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SECOND AND THIRD
ANNUAL REPORTS
OF THE
PUBLIC UTILITIES
COMMISSION
OF THE
State of Colorado

Combined for the
Biennial Period
December 1st, 1914, to November 30th, 1916



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SECOND AND THIRD
ANNUAL REPORTS

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OF THE

PUBLIC UTILITIES
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Biennial Period
December 1st, 1914, to November 30th, 1916



NOTE—The complete text of the Commission's decisions and orders in formal cases, general orders, special orders and accident reports will be found in separately issued volumes.



Members
OF THE
Public Utilities Commission
OF THE
State of Colorado

M. H. AYLESWORTH, *Chairman*,

S. S. KENDALL,

GEO. T. BRADLEY,

*A. P. ANDERSON

*Succeeded January 12, 1915, by M. H. Aylesworth.

GEORGE F. OXLEY, Secretary



LETTER OF TRANSMITTAL

Denver, Colorado,
December 1, 1916.

To His Excellency, George A. Carlson, Governor.

As required by Section 12 of the Public Utilities Act, this Commission has the honor to submit its annual reports for the years 1915 and 1916, containing an account of all matters pertaining to this office from December 1, 1914, to November 30, 1916, inclusive.

The Public Utilities Commission of the State of Colorado,

S. S. KENDALL,
GEO. T. BRADLEY,
M. H. AYLESWORTH,
Commissioners.

Attest:

GEORGE F. OXLEY,
Secretary.



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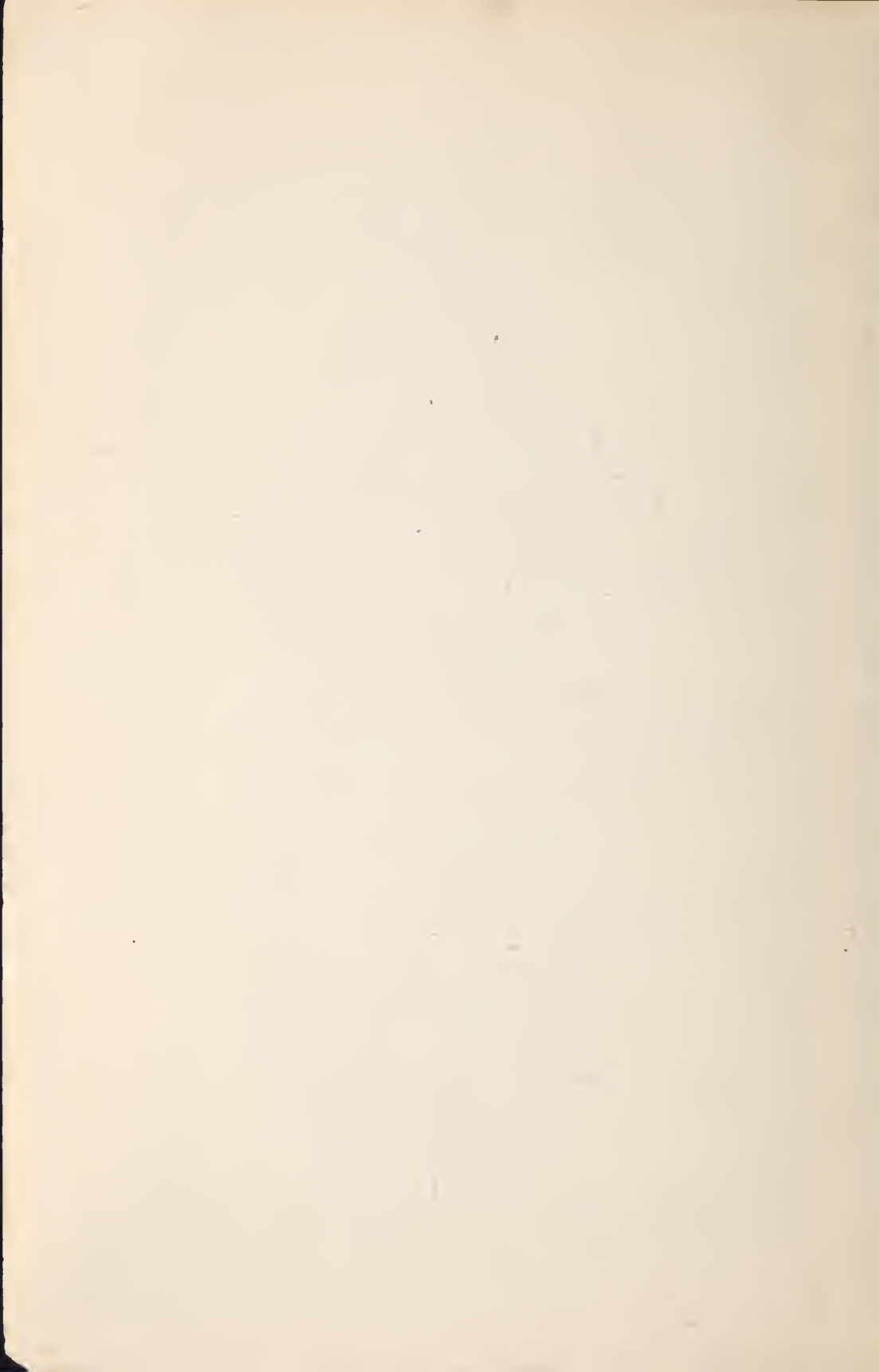
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Section I.

