be filed with the secretary.

When testimony is to be taken on behalf of a common carrier in any proceeding instituted by the Commission on its own motion, reasonable notice thereof in writing must be given by such carrier to the Commission itself, or to such person as may have been previously designated by the Commission to be served with such notice.

Depositions shall conform to the provisions of the code of procedure governing courts of this state as near as possible.

XII

WITNESSES AND SUBPOENAS

Subpoenas requiring the attendance of witnesses to any designated place of hearing, for the purpose of taking the testimony of such witnesses orally before one or more members of the Commission, will, upon application of either party, or upon the order of the Commission directing the taking of such testimony, be issued by any member of the Commission.

Subpoenas 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; that the same are in the possession of the witness or under his control; and also, by facts stated, show that they contain material evidence necessary to the applicant. Applications to compel a party to a proceeding 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.

XIII

REHEARINGS

Applications for reopening a case after final submission, or for rehearing after decision made by the Commission, must be by petition, and must state specifically the grounds upon which the application is based. If such application be to reopen the case for further evidence, the nature and purpose of such evidence must be briefly stated, and the same must not be merely cumulative. If the application be for rehearing, the petition must specify the findings of the fact and conclusions of law claimed to be erroneous, with a brief statement of the grounds of error; and when any recommendation, decision, or order of the Commission is sought to be reversed, changed, or modified on account of facts and circumstances arising subsequent to the hearing, or of consequences resulting from compliance with such recommendations, decision, or order, which are claimed to justify a reconsideration of the case, the matter relied upon by the applicant must be fully set forth. Such petition must be duly verified, and a copy thereof, with notice of the time and place when the application will be made, must be served upon the adverse party, at least one day before the time named in such notice.

XIV

PRINTING OF PLEADINGS, ETC.

In pleadings, depositions, briefs, and other papers of importance, when not printed, only one side of the paper shall be used.

XV

COPIES OF PAPERS OR TESTIMONY

Copies of any petition, complaint, or answer in any matter or proceeding before the Commission, or any order, decision, or opinion by the Commission, will be furnished without charge, upon application to the secretary by any person or carrier party to the proceeding.

XVI

COMPLIANCE WITH ORDERS AGAINST CARRIERS

Upon the issuance of an order against any carrier or carriers, such carrier or carriers must promptly, upon compliance with its requirements, notify the secretary that action has been taken in conformity with the order; and when a change in rates is required, such notice must be given in addition to the filing of a schedule or tariff showing such change in rates.

XVII

INFORMATION TO PARTIES

The secretary of the Commission will, upon request, advise any party as to the form of petition, answer, or other paper necessary to be filed in any case, and furnish such information from the files of the Commission as will conduce to a full presentation of facts material to the controversy.

XVIII

ADDRESS OF THE COMMISSION

All complaints concerning anything done or omitted to be done by any common carrier, and all petitions or answers in any proceeding, or applications in relation thereto, and all letters and telegrams for the Commission, must be addressed to the secretary at Denver, unless otherwise specially directed

 RULE OF PROCEDURE AS TO PETITIONS

A petition, stating in full details, but as briefly as possible, the matter complained of, must be filed with the secretary of the Commission, together with two (2) copies thereof.

Twenty (20) days will be allowed the common carrier complained of to satisfy the complaint, or answer the same in writing.

Hearings on petitions will be had as expeditiously as possible after the issues are complete.

 FORMS—FOR PETITIONS

ADOPTED BY THE STATE RAILROAD COMMISSION OF COLORADO

These forms may be used in cases to which they are applicable, with such alterations as the circumstances may render necessary.

I

COMPLAINT AGAINST A SINGLE CARRIER

A. B. against The.....Company.

The petition of the above-named complainant respectfully shows:

1. That (here let complainant state his occupation and place of business).

2. That the defendant above named is a common carrier engaged in the transportation of passengers and property by railroad between.....and..... in the State of Colorado, and as such common carrier is subject to the act to regulate common carriers.

3. That (here state concisely the matters intended to be complained of. Continue numbering each succeeding paragraph as in Nos. 1, 2, and 3).

Wherefore, the petitioner prays that the defendant may be required to answer the charges herein, and that, after due hearing and investigation, an order be made commanding the defendant to cease and desist from said violations of the act to regulate common carriers, and for such other and further order as the Commission may deem necessary in the premises.

(If reparation for any wrong or injury be desired, the petitioner should state the nature and extent of the reparation he deems proper.)

Dated at..... 191...

.....Signature.

State of....., County of.....ss.

A. B., being duly sworn, says that he is the complainant in this proceeding, and that the matters and things set forth in the foregoing petition are true of his own knowledge.

A. B.

Subscribed and sworn to before me this....day of.....

C. D.,

Notary Public.

(Or other officer authorized to administer oaths.)

II

COMPLAINT AGAINST JOINT OR CONNECTING CARRIERS
STATE RAILROAD COMMISSION OF COLORADO

A. B. against The.....Company (here set out in full titles of the several carriers complained against).

The petition of the above-named complainant respectfully shows:

1. That (here let complainant state his occupation and place of business).

2. That the defendants above named are common carriers, and under a common control, management, or arrangement, for continuous carriage or shipment, are engaged in the transportation of passengers and property wholly by railroad between.....and....., in the State of Colorado, and as such common carriers are subject to the act to regulate common carriers.

(Then proceed as in Form No. 1.)

CIRCULAR NO. 5

IN THE MATTER OF MODIFICATION OF THE PROVISIONS OF SECTION 6 OF THE ACT WITH REGARD TO POSTING TARIFFS AT STATIONS

Under the authority conferred upon the Commission by section 7 of the act, to modify its requirements as to publishing, posting, and filing of tariffs, the Commission issues the following order, in connection with which it must be understood that each carrier has the option of availing itself of this modification of the requirements of section 6 of the act or of complying literally with the terms of the act. If such modification is accepted by a carrier, it must be understood that misuse of the privileges therein extended, or frequent misquotation of rates on the part of its agents, will result in cancellation of the privileges as to that carrier. It should also be understood that in so modifying the requirements of the act the Commission expects a continuation by carriers of the practice of furnishing tariffs, to a reasonable extent, to frequent shippers thereunder.

Every carrier subject to the provisions of the Act to Regulate Commerce shall place in the hands and custody of its agents or other representative at every station, warehouse, or office at which passengers or freight are received for transportation, and at which a station agent or a freight agent or a ticket agent is employed, all of the rate and fare schedules which contain rates and fares applying from that station, or terminal, or other charges applicable at that station, including the schedules issued by that carrier or by its authorized agent and those in which it has concurred. Such agent or representative shall also be provided with all changes in, cancellations of, additions to, and reissues of such publications in ample time to thus give to the public, in every case, the required notice.

Such agent or representative shall be provided with facilities for keeping such file of schedules in ready-reference order, and be required to keep said files in complete and readily accessible form. He shall also be instructed and required to give any information contained in such schedules, to lend assistance to seekers for information therefrom, and to accord inquirers opportunity to examine any of said schedules, without requir-

ing or requesting the inquirer to assign any reason for such desire, and with all the promptness possible and consistent with proper performance of the other duties devolving upon him. He shall also furnish, upon request therefor, quotation in writing of rates via such carrier's line not contained in the tariffs on file at that station. Carrier may arrange for such agent to refer such requests to a proper officer of the company, but the quotation must be furnished within a reasonable time and without unnecessary delay.

Each of such carriers shall also provide, and each of such agents or representatives shall also keep on file, copies of the current issues of the indices of the tariffs of that carrier.

Each of such carriers shall also provide, either in its indices of tariffs or in separate publication or publications, which must be kept up to date, and be filed with the Commission, an index or indices of the tariffs that are to be found in the files at each of its several stations or offices. Such index shall be kept on file and be open to inspection at each of such several stations or offices as hereinbefore provided. If such indices are prepared for a system of road, or for a number of stations or offices, they must be printed and may be arranged under a system of station numbers and alphabetical list of stations. If arranged for individual stations or offices, they may be printed or typewritten. All such indices must be the required standard size of tariffs.

Each of such carriers shall require its traveling auditors to check up each station's or office's file of tariffs at least once in each six months, unless it employs one or more traveling tariff inspectors, who will make such inspections and checks.

Each of such carriers shall also provide, and cause to be posted and kept posted in two conspicuous places in every station waiting-room, warehouse, or office, at which schedules are so placed, in custody of agent or other representative, notices printed in large type and reading as follows:

“The rate and fare schedule applying from or at this station and indices of this company's tariffs are on file in this office, and may be inspected by any person upon application and without the assignment of any reason for such desire.