- a.* Introduction
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a. INTRODUCTION

Charged with the regulation and supervision of rates and service of all public utility corporations within the State of Colorado, the Public Utilities Commission of the State of Colorado has had a busy two years during the biennial period ended November 30, 1916. Its work has been largely pioneer work in Colorado, as prior to the biennial period just ended state supervision of utilities other than railroads had been in force less than three months; in fact, had not been actively begun as there had been no time for efficient organization of the force necessary for handling properly the problems presented.

The supervision of railroads operating within the state had been under the Colorado State Railroad Commission prior to August 12, 1914, when the present Public Utilities Act became effective. This branch of regulatory work therefore was continued under the Public Utilities Commission without cessation and with added effectiveness, as the new act conferred even greater powers upon the regulatory body than had existed under the Railroad Commission Act.

During the last two years, therefore, the work of the Commission has been largely that of laying a foundation for future development of the work and the establishing of precedents to be followed in rate regulation and service requirements.

Great strides have been made in establishing the to-be-desired cordial relations between the public utility corporations and the public they serve, and the success attained along this line overshadows even the success following careful and painstaking adjustment of specific, individual complaints and community controversies between utilities and their patrons, with their resultant saving of hundreds of thousands of dollars annually to patrons of utilities and the securing of higher quality of service and products for the residents of the state dependent upon utility corporations for many of the necessities of life.

The Commission believes that it has established beyond question the value of utility regulation by state authority, and that it has proved that careful and impartial administration of the utilities act is beneficial not only to the public, but to the utility corporations, without harm being done to the latter and with the certain result of stabilizing public utility conditions in the state.

Steam and electric railroads, automobile stage lines, electric, gas, water, telephone, telegraph and pipe-line utilities, whether privately or municipally owned, are under the jurisdiction of the Commission. Each utility is required to file each and all of its rates, rules, regulations, and all changes contemplated or made, with the Commission. Each change must be filed a sufficient length

of time before becoming effective to enable the Commission to pass upon the reasonableness of the same, and must be made public at the same time in order to permit of public or private protests against the proposed changes as filed with the Commission.

Supervision of all matters pertaining to service, and to the effect of such service upon the health and safety and welfare of the public is specifically given the Commission, which thus is enabled to require high standards of quality of products and high standards of efficiency of service, even to the extent of requiring additions to or alterations of existing properties of utility corporations.

Practically all of these powers have been exercised by the Commission in its work of bettering conditions for the public, with relation to the public service corporations of the state, during the last two years, and the work of the Commission therefore is moving along on well-defined lines capable of future development and ramification as changing conditions necessitate.

b. ORGANIZATION

The Utilities Commission is composed of three members, one appointed every two years by the Governor, by and with the consent of the State Senate, for a term of six years. Thus the Commission always has two overlapping memberships, assuring the uninterrupted continuation of policies and methods which experience develops to be the most satisfactory for all involved.

For the efficient and economical administration of the law and carrying on of its work, the Commission has made the secretarial department its chief executive department with direct responsibility for the proper and efficient conduct of the work of the Commission, its orders issuing through and reports to it being received through this department. The following departments also have been organized for the same purpose: rate, engineering, statistical and inspection.

The engineering department, comprising an electrical engineer, a civil and railroad engineer, a telephone engineer, and an assistant electrical and gas engineer, is under the direct charge of the electrical engineer, who is director of valuations. The chief statistician at present has but one assistant, although the constantly growing work of this department will necessitate further assistance at some future time. The rate expert conducts his own department, with only such temporary assistance as is found necessary from time to time. The inspection department comprises two inspectors, who report directly to the Commission, through the medium of the secretary.

At the beginning of the biennial period just closed, the Commissioners were: A. P. Anderson of Trinidad, Chairman; Sheridan S. Kendall of Denver, and George T. Bradley of Ouray. The term of Chairman Anderson expired January 11, 1915, and he was succeeded by M. H. Aylesworth of Fort Collins on January 12, 1915, Commissioner Kendall being appointed chairman for one year, at the expiration of which time the governor designated Commissioner Aylesworth as chairman of the Commission.

Shortly after the Twentieth General Assembly appropriated funds for the carrying on of the work of the Commission, a staff of engineers, statisticians and inspectors was engaged, and from time to time, as the growth of the work necessitated, additional employees were engaged. Ability and efficiency were the sole considerations in making appointments, politics being disregarded, and the staff was changed about until at present the Commission feels it has an exceptionally well-balanced staff of efficient, capable employees.

c. LEGAL

Original and exclusive jurisdiction of the State Public Utilities Commission over the rates and service of all public utility corporations, whether privately or municipally owned and operated within the State of Colorado, was upheld by the State Supreme Court in a decision handed down the first Monday in July, 1916, in Supreme Court Case No. 8542, *The Denver & South Platte Railway Company, plaintiff in error, vs. The City of Englewood, defendant in error.**

In this case the City of Englewood brought an action against The Denver & South Platte Railway Company to compel that company to continue the issuance of transfers to and from its Cherrylyn line to and from The Denver Tramway Company cars at Englewood, and to restrain said company from collecting cash fares for said service. The action was brought in the District Court of Arapahoe County before Hon. H. S. Class, Judge, who decided in favor of the City of Englewood. The Denver & South Platte Railway Company then took an appeal to the Supreme Court, contending that on or about the 12th day of August, 1914, when the State Public Utilities Act became operative, that company filed with the Public Utilities Commission a schedule of its rates and service in accordance with the Public Utilities Law. The company contended that having complied with the law, it came under the jurisdiction of the Commission and, as provided by the Public Utilities Act, that any complaint against rates or service properly should be lodged with the Public Utilities Commission.

The Supreme Court held that since the Legislature had conferred no specific power upon the Town of Englewood to enact a rate-making ordinance, the Town of Englewood could not make a valid, binding franchise, contract or ordinance in opposition to the general provision of the Public Utilities Act. The Supreme Court further held that should such contract, franchise or ordinance exist, the same was abrogated at the time the Public Utilities Act became operative by reason of the fact that the State of Colorado then exercised its reserved police powers insofar as rates and service of public utilities are concerned.

*Subsequent to November 30, 1916, the State Supreme Court denied petition for rehearing, following which the plaintiff in error took the case to the United States Supreme Court on a writ of error.

The Supreme Court, therefore, said in part :

“The power to regulate the rate of the public utility in question is vested by the Act exclusively in the Public Utilities Commission. The law fully provides that every order or decision made by the Commission may be reviewed by the Supreme Court upon the application of either party, or of any person pecuniarily interested in the utility for the purpose of having the lawfulness of the order or revision determined.

“Hence and for the reasons stated, the plaintiff below had by reason of the provisions of the Public Utilities Act a claim needing an adequate remedy at law for the determination of its grievance.

“The judgment is reversed with instructions to dismiss the proceeding.”

Contrary to the general impression at the time of the rendering of this decision, the Supreme Court opinion does not grant any additional powers to the Commission, but merely upholds the contention of the Commission that it has exclusive and original jurisdiction over all matters pertaining to rates and service of all public utility corporations within the State of Colorado, whether such corporations are privately owned and operated or municipally owned and operated.

d. WORK OF COMMISSION

Formal actions brought before, or by, the Commission during the two-year period number 104. Of these the Commission has decided, and entered orders in 64, this number including several cases requiring several months' work each, for the proper preparation of evidence by the Commission's engineering, statistical, inspection and rate departments. Eighteen of the remaining cases have been heard and are awaiting decision by the Commission or the filing of briefs by the parties to the actions, ten cases are on the calendar awaiting hearing at early dates and the other twelve cases are on the docket books awaiting the filing of answers, or decisions in similar cases pending hearings, before being set for hearing and placed on the calendar.

Complaints handled informally number 327. Of these only eight are pending, the others having been settled through correspondence and without necessity for formal hearings with a few exceptions.

The Commission issued 742 special authorities to corporations permitting rate changes, in all instances reductions, or changes in rules or regulations beneficial to patrons, to be filed and to become effective upon less than the usual thirty days' notice required by the Commission's rules.

In addition, the Commission handled and passed upon 297 informal applications for reparation to individuals charged excessive rates, and in each instance where discrimination or excessive payment was proved, authorized the utility to make the reparation prayed for.

At this point, attention is called to detailed statements of these phases of the Commission's work, submitted further along in this report.

Among the most important of the cases brought formally before, or by, the Commission, were:

An action by the State Board of Stock Inspection Commissioners and others against all common carriers in the state, to determine whether the railroad companies could be compelled to fence their rights of way and to construct and maintain cattle-guards at crossings to protect livestock. The Commission held that in specific cases, where complaints were brought and allegations proved, the Commission had the authority, and would exercise it, to compel fencing.

Many actions for reparation from common carriers on alleged excessive payments for moving coal from the Northern Colorado coal fields to Denver. These actions were based upon the reduction of coal freight rates ordered by the Commission, and these cases are now pending, one having been heard and awaiting decision and the others awaiting hearing, by stipulation, until after the Commission's decision in the first case.

Actions directed against alleged excessive power and lighting rates in Florence, La Junta and Colorado Springs, in which decisions were rendered and material reductions ordered. Several similar cases against other companies are pending, awaiting investigation by the engineering and statistical staffs of the Commission prior to being heard.

An action directed against the Cripple Creek Water Company by the City of Cripple Creek, in which, after a thorough investigation and a hearing, the Commission ordered a ten per cent reduction in rates.

Actions involving the removal of rails and the abandonment of service, in which cases the Commission held that such removal and abandonment would not be permitted as it would deleteriously affect the communities and districts involved, and that a common carrier must continue to operate divisions and branches even though they, of themselves, were operated at a loss.

Actions involving coal freight rates in several districts of the state, the Commission ordering many reductions which have resulted in the saving of thousands of dollars to shippers and, indirectly, to the public.

An action, brought by the Commission, directed against all common carriers and alleging that passenger rates and fares were excessive, and in which the Commission materially reduced fares and ordered the railroads to inaugurate the "Family Mileage Book System."

Actions, brought by the Commission, to determine the necessity of adequate grade crossing protection at specific crossings located on primary state highways, and in which the Commission ordered the installation of "wig-wag" signals, bells, and other warning devices at scores of points throughout the state.