The agent or other employe on duty in the office will lend any assistance desired in securing information from or in interpreting such schedules.”

At exclusive freight stations or warehouses, and at exclusive passenger stations or offices, carriers may, under this order, place and keep on file only the freight or passenger schedules, respectively, and in such cases the posted notices may be varied to read:

"The freight rate (or passenger fare) schedules applying from or at (or from) this station and index of this company's freight (or passenger) tariffs are on file in this office," etc.

Compliance with this order as to all available tariffs is required not later than December 1, 1908, and full compliance in every instance not later than January 1, 1909.

BY ORDER OF THE COMMISSION.

CIRCULAR NO. 7

December 5, 1908.

To the Traffic Managers of Transportation Lines in Colorado:

At a meeting held on the 2nd instant, the Commission, at the request of the traffic manager of one of the transportation companies, took under consideration the question of the legality of the clause in the tariffs of some of the transportation lines providing for reduced rates on freight consigned to company boarding houses. The Commission voted to issue the following ruling, viz.:

"TRANSPORTATION FOR EATING HOUSES OPERATED BY OR FOR CARRIERS

Carriers subject to the act may provide at point on their lines eating-houses for passengers and employes of such carriers, and property for use of such eating-houses may properly be regarded as necessary and intended for the use of such carriers in the conduct of their business. Such eating houses, however, must not serve the general public, or any portion thereof, with food prepared from commodities which have been carried at less than the full published rate, and no utensils, fuel, or servants at all employed in serving others than passengers and employes of the carrier as such should be carried at less than tariff rates."

BY ORDER OF THE COMMISSION.

CIRCULAR NO. 8

February 16, 1909.

To the Transportation Lines of the State of Colorado:

Section 27 of the Act to Regulate Common Carriers in this state, approved March 22, 1907, reads in part as follows:

"Every common carrier shall, whenever an accident attended by loss of human life shall occur within this state

on its line of roads or in its ground or in its yards, give immediate notice thereof to the Commission. * * *

This section has not heretofore been generally complied with by the railroads, and the Commission requests that a report of all such accidents be promptly filed in this office.

BY ORDER OF THE COMMISSION.

CIRCULAR NO. 9

June 8, 1909.

To the Transportation Lines of the State of Colorado:

Referring to our recent Circular No. 8, under date of February 16, 1909:

To facilitate the forwarding of reports of accidents, as indicated in said Circular No. 8, and as required under the provisions of section 27 of the Act to Regulate Common Carriers in this state, approved March 22, 1907, we are sending you herewith blank forms for report of accidents, as adopted and approved by the Commission, with request that you fill out and forward same immediately to this office in the event of an accident occurring on your line in this state.

BY ORDER OF THE COMMISSION.

CIRCULAR NO. 11

December 11, 1909.

To the Common Carriers, State of Colorado:

At the regular meeting of the Commission, on December 6, 1909, the following resolution was adopted:

“Resolved, That the Commission issue an order to all common carriers within the state, requiring them to give a Colorado Railroad Commission (C. R. C.) number to all tariffs filed with this Commission, commencing with January 1, 1910, and to also assign such C. R. C. number to all tariffs already on file, up to and including December 31, 1909.”

This circular is in conformity therewith and to be construed as such order.

BY ORDER OF THE COMMISSION.

CIRCULAR NO. 12

FILING OF EMPLOYEES' TIME-TABLES OR SCHEDULES WITH THE
COMMISSION

February 7, 1910.

To the Transportation Lines of the State of Colorado:

At a regular meeting of the Colorado State Railroad Commission, held on February 7, 1910, the following order was issued, and the secretary directed to transmit copy of same to each steam and electric railroad company doing business in the State of Colorado:

"GENERAL ORDER

It is hereby ordered and directed that all common carriers doing business in the State of Colorado file in the office of the Colorado State Railroad Commission, at Denver, Colorado, on or before the first day of March, 1910, a copy of all employes' time-cards or schedules of the movement of trains on their respective lines and branches, and that thereafter, when a change is made in the time card or a supplement thereto issued, the same to be promptly filed with the Commission."

BY ORDER OF THE COMMISSION.

CIRCULAR NO. 13

February 23, 1910.

To the Transportation Lines of the State of Colorado:

Owing to the fact that carriers, in reporting accidents to the Commission, fail in some instances to make reports where *injuries only* occur, the Commission, at its regular meeting, held February 21, instant, authorized the issuance of the following order:

"GENERAL ORDER

All common carriers doing business within the State of Colorado are hereby required to file with the Commission a report of all accidents occurring on their respective lines, whenever there is a loss of life or an injury to any person or persons resulting from said accident, said common carriers to use the form of Reports of Accidents transmitted with our Circular No. 9, under date of June 8, 1909."

BY ORDER OF THE COMMISSION.

CIRCULAR NO. 15

October 13, 1910.

To the Transportation Lines of the State of Colorado:

The Colorado State Railroad Commission desires an annual report from all common carriers doing business in this state, for the year ending June 30, 1910.

Section 19 of the Act to Regulate Common Carriers, etc., which became effective June 20, 1907, provided the manner in which the Commission may obtain the necessary data for compiling its report.

Inasmuch as the Interstate Commerce Commission requires a report from all common carriers, and furnishes a form for same, as well as a form similar to its own for the use of state commissions, we are sending you, under separate cover, two (2) of our forms, requesting that you fill out one as nearly as possible in conformity with the instructions therein contained, and file same with this Commission at your very earliest convenience, the other form to be retained by you.

Kindly acknowledge receipt of said form for annual report, as well as this circular.

THE COLORADO STATE RAILROAD COMMISSION.

CIRCULAR NO. 16

January 19, 1911.

To the Common Carriers of the State of Colorado:

At a regular meeting of the Commission, on January 16, 1911, the following resolution was adopted:

“Resolved, That in the interval between the regular meetings on the first and third Mondays in each month, the secretary shall have power to sign any order granting any emergency request to any party, if in his judgment the same should be granted; that said order shall only grant authority to initiate said emergency rate to remain in effect until the next semi-monthly meeting, and must apply to all shippers alike, excepting application for charitable purposes.

At the next regular meeting all emergency orders must be presented to the Commission for its confirmation. If the Commission affirms the same, the respective petitioners will then be notified that said order is made permanent.

No petition for the payment of money or permission to increase any rate shall be acted upon, except at a regular meeting, and such order shall be signed by at least two members of the Commission."

BY ORDER OF THE COMMISSION.

[Signed] D. H. STALEY,
Secretary.

CIRCULAR NO. 17

Circular No. 17 contained Railroad Commission Law, and all circulars issued and forms adopted up to and including No. 17.

CIRCULAR NO. 18

IN THE MATTER OF THE MODIFICATION OF THE PROVISIONS OF SECTIONS 6 AND 7 REGARDING POSTING OF FARES AND TARIFFS AT STATIONS

April 5, 1911.

Under the authority conferred upon the Commission by section 7 of the Act of 1910 concerning Common Carriers, to modify its requirements as to publishing, posting, and filing tariffs, the Commission issues the following order:

(A) Fares for an excursion, limited to a designated period of not more than three (3) days, may be established without further notice, upon posting a tariff one (1) day in advance in two (2) public and conspicuous places in the waiting-room of each station where tickets for such excursion are sold, and mailing copy thereof to the Commission. Fares for an excursion limited to a designated period of more than three (3) days and not more than thirty (30) days may be established upon a like notice of three (3) days. Fares for a series of daily excursions, such series covering a period not exceeding thirty (30) days, may be established upon like notice of three (3) days as to the entire series, and separate notice of the excursion on each day covered by the series need not be given. Fares for an excursion limited to a designated period exceeding thirty (30) days will require the statutory notice, unless shorter time is allowed in special cases by the Commission.

(B) The term "limited to a designated period," used above, is construed to cover the period between the time at which the transportation can be used and the time at which it expires. If tariff names different selling dates for excursions which form a series, and the period of time between the first selling date and the last date upon which any ticket sold under the tariff may be used, exceeds thirty (30) days, the series of excursions so provided for do not come within the period of "not exceeding

thirty (30) days," and such tariff may not be used by authority of this rule. But it is permissible to establish fares for two or more distinct and separate excursions to various points and for various occasions, each such excursion limited to a designated period of not more than thirty (30) days, and for the convenience of the public and agents to announce them in a bulletin tariff under this rule. It is also permissible to show in such bulletin fares for a series of excursions between the same points, such series covering a period of more than thirty (30) days, provided full statutory notice of such series is thereby given, and providing title page of publication bears notation: "Effective....., except as noted in individual items as to which full statutory notice is given." When such items are brought forward to another issue of bulletin they must bear notation: "First announced in Bulletin No..... C. R. C. No.....of..... 19...."