An action, brought by the Commission, directed against all railroads in the state, requiring the standardization of grade crossings and their approaches. In this case the Commission prescribed the physical characteristics to be attained and maintained at all public highway crossings at grade with railroads, and ordered the railroad companies to furnish the Commission with uniform sketch cards showing the present condition of each crossing upon their lines and the condition of such crossings when made to comply with the requirements of the Commission's order. This work is being carried on by the railroads.

An action brought by the Commission against the Denver & Rio Grande Railroad Company to compel better passenger train service, and which has resulted in material improvement even prior to the final order in the case, which is still pending.

An action brought by the Commission and directed against all electric, gas and water utilities relative to the necessity of adopting rules governing standards of service and quality of products. In this case, and after conferences and hearings, the Commission set forth rules and regulations which should prove of material benefit to every citizen in every community served by any such utility corporation. These include free installation of service connections, the furnishing and maintenance, free, of meters, the examination of meters, the method of adjusting differences between utility corporations and patrons by placing such matters before the Commission, the quality of gas and water and the potency of electrical energy furnished, etc.

During the last two years the Commission also has issued many general orders prescribing service and rules and practices of utility corporations. Not the least important of these are the orders requiring "safety-first" precautions at crossings at grade of electric and steam railroads, or any two steam roads, and the orders requiring the posting of accurate and dependable bulletins, at intervals of not to exceed thirty minutes, at all stations, of delayed movements of passenger trains.

One of the most important cases before the Commission is the investigation of rates and service of the Mountain States Telephone & Telegraph Company. This investigation has extended over eighteen months of the period and many hearings have been held for the introduction of testimony and evidence gathered during the investigation. This case is pending, and probably will be concluded within the next few months. Prior to closing the case, the public will be invited to attend the hearings for the specific purpose of presenting any complaints it may have relative to rates, rules, regulations and practices of the company.

e. FINANCIAL

The work of the Commission, which has saved to the residents of the state upwards of \$1,000,000 a year, with constantly accruing benefits, has been accomplished at the following expense:

APPROPRIATIONS

Salaries of three Commissioners, \$11,000 a year.....	\$22,000.00
Salary of secretary, \$2,500 a year.....	5,000.00
Salaries of employees, Dec. 1, 1914, to Dec. 1, 1915 (appropriation, \$15,000)	13,709.35
Salaries of employees, Dec. 1, 1915, to Dec. 1, 1916 (appropriation, \$15,000)	14,999.88
Miscellaneous expense (appropriation, \$4,500).....	4,501.47
Traveling expenses, Dec. 1, 1914, to Dec. 1, 1915 (appropriation, \$3,000)	2,214.05
Traveling expenses, Dec. 1, 1915, to Dec. 1, 1916 (appropriation, \$3,000)	2,729.20

SPECIAL P. U. C. FUND

Receipts	\$16,319.13
Disbursements:	
Miscellaneous, including cost of transcripts of evidence in Case No. 22....	10,317.22
Additional salary for extra employees necessitated by volume of work.....	5,932.28
	<u>\$16,249.50</u>
Total credits (including appropriations and receipts for period)	\$83,819.13
Total disbursements for period.....	81,403.55
Balance reverting to general fund.....	2,345.95
Balance in Special P. U. C. fund.....	69.63

f. EMPLOYES

Ample funds should be furnished the State Public Utilities Commission for the carrying on of the important work now before it and the continually increasing amount of work devolving upon it as the utility corporations and the consuming public realize the scope of the law and the benefit which may be derived from its proper application.

In addition to the three Commissioners and the secretary, the present office force, consisting of one electric and gas engineer, one assistant electric and gas engineer, one statistician, one civil and railroad engineer, one rate expert, one assistant statistician, one telephone expert, one reporter, one inspector, four stenographers and one junior clerk, and requiring an annual appropriation of \$23,160.00, should be augmented by an attorney, an assistant civil and railroad engineer, a checking clerk, an addi-

tional inspector and an additional stenographer. The amount of work before the Commission is such that this additional help is needed at once, and a sufficient appropriation should be made for the payment of their salaries for the two-year period, with a margin for the employment of additional temporary help at certain seasons of the year.

g. RECOMMENDATIONS

The Public Utilities Law, as it now stands, affords the consuming public the greatest possible protection against excessive charges and inadequate service. It enables the Public Utilities Commission to prescribe rates for service rendered and to compel public utility corporations to furnish service which shall be adequate and reasonable in all respects and which shall equal in value the moneys paid therefor.

Since the purpose of the Commission is to stand between the public and the utility corporation as an impartial referee in all matters, it appears to this Commission that it should be given the power to protect the corporation from unjust demands and requirements of the public, just as it is given the power to protect the public from unjust rates and discriminatory service on the part of the corporation. For this reason the Commission recommends that the present Public Utilities Act be amended so as to give the Commission full power and authority to issue certificates of public convenience and necessity, or to deny such certificates, to any and all corporations, firms or individuals doing business or seeking to do business as public utilities. Should such authority be given to the Commission it would guarantee the public utility corporation immunity from local and state politics and would guarantee the public utility corporation the right to do business for so long as it complies with the requirements of the Public Utilities Commission in regard to reasonable rates and adequate and efficient service or product.

Thus the people would receive the greatest possible benefit from efficient management of the corporation and the corporation in turn would be safeguarded against the possibility of unfair competition, for which, in the end, the public must pay, even though it benefits temporarily by reduced rates. Under such a provision a sufficient showing would have to be made to the Commission to satisfy the Commission that there was actual necessity or that it would serve public convenience for a competing company to enter a field or district already served by a public utility corporation.

By such a provision the Commission not only could order extensions and improvements made when necessary for public convenience, as at present, but also could prevent unnecessary construction and extensions resulting in the waste of money, a power which is not specifically vested in it under the law as it stands at present.

Should such an amendment be passed it should include a provision whereby any municipality would be entitled to purchase a property already constructed at a valuation to be fixed by the Commission, and it should also contain a provision whereby a municipality might, upon vote of the people, erect or construct a competing plant, upon securing therefor a certificate of necessity and convenience from the Public Utilities Commission.

The Commission wishes to suggest another amendment which would place under this Commission full control of stock and bond issues of the several public utility corporations already existing within the State of Colorado, and all public utility corporations which hereafter may be organized for the purpose of serving the public. Such a provision exists in the laws of many of the states and has been found beneficial, both to the public and to the corporations, inasmuch as it tends to keep the capitalization of the corporation and the bond issues of the corporation within bounds, and prevents watering of stock to such an extent that a fair return upon the investment is not sufficient to pay interest upon bonds and dividends upon stock.

Such an amendment also should contain a provision whereby no company could merge with another company or could become a holding company for another corporation without permission so to do from the Commission. Such a provision would prevent a paying property from taking control of an insolvent property, or one which was not paying expenses, and thus would prevent the patrons of the solvent company bearing the burdens of an insolvent company.

By reason of the nature of its duties and the importance of the work devolving upon it, the Commission suggests that Section 4 of the present Act should be amended by the inclusion therein of the following sentence:

“Not more than two of the Commissioners shall be members of the same political party.”

In this manner it is believed that the Commission can be kept non-partisan, and that there will be less likelihood of politics and political influence or preference playing any part in the decisions of the Commission on important matters.

The Commission also suggests an amendment which would prohibit any public road, highway or street to be hereafter constructed across the track of any railroad corporation at grade, and which would prohibit the track of any railroad corporation being constructed across a public road, highway or street at grade, and which would prohibit also any railroad or street railroad corporation from constructing its track across the track of any other railroad or street railroad corporation at grade without having first secured the permission of the Commission, and granting the Commission the right to refuse its permission or to grant it upon such terms and conditions as it may prescribe.

The Commission should also have the exclusive power to protect, alter or abolish any railway crossing at grade heretofore or hereafter established, and to prescribe the terms upon which the separation should be made and the proportion in which the expense of the alteration or abolition of the crossing, or the separation of the grades, should be divided between the railroad or street railroad corporations affected, or between such corporations and the state, county, municipality, or other public authority in interest.

Section II.

- a.* Summary of Formal Cases
- b.* Summary of General Orders
- c.* Summary of Special Orders

a. FORMAL CASES

Summary of formal cases filed and of decisions and orders rendered in formal cases during the biennial period:

Case No. 3.

The Public Utilities Commission of the State of Colorado vs. The Argentine & Gray's Peak Railway Company, *et al.*

(Decided December 11, 1914.)

An investigation on the Commission's own motion into the reasonableness of the practice of charging excess train fares, and the question of refunding the same.

Complaints having been received as to the varying rules in operation on the several railroads of the state relative to the collection of excess fares from passengers who failed or neglected to purchase tickets before boarding train or cars, the Commission entered upon this investigation and hearing.

Held, That under certain conditions as enumerated below, the railroads should be allowed to collect excess fares as follows: Passengers without tickets boarding train at agency station where reasonable opportunity is given to purchase tickets may be required to pay in addition to the regularly published tariff of fares 10 cents where the fare is 50 cents or less; 15 cents where the fare is more than 50 cents; not more than \$1; 20 cents where the fare is more than \$1 and not more than \$1.50, and 25 cents where the fare is more than \$1.50.

Held, That no excess fare may be charged passengers boarding train at non-agency station or at agency station where for any reason it is impossible to purchase ticket, but that all such passengers may have the privilege of paying the local rate from the station where the train is boarded to the next agency station which is a regular stop of that train, and there purchase a ticket.

Held, That passengers who neglect to purchase ticket at agency station may have the same privilege of purchasing ticket at the next agency station, which is a regular stop of the train, by payment of the local fare plus the excess fare as provided above.

Held, Excess fares on half-fare ticket shall be one-half the full excess fare.

Held, Order does not apply to electric railways within municipalities, nor to any interurban or suburban electric railway operated by said railway company.

Case No. 5.

George W. Vallery, receiver of The Colorado Midland Railway Company, a corporation, complainant, vs. The Midland Terminal Railway Company, *et al.*, defendants.

(Decided January 4, 1915.)

Notice of intention of discontinuing passenger train service of trains Nos. 8 and 11 between Divide and Cripple Creek having been filed with the Commission by The Midland Terminal Railway Company, The Colorado Springs & Cripple Creek District Railway Company and The Florence & Cripple Creek Railroad Company, George W. Vallery, as Receiver of The Colorado Midland Railway Company, entered a protest against same and requested the Commission to compel the defendant railway companies to continue operations of trains Nos. 8 and 11.