(C) No supplement may be issued to any tariff that is issued under this rule, except for the purpose of cancelling the tariff, and title-page of tariff must so state. Every such tariff must bear notation on title-page: "Issued by authority of Circular No. 18 of the State Railroad Commission of Colorado."

(D) When it becomes necessary to change the terms of a short-time excursion fare tariff issued under this rule and covering a period not exceeding thirty (30) days for any of the following reasons: changes in dates of meeting, involving changes in dates of sale and in return limit, not exceeding thirty (30) days; extension of the return limit, not exceeding thirty (30) days; additional selling dates; additional selling points; additional stop over privileges; reduction in fares; or to cancel such tariff before date of its expiration when the occasion for the excursion has been declared off, such change or cancellation may, when the excursion is limited to a designated period of not more than three (3) days, be made by posting tariff containing the change, or a supplement containing the cancellation, one (1) day in advance in two (2) public places in the waiting-room of each station where tickets for such excursion are sold, and mailing copy thereof to the Commission. If the excursion is limited to a designated period of more than three (3) days and not more than thirty (30) days, cancellation or change may be made upon like notice of three (3) days. If the excursion is limited to a designated period exceeding thirty (30) days, statutory notice must be given of change or cancellation, or special permission for shorter time must be secured.

BY ORDER OF THE COMMISSION.

AARON P. ANDERSON,
President.

S. S. KENDALL,
Acting Secretary.

CIRCULAR NO. 19

August 15, 1911.

To the Transportation Lines of the State of Colorado:

The State Railroad Commission of Colorado desires an annual report from all common carriers doing business in this state, for the year ending June 30, 1911.

Section 18 of the Act to Regulate Common Carriers, etc., which became effective February 15, 1911, provides the manner in which the Commission may obtain the necessary data for compiling its report.

Inasmuch as the Interstate Commerce Commission requires a report from all common carriers and furnishes a form for same, as well as a form similar to its own for the use of state commissions, we are sending you under separate cover two of our blank forms, requesting that you fill out one as nearly as possible in conformity with the instructions therein contained, and file same with this Commission not later than September 30, 1911, the other form to be retained by you.

Kindly acknowledge receipt of said form for annual report, as well as this circular.

STATE RAILROAD COMMISSION OF COLORADO.

[Signed] D. H. STALEY,
Secretary.

CIRCULAR NO. 20

August 7, 1911.

To the Common Carriers of the State of Colorado:

At the regular meeting of the Commission on August 7, 1911, the following rule was adopted:

“NEW ROADS

On newly constructed lines of road, including branches and extensions of existing roads, local rates and fares, and also joint rates and fares, may be established in the first instance to and from points on such new lines by posting tariffs of such rates or fares issued by the carrier owning or operating such newly constructed lines or by joint agent acting for it, and filing the same with the Commission one day in advance. Such tariff must bear notation that it applies to or from points on newly constructed lines to or from which no rates or fares from same points of origin or to same points of destination have applied, and give reference to this circular. Tariffs or supplements to tariffs issued by other carriers establishing rates to or from or via such newly constructed line may be issued only upon

statutory notice or special permission for shorter time. It will be the Commission's policy to grant such reasonable permissions as are necessary to give carriers and shippers fullest efficiency of such new lines."

STATE RAILROAD COMMISSION OF COLORADO.

[Signed] D. H. STALEY,
Secretary.

CIRCULAR NO. 21

May 6, 1912.

To the Common Carriers of the State of Colorado:

At a regular meeting of the Commission, on May 6, 1912, the following rule was adopted, being the same as Rule 63 of Tariff Circular No. 18-A of the Interstate Commerce Commission:

"TRANSPORTATION OF CIRCUS OUTFITS

The Act to Regulate Common Carriers in the State of Colorado, effective February 15, 1911, applies to the transportation of circuses and other show outfits, but the Commission recognizes the peculiar nature of this traffic and the difficulty of establishing rates thereon in advance of shippers' request describing the character and volume of the traffic offered, and has therefore entered a general order authorizing carriers to establish rates on circuses and other show outfits by tariff, to become effective one day after filing thereof with the Commission, and relieving them from the duty of posting such tariffs in their stations. Such tariff may consist of a proper title-page, reading "as per copy of contract attached," and to it may be attached a copy of the contract under which the circus is moved. As far as practicable, general rules or regulations governing the fixing of such rates should be regularly published and filed."

STATE RAILROAD COMMISSION OF COLORADO.

[Signed] D. H. STALEY,
Secretary.

PART VII

OFFICERS AND MILEAGE

PRINCIPAL OFFICERS

ARGENTINE CENTRAL RAILWAY COMPANY

Name	Title	Address
William Barth	Bondholder	Equitable Building, Denver, Colorado

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY

Name	Title	Address
E. P. Ripley	President	Chicago, Illinois
W. B. Storey, Jr.	Vice-President	Chicago, Illinois
G. T. Nicholson	Vice-President	Chicago, Illinois
W. E. Hodges	Vice-President	Chicago, Illinois
E. L. Copeland	Secretary and Treasurer	Topeka, Kansas
Walker D. Hines	General Counsel	New York, New York
W. E. Bailey	General Auditor	Chicago, Illinois
F. C. Fox	General Manager Western Lines	Amarillo, Texas
J. M. Kurn	General Superintendent	La Junta, Colorado
W. J. Black	Passenger Traffic Manager	Chicago, Illinois
J. M. Connell	General Passenger Agent	Topeka, Kansas
F. B. Houghton	Freight Traffic Manager	Chicago, Illinois
J. R. Koontz	General Freight Agent	Topeka, Kansas

BEAVER, PENROSE & NORTHERN RAILWAY COMPANY

Name	Title	Address
Spencer Penrose	President	Colorado Springs, Colorado
J. D. Hawkins	Vice-President	Colorado Springs, Colorado
H. A. Jones	Secretary and Treasurer	Colorado Springs, Colorado
J. H. Waters	General Manager	Colorado Springs, Colorado
J. J. Cogan	Traffic Manager, Auditor, and General Superintendent	Penrose, Colorado
K. C. Schuyler	Attorney	Denver, Colorado

BOOK CLIFF RAILROAD COMPANY

Name	Title	Address
John M. Raymond	President	Boston, Massachusetts
T. E. Patton	Secretary	Boston, Massachusetts
W. S. Phillips, Jr.	General Manager	Grand Junction, Colorado
Pershing & Titsworth	General Solicitors	Denver, Colorado
Frey & Welsh	General Counsel	Grand Junction, Colorado

CANON CITY & CRIPPLE CREEK RAILROAD COMPANY

Name	Title	Address
J. H. Waters	President and General Manager	Colorado Springs, Colorado
K. C. Schuyler	Vice-President and General Counsel	Denver, Colorado
E. S. Hartwell	Secretary and Auditor	Colorado Springs, Colorado
J. R. Fusselman	Treasurer	Colorado Springs, Colorado
J. B. Flaherty	Superintendent	Cripple Creek, Colorado

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Name	Title	Address
D. Miller	President	Chicago, Illinois
C. G. Burnham	Vice-President	Chicago, Illinois
H. E. Byram	Vice-President	Chicago, Illinois
T. S. Howland	Vice-President	Chicago, Illinois
W. W. Baldwin	Vice-President	Burlington, Iowa
T. S. Howland	Secretary and Treasurer	Chicago, Illinois
C. M. Dawes	General Counsel	Chicago, Illinois
C. I. Sturgis	General Auditor	Chicago, Illinois
W. P. Durkee	Auditor	Omaha, Nebraska
F. E. Ward	General Manager	Chicago, Illinois
E. E. Young	General Superintendent	Alliance, Nebraska
E. R. Puffer	General Freight Agent	Chicago, Illinois
L. W. Wakeley	General Passenger Agent	Omaha, Nebraska

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY

Name	Title	Address
H. U. Mudge	President	Chicago, Illinois
J. E. Gorman	First Vice-President	Chicago, Illinois
A. C. Ridgway	Second Vice-President	Chicago, Illinois
John Sebastian	Third Vice-President	Chicago, Illinois
George H. Crosby	Vice-President, Secretary and Treasurer	Chicago, Illinois
F. C. Dillard	Vice-President and General Counsel	Chicago, Illinois
W. H. Burns	General Auditor	Chicago, Illinois
A. E. Sweet	General Manager	Topeka, Kansas
H. Gower	Freight Traffic Manager	Chicago, Illinois
L. M. Allen	Passenger Traffic Manager	Chicago, Illinois