A request was received from the complainant on October 30, 1914, that the case be held in abeyance and no action taken relative to discontinuance, but that discontinuance be permitted to become effective. Pursuant to a subsequent request from the complainant, the complaint was dismissed.

Case No. 7.

Abraham D. Radinsky, complainant, vs. The Florence & Cripple Creek Railroad Company and The Colorado & Southern Railway Company.

(Decided December 23, 1914.)

Claim for alleged overcharge on shipment of rags and saeks shipped from Cripple Creek to Denver.

Held, That an overcharge had been made and that the defendant companies should make reparation in the sum of \$150.89 within twenty days.

Case No. 8.

The Public Utilities Commission of the State of Colorado vs. The Atchison, Topeka & Santa Fe Railway Company, The Colorado & Southern Railway Company and The Denver & Rio Grande Railroad Company.

(Decided January 28, 1915.)

An investigation and hearing on motion of the Commission into the reasonableness of local passenger fares between the following named places, all within the State of Colorado: Between Pueblo and Canon City and points intermediate therewith, and between Pueblo and Trinidad and points intermediate therewith.

The Commission having determined to inaugurate an investigation into the reasonableness of all passenger fares within the State of Colorado between all points within the State of Colorado, and on all railroads and common carriers within the State of Colorado, the resolution was adopted on this date dismissing the above entitled case.

Case No. 9.

The Public Utilities Commission of the State of Colorado vs. The Midland Terminal Railway Company.

(Decided January 28, 1915.)

An investigation and hearing on the Commission's own motion into the reasonableness of local passenger fares charged between Divide and Cripple Creek by The Midland Terminal Railway Company.

The Commission having determined to inaugurate an investigation directed against all common carriers within the State of Colorado relative to the reasonableness of all passenger rates applying within the State of Colorado, a resolution was adopted dismissing this case.

Case No. 10.

The Public Utilities Commission of the State of Colorado vs. The Atchison, Topeka & Santa Fe Railway Company, *et al.*

(Decided May 10, 1915.)

An investigation on the Commission's own motion into the reasonableness of the local, joint or proportional rate on coal, all classes, between Northern Colorado points, Leyden, Walsenburg, Trinidad, Oak Hills, Canon City, South Canon, Bowie, Baldwin, Pike View, Starkville and Roswell, and the Colorado-Kansas, and the Colorado-Nebraska state line, and all points intermediate therewith, as charged by all steam-operated common carriers operating between these points.

Held, That the rates in effect were unjust, unreasonable and discriminatory, and that certain rates enumerated which were just, reasonable and non-discriminatory should be substituted therefor.

Case No. 11.

The Public Utilities Commission of the State of Colorado vs. The Argentine & Gray's Peak Railway Company, *et al.*

(Decided May 8, 1915.)

An investigation on the Commission's own motion into the reasonableness of the passenger fares and the rules, regulations and practices affecting the same in effect between all stations in the State of Colorado on the lines of all steam-operated common carriers operating within the State of Colorado.

Held, That certain rates and fares then in effect and enumerated in the order are unreasonable, unjust and discriminatory, and certain rates, rules, regulations and practices enumerated and set forth in detail are declared just and reasonable and non-discriminatory and substituted therefor.

Held, That each common carrier affected by the order should provide and issue family mileage books good for transportation for all members of any immediate family purchasing same.

Case No. 12.

The Public Utilities Commission of the State of Colorado vs. The Atchison, Topeka & Santa Fe Railway Co., *et al.*

(Decided March 29, 1915.)

An investigation on the Commission's own motion into the reasonableness of demurrage charges, rules, regulations and practices affecting the same by all steam railroads operating within the State of Colorado.

Held, Uniform rules of carriers known as National Car Demurrage Code adopted with certain exceptions.

Case No. 13.

F. G. Bonfils and H. H. Tammen, doing business under the style and firm name of The Denver Post Coal & Iron Company and The Post Printing & Publishing Company, petitioners, vs. The Union Pacific Railroad Company, respondent.

(Pending.)

Petition for reparation on shipments of coal from mine in Weld County to Denver, Colorado.

Case No. 15.

The City of Florence vs. The Arkansas Electric Company, a corporation, and The Arkansas Valley Railway Light & Power Company, a corporation.

(Decided June 12, 1915.)

Complaint against alleged excessive rates and inadequate service of the defendant companies operating within the City of Florence, and a petition that the Commission reduce said rates and prescribe adequate service to be rendered.

Held, That the rates, rules and regulations of the defendant companies were unjust, unreasonable and discriminatory, and that certain rates, rules and regulations set forth in the order of the Commission were reasonable, just and non-discriminatory, and should be substituted therefor. Minimum monthly rate of \$1.50 for domestic and commercial use of electricity reduced to \$1 net per month; companies directed to discontinue as speedily as possible use of old-fashioned 16-candle-power carbon filament lamps, and replace same with tungsten filament lamps; existing rates for lighting and commercial power reduced, reduction ranging from 8 to 65 per cent.

Held, That the allowance for general office expenses and overhead expenses of the defendant companies was excessive; reduction ordered.

Case No. 16.