COLORADO MIDLAND RAILWAY COMPANY

Name	Title	Address
Geo. W. Vallery	President and General Manager	Denver, Colorado
C. H. Schlacks	Vice-President	San Francisco, California
L. B. Johnson	Secretary	Denver, Colorado
H. L. Hobbs	Treasurer	Denver, Colorado
W. S. Wing	Auditor	Denver, Colorado
M. L. Phelps	Superintendent	Colorado City, Colorado
H. C. Bush	Traffic Manager	Denver, Colorado
C. H. Speers	General Passenger Agent	Denver, Colorado
H. T. Rogers	General Solicitor	Denver, Colorado

COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY COMPANY

Name	Title	Address
A. D. Parker	President	Denver, Colorado
H. E. Byram	Vice-President	Chicago, Illinois
E. S. Hartwell	Secretary and Auditor	Colorado Springs, Colorado
J. R. Fusselman	Treasurer	Colorado Springs, Colorado
E. E. Whitted	General Counsel	Denver, Colorado
J. H. Waters	General Manager	Colorado Springs, Colorado
J. B. Flaherty	Superintendent	Colorado Springs, Colorado
F. C. Matthews	General Freight and Passenger Agent	Colorado Springs, Colorado

COLORADO EASTERN RAILROAD COMPANY

Name	Title	Address
Henry T. Rogers	President	Denver, Colorado
Rafael R. Govin	Vice-President and General Manager	New York City, New York
Robert McDowell	Secretary and Auditor	Denver, Colorado
C. L. Horton	Treasurer	New York City, New York
Rogers, Ellis & Johnson	General Counsel	Denver, Colorado

COLORADO & SOUTHEASTERN RAILROAD COMPANY

Name	Title	Address
J. C. Osgood	President	Denver, Colorado
W. J. Murray	Vice-President	Denver, Colorado
S. I. Heyn	Secretary	Denver, Colorado
G. F. Bartlett	Treasurer	Denver, Colorado
Caldwell Yeaman	General Counsel	Denver, Colorado
J. M. Blee	Auditor	Denver, Colorado
F. E. Rose	Superintendent	Hastings, Colorado
W. H. Huff	Traffic Manager	Denver, Colorado

COLORADO & SOUTHERN RAILWAY COMPANY.

Name	Title	Address
D. Miller	President	Chicago, Illinois
A. D. Parker	Vice-President	Denver, Colorado
C. G. Burnham	Vice-President	Chicago, Illinois
H. E. Byram	Vice-President	Chicago, Illinois
B. F. James	Secretary and Treasurer	Denver, Colorado
E. E. Whitted	General Solicitor	Denver, Colorado
J. H. Bradbury	General Auditor	Denver, Colorado
T. E. Fisher	General Passenger Agent	Denver, Colorado
H. A. Johnson	General Freight Agent	Denver, Colorado
J. D. Welsh	General Superintendent	Denver, Colorado

COLORADO & WYOMING RAILWAY COMPANY

Name	Title	Address
J. F. Welborn	President	Denver, Colorado
L. M. Bowers	Vice-President and Treasurer	Denver, Colorado
R. H. Hart	Secretary	Denver, Colorado
C. E. and F. Herrington	Attorneys	Denver, Colorado
J. A. Writer	Auditor	Denver, Colorado
R. L. Hearon	General Manager	Denver, Colorado

CRYSTAL RIVER RAILROAD COMPANY

Name	Title	Address
J. F. Welborn	President	Denver, Colorado
L. M. Bowers	Vice-President and Treasurer	Denver, Colorado
R. H. Hart	Secretary	Denver, Colorado
C. E. and F. Herrington	Attorneys	Denver, Colorado
R. L. Hearon	General Manager	Denver, Colorado
J. A. Writer	Auditor	Denver, Colorado

CRYSTAL RIVER & SAN JUAN RAILWAY COMPANY

Name	Title	Address
C. F. Meek	President	Marble, Colorado
C. A. Bates	Vice-President	New York City, New York
C. C. Prescott	Secretary	Marble, Colorado
W. R. Frayn	Treasurer	Marble, Colorado
V. T. Brown	Auditor	Marble, Colorado
R. J. Woodward	G. F. A., G. P. A., and G. T. A.	Marble, Colorado

DENVER, BOULDER & WESTERN RAILROAD COMPANY

Name	Title	Address
W. B. Hayes	President and Treasurer	Boulder, Colorado
Wm. Culbertson	Vice-President	Girard, Pennsylvania
C. M. Williams	Secretary and Superintendent	Boulder, Colorado
E. E. Whitted	General Counsel	Denver, Colorado
L. R. Ford	Auditor and Traffic Manager	Boulder, Colorado

DENVER, LARAMIE & NORTHWESTERN RAILROAD COMPANY

Name	Title	Address
W. E. Green	President	Denver, Colorado
J. R. Pearson	Vice-President	Denver, Colorado
W. D. Moore	Vice-President	Wichita, Kansas
A. F. Dodd	Secretary, Assistant Treasurer and Auditor	Denver, Colorado
W. S. Summers	General Counsel	Denver, Colorado
S. K. Martin	General Freight and Passenger Agent	Denver, Colorado

DENVER, NORTHWESTERN & PACIFIC RAILWAY COMPANY

Name	Title	Address
W. G. Evans	President	Denver, Colorado
D. C. Dodge	First Vice-President and General Manager	Denver, Colorado
S. M. Perry	Secretary and Treasurer	Denver, Colorado
E. W. Meyer	Auditor	Denver, Colorado
Gerald Hughes	General Counsel	Denver, Colorado
W. A. Beerbower	General Superintendent	Denver, Colorado
S. H. Babcock	Traffic Manager	Denver, Colorado

DENVER & RIO GRANDE RAILROAD COMPANY

Name	Title	Address
Benjamin F. Bush	President	St. Louis, Missouri
Edward L. Brown	Vice-President and General Manager	Denver, Colorado
Charles H. Schlacks	Vice-President	San Francisco, California
Stephen Little	Secretary	New York City, New York
Joseph W. Gifluly	Treasurer	Denver, Colorado
Joel F. Vaile	General Counsel	Denver, Colorado
Elroy N. Clark	General Attorney	Denver, Colorado
Edward R. Murphy	General Auditor	Denver, Colorado
Fayette R. Rockwell	General Superintendent (Colorado Lines)	Denver, Colorado
Andrew S. Hughes	Traffic Manager	Denver, Colorado
Fred Wild, Jr.	General Freight Agent	Denver, Colorado
Frank A. Wadleigh	General Passenger Agent	Denver, Colorado

FLORENCE & CRIPPLE CREEK RAILROAD COMPANY

Name	Title	Address
J. H. Waters	President and General Manager	Colorado Springs, Colorado
K. C. Schuyler	Vice-President and General Counsel	Denver, Colorado
E. S. Hartwell	Secretary and Auditor	Colorado Springs, Colorado
J. R. Fusselman	Treasurer	Colorado Springs, Colorado
J. B. Flaherty	Superintendent	Colorado Springs, Colorado
F. C. Matthews	General Freight and Passenger Agent	Colorado Springs, Colorado

GOLDEN CIRCLE RAILROAD COMPANY

Name	Title	Address
J. H. Waters	President and General Manager	Colorado Springs, Colorado
K. C. Schuyler	Vice-President and General Counsel	Denver, Colorado
E. S. Hartwell	Secretary and Auditor	Colorado Springs, Colorado
J. R. Fusselman	Treasurer	Colorado Springs, Colorado
J. B. Flaherty	Superintendent	Colorado Springs, Colorado

GREAT WESTERN RAILWAY COMPANY

Name	Title	Address
C. S. Morey	President	Denver, Colorado
W. A. Dixon	First Vice-President	Denver, Colorado
Charles Boettcher	Second Vice-President	Denver, Colorado
W. L. Petrikin	Secretary	Denver, Colorado
M. D. Thatcher	Treasurer	Pueblo, Colorado
C. W. Waterman	General Counsel	Denver, Colorado
R. K. Marsh	Auditor	Denver, Colorado
E. R. Griffin	General Manager	Denver, Colorado
C. E. Angove	General Superintendent	Loveland, Colorado