The Johnstown Commercial Club vs. The Great Western Railway Company.

(Decided April 1, 1915.)

Complaint against alleged inadequate passenger train facilities and service.

Held, That passenger train facilities and service are inadequate; schedule of operation arranged, including train connections between The Great Western Railway Company and The Denver, Laramie & Northwestern Railroad Company trains.

Case No. 17.

The Public Utilities Commission of the State of Colorado vs. The Denver & Interurban Railroad Company.

(Decided May 28, 1915.)

An investigation on the Commission's own motion into the service, rules, regulations and practices affecting the same in effect between all stations on The Denver & Interurban Railway Company.

Held, That the service, and rules, regulations and practices affecting the same are unreasonable; that the defendant company place trailer cars at the central Interurban loop in Denver and at the Broomfield station on the defendant line, and maintain same in readiness for service in case of emergency and during rush hours; that cars arriving at the loop in Denver at 1:50 p. m., 2:50 p. m., and 3:50 p. m. daily, be adequately cleaned and that cuspidors be installed in the smoking compartment of each car; that baggage and express privileges ordinarily given on steam trains be extended to patrons of The Denver & Interurban Railroad Company upon payment of 25 cents in addition to the price of passenger ticket between stations of the Company's line.

Held, That the Company should stop all cars and trains at Sixteenth and Seventeenth Streets on Arapahoe within the city limits of Denver to permit passengers to board train, the practice heretofore having been to run these cars and trains express from the central Interurban loop in Denver to the Globeville station.

Case No. 18.

The Grand Valley Fruit Freight Rate Association vs. The Denver & Rio Grande Railroad Company, The Colorado Midland Railway Company, The Colorado & Southern Railway Company, The Atchison, Topeka & Santa Fe Railway Company, The Chicago, Rock Island & Pacific Railway Company, Union Pacific Railroad Company, The Cripple Creek & Colorado Springs Railroad Company, The Florence & Cripple Creek Railroad Company, The Missouri Pacific Railway Company and Chicago, Burlington & Quincy

Railroad Company. The Montrose County Freight Rate Association and the Delta County Freight Rate Association, intervenors.

(Decided August 20, 1915.)

Complaint alleging unreasonable and discriminatory freight rates and refrigeration charges on fruit shipments from Grand Valley and the Western Slope to other Colorado points served by the defendant carriers, and petitioning the Commission to establish and prescribe reasonable freight rates and refrigeration charges.

Held, That existing rates of 45 cents per 100 lbs. on apples and 60 cents per 100 lbs. on green fruit from Western Slope points to Colorado common points are reasonable.

Held, That many rates on apples and green fruits between Western Colorado points to points within the State of Colorado other than Colorado common points were unreasonable, unjust and discriminatory, and that certain rates specifically mentioned in the order were just, reasonable and non-discriminatory, and should be substituted therefor.

Case No. 19.

The Public Utilities Commission of the State of Colorado vs. The Denver & Intermountain Railroad Company.

(Decided May 13, 1915.)

An investigation on the Commission's own motion into alleged unreasonable and inadequate service on the line of The Denver & Intermountain Railroad Company, complaint relative to same having been filed with the Commission.

Held, That the service rendered is inadequate and that the defendant company should operate express cars between Denver and Golden and local cars on a 15-minute schedule between the hours of 4:45 p. m. and 6:15 p. m. daily, and a 30-minute schedule between the Denver & Interurban Railroad depot and Barnum Junction during all other hours of the day.

Case No. 20.

The Colorado State Board of Stock Inspection Commissioners and The Colorado Stock Growers' Association, *et al.*, vs. The Atchison, Topeka & Santa Fe Railway Co., *et al.*

(Decided May 18, 1916.)

Petition for the Public Utilities Commission to order all steam operated common carriers of Colorado to fence their rights of way. Case submitted on demurrers of railroads alleging that the Commission was without power and authority in the premises, and that any order issued would compel the expenditure of great sums of money to such an extent that the same would be confiscatory and therefore unconstitutional.

Held, That Sections 24 and 25 of the Colorado Public Utilities Act specifically clothed the Commission with power in the premises. Demurrers overruled.

Held, That the Commission will hear specific complaints and petitions of individual plaintiffs relative to the necessity of fencing particular portions of the rights of way of the several carriers operating within the State of Colorado.

Case No. 21.

Colburn vs. The Florence & Cripple Creek Railroad Company.

(Decided August 19, 1915.)

Complaint against alleged and discriminatory rate on ore of greater value than \$20 per ton from mines in the Cripple Creek District to mills within said District and mines in the Cripple Creek District to mills at Colorado City.

Held, That a differential of 25 cents per ton on ore of greater value than \$20 per ton should exist between rates from mines in the Cripple Creek District to mills within said District and from mines in the Cripple Creek District to mills at Colorado City.

Case No. 22.

The Public Utilities Commission of the State of Colorado vs. The Mountain States Telephone & Telegraph Company.

(Pending.)

An investigation on the Commission's own motion into the reasonableness of the rates and charges, regulations and service and the practices affecting the same within the State of Colorado.

Case No. 23.

The Public Utilities Commission of the State of Colorado vs. Chicago, Burlington & Quincy Railroad Company.

(Decided June 28, 1915.)