LARAMIE, HAHN'S PEAK & PACIFIC RAILWAY COMPANY

Name	Title	Address
Wallace Hackett.....	President.....	Portsmouth, New Hampshire
Otto Gramm.....	Vice-President.....	Laramie, Wyoming
Arthur S. Howe.....	Secretary and Assistant Treasurer.....	Boston, Massachusetts
L. W. Thompson.....	Treasurer.....	Woburn, Massachusetts
H. R. Woods.....	Auditor.....	Laramie, Wyoming
Fred A. Miller.....	Traffic Manager.....	Laramie, Wyoming

MANITOU & PIKE'S PEAK RAILWAY COMPANY

Name	Title	Address
C. W. Sells.....	President and Manager.....	Manitou, Colorado
Z. G. Simmonds.....	Vice-President.....	Kenosha, Wisconsin
A. H. Lance.....	Secretary.....	Kenosha, Wisconsin
H. J. Holt.....	Auditor.....	Manitou, Colorado

MIDLAND TERMINAL RAILWAY COMPANY

Name	Title	Address
J. H. Waters.....	President and General Manager.....	Colorado Springs, Colorado
K. C. Schuyler.....	Vice-President and General Counsel.....	Denver, Colorado
E. S. Hartwell.....	Secretary and Auditor.....	Colorado Springs, Colorado
J. R. Fusselman.....	Treasurer.....	Colorado Springs, Colorado
J. B. Flaherty.....	Superintendent.....	Colorado Springs, Colorado
F. C. Matthews.....	General Freight and Passenger Agent.....	Colorado Springs, Colorado

MISSOURI PACIFIC RAILWAY COMPANY

Name	Title	Address
B. F. Bush	President	St. Louis, Missouri
E. J. Pearson	First Vice-President	St. Louis, Missouri
A. H. Calef	Secretary and Treasurer	New York City, New York
Chadbourne & Shores	General Counsel	New York City, New York
J. G. Livengood	General Auditor	St. Louis, Missouri
J. W. Higgins	General Manager	St. Louis, Missouri
J. F. Murphy	General Superintendent	St. Louis, Missouri
A. De Bernard	General Superintendent	Kansas City, Missouri
B. M. Flippin	Freight Traffic Manager	St. Louis, Missouri
C. L. Stone	Passenger Traffic Manager	St. Louis, Missouri
J. N. Githens	General Freight Agent	St. Louis, Missouri
B. H. Payne	General Passenger Agent	St. Louis, Missouri

PUEBLO UNION DEPOT & RAILROAD COMPANY

Name	Title	Address
W. S. Martin	President	Denver, Colorado
J. M. Kurn	Vice-President	La Junta, Colorado
M. D. Thatcher	Secretary and Treasurer	Pueblo, Colorado
Thomas H. Devine	Attorney	Pueblo, Colorado
William Young	Superintendent	Pueblo, Colorado

RIO GRANDE SOUTHERN RAILROAD COMPANY

Name	Title	Address
E. T. Jeffery	President	New York City, New York
C. H. Schlacks	Vice-President	San Francisco, California
Jay Gould	Vice-President	New York City, New York
E. L. Brown	Vice-President	Denver, Colorado
J. B. Andrews	Secretary	Denver, Colorado
J. W. Gilluly	Treasurer	Denver, Colorado
Joel F. Vaile	General Counsel	Denver, Colorado
E. R. Murphy	General Auditor	Denver, Colorado
E. L. Brown	General Manager	Denver, Colorado
W. D. Lee	General Superintendent	Ridgway, Colorado
A. S. Hughes	Traffic Manager	Denver, Colorado
Fred Wild, Jr.	General Freight Agent	Denver, Colorado
F. A. Wadleigh	General Passenger Agent	Denver, Colorado

RIO GRANDE & PAGOSA SPRINGS RAILROAD COMPANY

Name	Title	Address
W. P. McPhee	President and Treasurer	Denver, Colorado
C. D. McPhee	Vice-President	Denver, Colorado
J. J. McGinnity	Secretary	Denver, Colorado
Bartels, Blood & Bancroft	General Counsel	Denver, Colorado
F. A. Dudrow	Auditor	Edith, Colorado
E. M. Biggs	General Manager	Edith, Colorado

SAN LUIS SOUTHERN RAILWAY COMPANY

Name	Title	Address
Franklin E. Brooks	President and General Counsel	Colorado Springs, Colorado
Edward W. Hart	Vice-President and Treasurer	Colorado Springs, Colorado
Lafayette M. Hughes	Vice-President	Denver, Colorado
H. Alexander Smith	Secretary	Colorado Springs, Colorado
H. C. Bretschneider	Auditor	San Acacio, Colorado
F. E. Shafer	General Manager	San Acacio, Colorado

SILVERTON, GLADSTONE & NORTHERLY RAILROAD COMPANY

Name	Title	Address
Mark Gallert	President and Acting Treasurer	Brookline, Massachusetts
J. M. Johnson	Vice-President	Canton, Massachusetts
L. G. Green	Secretary	Boston, Massachusetts

SILVERTON NORTHERN RAILROAD COMPANY

Name	Title	Address
Otto Mears	President	Denver, Colorado
J. R. Pitcher, Jr.	Vice-President, Treasurer, and General Manager	Silverton, Colorado
J. B. Frank	Secretary	Denver, Colorado
H. L. Frank	Auditor	Silverton, Colorado

SILVERTON RAILWAY COMPANY

Name	Title	Address
Otto Mears	President	Denver, Colorado
C. H. Graham	Vice-President	Philadelphia, Pennsylvania
J. R. Ewing	Secretary	Leadville, Colorado
J. R. Pitcher, Jr.	Treasurer and General Manager	Silverton, Colorado
H. L. Frank	Auditor	Silverton, Colorado
J. B. Frank	General Freight and Passenger Agent	Denver, Colorado

THE UNION DEPOT & RAILWAY COMPANY

Name	Title	Address
A. F. Vick Roy	President	Denver, Colorado
A. D. Parker	Vice-President	Denver, Colorado
P. R. Morris	Secretary	Denver, Colorado
Thomas Keely	Treasurer	Denver, Colorado
C. C. Dorsey	General Counsel	Denver, Colorado

UNION PACIFIC RAILROAD COMPANY

Name	Title	Address
A. L. Mohler	President	Omaha, Nebraska
Alexander Millar	Secretary	New York City, New York
F. V. S. Crosby	Treasurer	New York City, New York
A. H. Loomis	General Solicitor	Omaha, Nebraska
H. J. Stirling	Auditor	Omaha, Nebraska
W. B. Scott	Vice-President and General Manager	Omaha, Nebraska
J. A. Munroe	Vice-President in charge of Traffic	Omaha, Nebraska
Elmer H. Wood	Freight Traffic Manager	Omaha, Nebraska
C. J. Lane	General Freight Agent	Omaha, Nebraska
Gerrit Fort	Passenger Traffic Manager	Omaha, Nebraska

UINTAH RAILWAY COMPANY

Name	Title	Address
A. W. Sewall	President	Philadelphia, Pennsylvania
Avery D. Andrews	Vice-President	Philadelphia, Pennsylvania
J. L. Rake	Secretary	Philadelphia, Pennsylvania
I. Atkinson	Treasurer	Philadelphia, Pennsylvania
M. W. Cooley	General Manager	Mack, Colorado
D. E. Falvey	Superintendent	Mack, Colorado
W. D. Halpin	Assistant Secretary and Treasurer	Mack, Colorado
P. B. Steffen	General Counsel	Philadelphia, Pennsylvania

ELECTRICAL ROADS

PRINCIPAL OFFICERS

DENVER & INTERURBAN RAILROAD COMPANY

Name	Title	Address
A. D. Parker	President	Denver, Colorado
T. S. McMurray	Vice-President	Denver, Colorado
B. F. James	Secretary and Treasurer	Denver, Colorado
E. E. Whitted	General Solicitor	Denver, Colorado
J. H. Bradbury	General Auditor	Denver, Colorado
J. D. Welsh	General Superintendent	Denver, Colorado
T. E. Fisher	General Passenger Agent	Denver, Colorado

DENVER & INTER-MOUNTAIN RAILROAD COMPANY

Name	Title	Address
William G. Smith	President and General Manager	Denver, Colorado
A. C. Montgomery	Vice-President and Secretary	Denver, Colorado
F. G. Moffat	Treasurer	Denver, Colorado
Howard S. Robertson	Attorney	Denver, Colorado
W. A. Doty	Auditor	Denver, Colorado
H. A. Gray	Superintendent	Denver, Colorado

DENVER & NORTHWESTERN RAILWAY COMPANY

Name	Title	Address
S. M. Perry	President	Denver, Colorado
William G. Evans	Vice-President	Denver, Colorado
John A. Beeler	Vice-President and General Superintendent	Denver, Colorado
F. G. Moffat	Secretary and Treasurer	Denver, Colorado
Gerald Hughes	General Counsel	Denver, Colorado
W. A. Doty	Auditor	Denver, Colorado

GRAND JUNCTION & GRAND RIVER VALLEY RAILWAY COMPANY

Name	Title	Address
E. A. Sunderlin	President and General Manager	Colorado Springs, Colorado
Chas. L. Tutt	Vice-President	Colorado Springs, Colorado
Orson Adams	Secretary and Treasurer	Grand Junction, Colorado
Henry C. Hall	General Solicitor	Colorado Springs, Colorado
B. M. Hebard	Auditor	Grand Junction, Colorado
Chas. W. Ford	General Superintendent and Traffic Manager	Grand Junction, Colorado
S. M. L. McSpadden	General Freight and Passenger Agent	Grand Junction, Colorado

TRINIDAD ELECTRIC TRANSMISSION RAILWAY & GAS COMPANY

Name	Title	Address
C. C. Chappelle	President	New York City, New York
J. F. Wissel	Vice-President	New York City, New York
L. C. Gerry	Secretary and Treasurer	New York City, New York
Hawkins, Delafield & Longfellow	General Solicitor	New York City, New York
G. W. Parks	Auditor	Trinidad, Colorado
F. P. Woy	General Manager	Trinidad, Colorado

EXPRESS COMPANIES

PRINCIPAL OFFICERS

AMERICAN EXPRESS COMPANY

Name	Title	Address
James C. Fargo	President	New York City, New York
Francis F. Flagg	Vice-President	New York City, New York
George C. Taylor	Vice-President and General Manager	Western Department, Chicago, Illinois
John H. Bradley	Vice-President and General Traffic Manager	New York City, New York
James F. Fargo	Vice-President and Treasurer	New York City, New York
William C. Fargo	Secretary	New York City, New York
Carter, Ledyard & Milburn	General Counsel	New York City, New York
William E. Powelson	Comptroller	New York City, New York

ADAMS EXPRESS COMPANY

Name	Title	Address
William C. Barrett	President	New York City, New York
William H. Damsel	Vice-President in charge of Western Department	Chicago, Illinois
Basil W. Rowe	Vice-President in charge of Treasury and Investment Department	New York City, New York
Horatio H. Gates	Secretary	New York City, New York
Walter H. Albert	Treasurer	New York City, New York
Guthrie, Bangs & VanSinderen	General Counsel	New York City, New York
Henry G. Waters	General Auditor	New York City, New York
Grant D. Curtis	General Manager of Western Department	Chicago, Illinois

UNITED STATES EXPRESS COMPANY

Name	Title	Address
Edward T. Platt	Vice-President and General Manager	New York City, New York
Chauncey H. Crosby	Vice-President	New York City, New York
Charles C. Tegethoff	Secretary	New York City, New York
Clarence D. Martin	Treasurer	New York City, New York
Frank H. Platt	General Counsel	New York City, New York
John M. Tallman	Accountant	New York City, New York
John S. Tate	General Auditor	New York City, New York
M. T. Jones	Traffic Manager	New York City, New York
F. W. Fiske	Superintendent of Traffic	New York City, New York

GLOBE EXPRESS COMPANY

Name	Title	Address
Charles H. Schlacks	President	San Francisco, California
E. T. Jeffery	Vice-President	New York City, New York
J. B. Andrews	Secretary	Denver, Colorado
J. W. Gilluly	Treasurer	Denver, Colorado
J. F. Vaile	General Counsel	Denver, Colorado
L. C. Keller	Auditor	Denver, Colorado
D. D. Mayo	General Manager	Denver, Colorado

WELLS FARGO & COMPANY EXPRESS

Name	Title	Address
B. D. Caldwell.....	President.....	New York City, New York
A. Christeson.....	Vice-President.....	San Francisco, California
E. A. Stedman.....	Vice-President and General Manager.....	Chicago, Illinois
C. H. Gardiner.....	Secretary.....	New York City, New York
B. H. River.....	Treasurer.....	New York City, New York
C. W. Stockton.....	General Counsel.....	New York City, New York
J. W. Newlean.....	Comptroller.....	Chicago, Illinois
F. S. Holbrook.....	General Traffic Manager.....	New York City, New York
G. S. Lee.....	Traffic Manager.....	New York City, New York

RAILROAD MILEAGE IN THE STATE OF COLORADO

ARGENTINE CENTRAL RAILWAY COMPANY

FROM	TO	Miles Standard Gauge	Miles Narrow Gauge	Miles Operated Over Other Roads
Silver Plume, Colo.	Summit of Mt. McClellan.	.....	15.9	.....

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY

Kansas-Colorado State Line	La Junta, Colo.	85.94	.....	.....
La Junta, Colo.	Denver, Colo.	180.83	.....	.....
La Junta, Colo.	Colorado-New Mexico State Line	96.09	.....	.....
Canyon Junction, Colo.	Rockvale, Colo.	35.86	.....	.....
Clelland, Colo.	Canon City, Colo.	7.24	.....	.....
Holly, Colo.	Rocky Ford, Colo.	95.10	.....	.....
Lamar, Colo.	Karuman, Colo.	4.36	.....	.....
Las Animas, Colo.	Waveland Junction, Colo.	2.25	.....	.....
Swink, Colo.	Sheldon Junction, Colo.	4.62	.....	.....
At Denver, Union Depot Company, Denver, Colo.		.17	.....	.....
At Denver, Colorado & Southern Ry. Co.		.05	.....	.....

512.51

BEAVER, PENROSE & NORTHERN RAILWAY COMPANY

Beaver	6.49	.....	.....
Penrose			

*BOOK CLIFF RAILROAD COMPANY

Grand Junction, Colo.		12.00	.....
Book Cliff, Colo.			

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Denver, Colo.	174.89	.....	.....
Denver, Colo.	3.00	.....	.....
Burns Junction, Colo.	32.67	.....	.....
Colorado State Line	144.58	.....	.....
Nebraska State Line	27.85	.....	.....
Union, Colo.	11.39	.....	.....
Leased of C. & S. Ry.			11.30
Leased of U. P. R. R.			23.67

	391.38	.....	34.97

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY

Roswell, Colo.	165.52	.....	.....
Kamarado, Colo.			
Limon, Colo.			89.78
Denver, U. P. R. R.			
Denver, Colo.			119.60
Pueblo, D. & R. G.			

	165.52	.....	209.38

* Industrial.

COLORADO EASTERN RAILROAD COMPANY

FROM	TO	Miles Standard Gauge	Miles Narrow Gauge	Miles Operated Over Other Roads
Denver, Colo.	Scranton, Colo.	.....	16.30	.....

COLORADO MIDLAND RAILWAY COMPANY

Colorado Springs, Colo.	New Castle, Colo.	221.92	.....	.....
Basalt, Colo.	Aspen, Colo.	19.37	.....	.....
Cardiff, Colo.	Spring Gulch, Colo.	15.01	.....	.....
Arkansas Junction, Colo.	Leadville, Colo.	4.80	.....	.....
Rifle Creek, Colo.	End of R. G. Jet. Ry.	.....	.....	62.08
End of C. M. Ry.	Rifle Creek	.....	.....	13.44
End of R. G. Jet. Ry.	Grand Junction	.....	.....	.57
Colorado Springs	C. M. Ry. Jet.	.....	.....	.45
		<hr/>	<hr/>	<hr/>
		261.10	.....	76.54

COLORADO & SOUTHEASTERN RAILROAD COMPANY

Delagua	Barnes	6.27	.....	.....
Over C. & S. Ry.		.....	.....	14.51

COLORADO & SOUTHERN RAILWAY COMPANY

Denver	Greeley	98.34	.....
Louisville	Lafayette	3.01	.....
D. & I. Junction.....	Boulder	10.64	.....
Jersey Cut-off .....	.....	2.27	.....
Clear Creek Junction	Silver Plume .....	.....	52.59
Forks Creek	Central City .....	.....	11.81
Denver	Southern Junction	129.32	.....
Manitou Junction	Colorado Springs	9.12	.....
Walsenburg	Trinidad	41.46	.....
Trinidad	New Mexico State Line.....	51.45	.....
Trinidad	Longs Junction	6.95	.....
Denver	Leadville .....	.....	151.88
Sheridan Junction	Morrison .....	.....	10.16
Dickey	Dillon .....	.....	2.75
Como	Garos .....	.....	16.35
Garos	Alma .....	.....	15.41
Buena Vista	Macune .....	.....	2.25
Macune	Hancock .....	.....	26.79
Fort Collins	Stout Branch	8.24	.....
Loveland	Arkins	8.34	.....
Lowery Quarry Branch .....	.....	2.81	.....
Denver West Sido Line.....	.....	4.85	.....

COLORADO & SOUTHERN RAILWAY COMPANY—Concluded.

FROM	TO	Miles Standard Gauge	Miles Narrow Gauge	Miles Operated Over Other Roads
Boulder	Conn. D. B. & W. Tracks.....	.81		
Golden	Church's Brick Yard	1.70		
Pueblo House track.....	.....	.56		
Acme	Broadhead Junction	2.15		
Junction No. 4.....	Green Canon Mine	1.05		
Ludlow	Hastings	1.28		
Ludlow	Berwind	3.20		
Forbes Junction	Chicosa Junction	1.16		
Beshoar Junction	Grey Creek Mine	7.85		
Sopris	Sopris Mine .....	.66		
South Platte	Night Hawk		4.28	
Dillon	Keystone		4.12	
Kokomo	Willey Mill		1.11	
Hill Top	Leavick		11.32	
Leadville Mineral Belt Ry.....	.....		2.45	
Colorado Railroad .....	.....			107.47
D. & R. G. R. R.....	.....			5.15
Union Pacific R. R.....	.....			.49
		397.22	313.27	113.11

COLORADO & WYOMING RAILWAY COMPANY

Jansen	31.10	.....	.....
.....End of Main Line.....			
Branches and Spurs.....	6.86	.....	.....
Trinidad .....		.....	2.12
.....Jansen (A. T. & S. F. Ry.).....			
.....	37.96	.....	.....

CRYSTAL RIVER RAILROAD COMPANY

Carbondale	20.60	.....	.....
.....Placita			

CRYSTAL RIVER & SAN JUAN RAILWAY COMPANY

Marble	7.32	.....	.....
.....Placita			
Placita	3.50	.....	.....
.....Redstone			
.....	10.82	.....	.....

DENVER, BOULDER & WESTERN RAILROAD COMPANY

Boulder	32.57	.....	.....
.....Eldora			
Boulder	13.42	.....	.....
.....Ward			
Boulder .....		.....	.80
.....Connection with Denver, Boulder and.....Western R. R. of Boulder (C. & S. Co.).			
.....	45.99	.....	.80

DENVER, LARAMIE & NORTHWESTERN RAILROAD COMPANY

FROM	TO	Miles Standard Gauge	Miles Narrow Gauge	Miles Operated Over Other Roads
Utah Junction	Greeley	51.38		
Greeley	Greeley (Greeley Terminal Ry. Co.)			1.36
Denver	Near Utah Jct. (D. N. W. Pac. Ry. Co.)			3.23
		51.38		4.59

DENVER, NORTHWESTERN & PACIFIC RAILWAY COMPANY

Utah Junction	Steamboat Springs	211.47		
Denver	Utah Junction (N. W. Terminal Ry. Co.)			3.11

DENVER & RIO GRANDE RAILROAD COMPANY

Main Line—		Miles Standard Gauge	Miles Narrow Gauge	Miles Operated Over Other Roads
Denver	Rifle	386.92		
End of R. G. Jct. Ry.	Grand Junction	.88		
Grand Junction	Crevasse	18.00		
Crevasse	State Line	16.02		
Branches—				
Salida	Montrose		135.04	
Montrose	Grand Junction	73.88		
Pueblo	Trinidad	91.55		

Cuchara	Antonito	111.60	.....
Antonito	Durango in Colorado.....	.....	101.80
Mears	Alamosa .....	.....	73.44
Antonito	Colorado-New Mexico State Line.....	.....	5.60
Military Junction	Fort Logan	2.51	.....
Moffat	Cottonwood .....	.....	16.96
Hathaway	O'Brien's Quarry .....	.....	1.39
Castle Rock	Hathaway	2.87	.....
Howard Quarry Branch .....	.....	5.83	.....
Colorado Springs	Manitou	5.14	.....
Coal Creek Branch .....	.....	3.19	.....
Chandler Creek Branch .....	.....	4.61	.....
Fremont Branch .....	.....	1.89	.....
Texas Creek	Westcliffe	25.49	.....
Rouse Branch .....	.....	4.53	.....
Conchita Branch .....	.....	5.36	.....
El Moro	Engleville	6.40	.....
Loma Junction	Mattland	4.85	.....
Loma Branch Extension .....	.....	9.43	.....
Zinc Junction	Blende	3.36	.....
Reilly Canon Branch .....	.....	1.01	.....
Calumet Iron Ore Branch .....	.....	.....	7.13
Leadville Ore Spurs .....	.....	.....	11.66
Malta	Leadville Junction	8.13	.....

DENVER & RIO GRANDE RAILROAD COMPANY—Concluded

FROM	TO	Miles Standard Gauge	Miles Narrow Gauge	Miles Operated Over Other Roads
Leadville	.....Frisco	.....	32.49	.....
Glenwood	.....Aspen	42.48	.....	.....
Grand Junction Sugar Works	.....Spur	1.17	.....	.....
Poncha	.....Monarch	.....	15.66	.....
Gunnison	.....Anthracite	.....	32.31	.....
Crested Butte	.....Floresta	.....	10.71	.....
Sapinero	.....Lake City	.....	35.84	.....
Montrose	.....Ouray	.....	35.70	.....
Delta	.....Somerset	43.68	.....	.....
Villa Grove	.....Orient	.....	8.20	.....
Alamosa	.....Wagon Wheel Gap	60.34	.....	.....
Durango	.....Silverton	.....	45.61	.....
Pagosa Junction	.....Pagosa Springs	.....	30.85	.....
Carbon Junction	.....Colorado-New Mexico State Line	18.15	.....	.....
Durango Smelter Spurs	.....	.....	1.96	.....
Oakdale Coal Spur	.....	1.95	.....	.....
Wagon Wheel Gap	.....Creede	9.59	.....	.....
Operated under Contract or Agreement				
Rio Grande Junction Railway (one-half)—				
Rifle	.....Grand Junction	.....	.....	31.04

Operated under Trackage Right

Rio Grande Junction Railway (one-half)—

Rifle .....	.....	.....	31.04
Colorado & Southern Railway (all)—			
Grand Junction .....	.....	.....	17.90
Quartz .....	.....	.....	17.79
D. & R. G. Connection.....D. & R. G. Connection .....	.....	.....	1.56
Baldwin .....	.....	.....	1.78
Castleton .....	.....	.....	4.12
Kubler Mine Track.....Kubler Mine Track.....	.....	.....	.72
Aetchison, Topeka & Santa Fe Railway (all)—			
Jansen .....	.....	.....
Santa Fe Connection .....	.....	.....
Colorado & Wyoming Railway (all)—			
Jansen .....	.....	.....
Longsdale .....	.....	.....
American Smelting & Refining (all)—			
Cokedale .....	.....	.....
End of Track .....	.....	.....
	970.81	603.35	105.95

FLORENCE & CRIPPLE CREEK RAILROAD COMPANY

Florence .....	.....	.....	.....
Cripple Creek .....	.....	39.53	.....
Cyanide Junction .....	.....	.93	.....
Vesta .....	.....	7.24	.....
C. C. & C. C. R. R.....	.....	5.71	.....
End of Track .....	.....	.88	.....
Lily .....	.....	.54	.....
Shurtzloff .....	.....	.....	.....
M. P. 4.....	.....	.....	.....

	.....	54.83	.....

COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILROAD COMPANY

FROM	TO	Miles Standard Gauge	Miles Narrow Gauge	Miles Operated Over Other Roads
Colorado Springs, C. S. & C. C. D. R. R.	Cripple Creek	46.62		
Cameron	Victor	5.15		
Portland Mine Branch		3.03		
Colorado City Branch		1.89		
Eagle Sampler Branch		1.02		
Low Line Electric, Victor	Pisgah Junction	4.70		
High Line Electric, Hoosier Park	Portland Junction	2.80		
Other Branches and Spurs		9.04		
		74.25		
GREAT WESTERN RAILWAY COMPANY				
Officer Junction	Eaton	19.00		
Loveland	Longmont	29.00		
Johnstown	Welty	6.00		
Johnstown	Milliken	3.00		
		57.00		

LARAMIE, HAHN'S PEAK & PACIFIC RAILWAY COMPANY		
Coalmont, Colo.	Colorado-Wyoming State Line.....	43.88
MANITOU & PIKE'S PEAK RAILROAD COMPANY		
Manitou, Colo.	Pike's Peak Summit.....	8.70
MIDLAND TERMINAL RAILROAD COMPANY		
Divide	Cripple Creek	28.81
Victor Junction	Victor, Colo.59
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	29.40	
MISSOURI PACIFIC RAILWAY COMPANY		
Pueblo	Kansas Line	152.12
PUEBLO UNION DEPOT AND RAILROAD COMPANY		
At Pueblo, Colo.		2.45
RIO GRANDE SOUTHERN RAILWAY COMPANY		
Ridgway	Durango	162.60
Vance Junction	Pandora	9.80
Hesperus	Hesperus Mine .....	.73
May Day	May Day Mine	1.87
Franklin Junction	Perrins Peak	4.79
	<hr/>	
	179.79	

*RIO GRANDE & PAGOSA SPRINGS RAILROAD COMPANY		Miles Standard Gauge	Miles Narrow Gauge	Miles Operated Over Other Roads
FROM	TO			
Edith	Blanco .....	.....	16.00	.....
†RIO GRANDE JUNCTION RAILWAY COMPANY				
Rifle	Grand Junction	62.08	.....	.....
SAN LUIS SOUTHERN RAILWAY COMPANY				
Blanco	Jaroso, Colo.	31.53	.....	.....
SILVERTON, GLADSTONE & NORTHERLY RAILROAD COMPANY				
Silverton	Gladstone .....	.....	7.25	.....
SILVERTON NORTHERN RAILROAD COMPANY				
Silverton	Animas Forks .....	.....	14.00	.....
Howardsville	Green Mountain .....	.....	2.00	.....
SILVERTON RAILWAY COMPANY				
Silverton	Joker Tunnel .....	.....	16.00	.....

* Logging road.

†Owned jointly by D. & R. G. R. R. and Colorado Midland Railway.

UNION DEPOT & RAILWAY COMPANY

Denver	3.41
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UNION PACIFIC RAILROAD COMPANY

Nebraska-Colorado State Line.....	8.86
Kansas-Colorado State Line	194.14
Denver (Pullman)	91.48	.....
LaSalle	151.53	.....
Sand Creek Junction	45.26	.....
Greeley Junction	26.17	.....
Cloverly, Colo.	14.15	.....
Brighton, Colo.	27.00	.....
Puritan Branch at Parkdale, Colo. ....	.06	.....
Dent, Colo.	25.09	.....
Diamond, Colo.	1.16	.....
Johnson, Colo. ....	.97	.....
Grant Junction	1.42	.....
Puritan Junction, Colo.	3.01	.....
Denver Union Depot Co. ....	.19	.....
	<hr/>	<hr/>
	590.40	.....

UINTAH RAILWAY COMPANY

Mack .....	.....	50.80
State Line .....	.....	.....

ELECTRIC ROADS

DENVER & INTER-MOUNTAIN RAILROAD COMPANY

	TO	Miles Standard Gauge	Miles Narrow Gauge	Miles Operated Over Other Roads
Denver	.....Golden and Barnum	15.25		
Thirty-eighth Avenue and Tennyson Streets, Denver,				
D. & N. W. R. R., between Fourteenth and Fif-				
teenth Streets, on Arapahoe, DenverGolden and Leyden	18.24		
Denver City TramwayChampa Street and Colfax Avenue	.75		
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		34.24		

DENVER & INTERURBAN RAILROAD COMPANY

GlobevilleSemper	8.07		
MarshallEldorado Springs	3.03		
Westminster Line		1.82		
City of Boulder		1.78		
City of Fort Collins		7.73		
Semper	.....Louisville Jct.	7.39		
D. & I. Junction	.....Sunnyside Mine	.79		
Sunnyside MineBoulder Junction	10.56		
Louisville JunctionBoulder Junction	12.87		
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		54.04		

GRAND JUNCTION & GRAND RIVER VALLEY RAILWAY COMPANY

Grand Junction Fruita 21.08

THE TRINIDAD ELECTRIC TRANSMISSION RAILWAY & GAS COMPANY

Trinidad Cokedale and Starkville..... 19.3

Grand total of all roads..... 4,380.17 1,491.14

RECAPITULATION OF MILEAGE

	Miles Standard Gauge	Miles Narrow Gauge	Total Mileage
Argentine Central Ry. Co.....	.....	15.9	15.9
Atchison, Topeka & Santa Fe Ry. Co.....	512.51	.....	512.51
Beaver, Penrose & Northern Ry. Co.....	6.49	.....	6.49
Book Cliff R. R. Co.....	.....	12.00	12.00
Chicago, Burlington & Quincy R. R. Co....	394.38	.....	394.38
Chicago, Rock Island & Pacific R. R. Co.	165.52	.....	165.52
Colorado Eastern R. R. Co.....	.....	16.30	16.30
Colorado Midland Ry. Co.....	261.10	.....	261.10
Colorado Springs & Cripple Creek District Ry. Co.	74.25	.....	74.25
Colorado & Southeastern R. R. Co.....	6.27	.....	6.27
Colorado & Southern Ry. Co.....	397.22	313.27	710.49
Colorado & Wyoming Ry. Co.....	37.96	.....	37.96
Crystal River R. R. Co.....	20.60	.....	20.60
Crystal River & San Juan Ry. Co.....	10.82	.....	10.82
Denver, Boulder & Western R. R. Co.....	45.99	.....	45.99
Denver, Laramie & Northwestern R. R. Co.	51.38	.....	51.38
Denver, Northwestern & Pacific Ry. Co....	211.47	.....	211.47
Denver & Rio Grande R. R. Co.....	970.81	603.35	1,574.16
Florence & Cripple Creek R. R. Co.....	74.25	54.83	129.08
Great Western Ry. Co.....	57.00	.....	57.00
Laramie, Hahn's Peak R. R. Co.....	43.88	.....	43.88
Manitou & Pike's Peak R. R. Co.....	8.70	.....	8.70
Midland Terminal R. R. Co.....	29.40	.....	29.40
Missouri Pacific Ry. Co.....	152.12	.....	152.12
Pueblo Union Depot & R. R. Co.....	2.45	.....	2.45
Rio Grande Southern Ry. Co.....	.....	179.79	179.79
Rio Grande & Pagosa Springs R. R. Co...	.....	16.00	16.00
Rio Grande Junction Ry. Co.....	62.08	.....	62.08
San Luis Southern Ry. Co.....	31.53	.....	31.53
Silverton, Gladstone & Northerly R. R. Co.	.....	7.25	7.25
Silverton Northern R. R. Co.....	.....	16.00	16.00
Silverton Ry. Co. ....	.....	17.00	17.00
Union Depot & Railway Co.....	3.41	.....	3.41
Union Pacific R. R. Co.....	590.40	.....	590.40
Utah Ry. Co.....	50.80	50.80
Denver & Inter-Mountain R. R.....	34.25	34.25

STATE RAILROAD COMMISSION

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Denver & Interurban R. R. Co.....	54.04	54.04
Grand Junction & Grand River Valley Ry. Co.	21.08	21.08
Trinidad Electric Transmission Ry. & Gas Co.	19.3	.....	19.3
	<hr/>	<hr/>	<hr/>
	4,350.66	1,302.49	5,653.15

PART VIII

DISBURSEMENTS

FINANCIAL STATEMENT

APPROPRIATION—\$31,400.00

	1911	1912	Total
Three commissioners, salary \$3,000 each.....	\$9,000.00	\$9,000.00	\$18,000.00
Assistant secretary's salary	2,500.00	2,500.00	5,000.00
Stenographer's salary	1,200.00	1,200.00	2,400.00
Traveling expenses of Commission.....	1,500.00	1,500.00	3,000.00
General incidental fund	1,500.00	1,500.00	3,000.00
Total appropriation			\$31,400.00

DISBURSEMENTS

	1911	1912
Salary three commissioners.....	\$9,000.00	\$9,000.00
Assistant secretary	2,291.60	2,500.00
Stenographer	1,200.00	1,200.00
Traveling expenses	14.35	51.15
Printing	178.82	52.63
Stationery and supplies	149.39	111.26
Postage	121.00	105.00
Telegraph and telephone	1.40	3.87
Miscellaneous	63.00	236.24
		\$13,019.56
Total disbursements		\$13,260.15
Balance returned to General Fund.....		5,120.29
		\$31,400.00