An investigation on the Commission's own motion into the necessity and feasibility of installing a gong signal or other suitable safety device at grade crossing at Yuma, Colorado.

Held, That the Chicago, Burlington & Quincy Railroad Company should install within 30 days from date of order an electric gong at its railroad crossing at grade with Weld Avenue within the Town of Yuma.

Case No. 24.

The Public Utilities Commission of the State of Colorado vs. The Colorado Springs Light, Heat & Power Company.

(Decided December 16, 1915. Rehearing denied March 1, 1916.)

An investigation on the Commission's own motion into the reasonableness of each and every rate or charge, into the adequacy of the service, and into the reasonableness of the rules, regulations and practices affecting the same of The Colorado Springs Light, Heat & Power Company, within the City of Colorado Springs, City of Maniton and City of Colorado City.

Held, That the electric, gas and steam heating properties of the defendant corporation should be segregated for the purpose of appraisalment and valuation for rate-making purposes.

Held, That the Commission has no jurisdiction over steam heating properties.

Held, That certain rates and charges and rules, regulations and practices affecting the same of The Colorado Springs Light, Heat & Power Company are unreasonable and that certain rates and charges and rules, regulations and practices affecting the same found and declared to be reasonable should be substituted therefor, with relation to electric service.

Held, That the gas properties of the defendant corporation were not earning a fair rate of return upon the investment, and that the Commission at some future date would entertain a petition for permission to increase said rates.

Held, That the rates and charges for electricity, power, commercial and residence, and the rules, regulations and practices affecting the same should become effective March 1, 1916, and remain in effect until further order of the Commission; provided that on March 1, 1917, officers of the defendant company should appear before the Commission and present statements and data tending to show the effect of the reduction and changes in rates and charges, rules, regulations and practices ordered by the Commission, to the end that the Commission might be advised as to the necessity of further reduction or of permitting increases or of in any way modifying its order.

Case No. 25.

F. N. Cochems vs. The Denver and Rio Grande Railroad Company.

(Decided November 15, 1915.)

Complaint alleging discrimination in the issuance of passes to certain physicians within the State of Colorado upon the representation that they were Company physicians and surgeons in the employ of the defendant railroad company.

Held, That physicians and surgeons actually in the employ of the defendant railroad company are entitled to transportation upon the lines of the defendant company.

Case No. 26.

The Greeley Gas & Fuel Company vs. The Colorado & Southern Railway Company, The Denver & Rio Grande Railroad Company and Union Pacific Railroad Company.

(Decided December 20, 1915. Rehearing denied March 29, 1916.)

Complaint alleging excessive and unreasonable rates on coal from the Trinidad District to Greeley, Colorado.

Held, That existing rates were reasonable.

Case No. 27.

The Primos Mining & Milling Company vs. The Colorado Power Company.

(Decided December 30, 1915.)

Complaint alleging Rule No. 9 of the rules and regulations of the defendant corporation, which rule required users of electricity to indemnify the defendant corporation from all demand and expenses for injury or damage to persons or property upon or about the property of the user, except certain injury or damage to the company's employees or injury or damage that might be caused by the negligence of the company or its employees, to be unreasonable, and petitioning the Commission to set forth a reasonable and fair rule to be substituted therefor.

Held, That said Rule No. 9 was unreasonable, and that any substitute rule, regulation or clause in the company's contract must be referred to the Commission for approval before becoming operative.

Case No. 28.

The Missouri Lumber & Supply Company, *et al.*, vs. The Atchison, Topeka & Santa Fe Railway Company, *et al.*

(Pending.)

Complaint against alleged excessive and unreasonable switching rates and charges within the Denver terminal.

Case No. 29.

The Castle Rock Mountain Railway & Park vs. The Denver Tramway Company, The Seeing Denver Company, The Denver Omnibus & Cab Company and The Denver Union Terminal Railway Company.

(Decided December 15, 1915. Stipulation filed requesting dismissal of case and vacation of order, April 29, 1916. Pending.)

Complaint alleging discrimination in charges and rates for special cars for sight-seeing purposes on tours of the foot hills.

Held, That The Denver Omnibus & Cab Company and The Denver Union Terminal Railway Company were not proper parties to the action and therefore dismissed these parties to the action.

Held, That all rates and charges, rules and regulations and practices governing same for rental of special cars for sight-seeing purposes must be open to all persons and corporations desiring use of same, and that all such rates and charges, rules, regulations and practices affecting the same must be filed with the Public Utilities Commission.

Case No. 30.

The Public Utilities Commission of the State of Colorado vs. The Western Union Telegraph Company, The Postal-Cable Telegraph Company.

(Decided November 4, 1915.)

An investigation on the Commission's own motion into the reasonableness of the free delivery limit of said telegraph companies within the State of Colorado.

Held, That said free delivery limits are reasonable, fair and equitable; dismissed.

Case No. 31.

The Public Utilities Commission of the State of Colorado vs. The Cripple Creek Water Company.

(Decided March 25, 1916. Rehearing denied April 5, 1916.)

Investigation on the Commission's own motion into the reasonableness of rates and the adequacy of service, and the reasonableness of rules, regulations and practices affecting the same, of The Cripple Creek Water Company, Cripple Creek, Colorado.

Held, That the rates and charges assessed by The Cripple Creek Water Company for municipal, domestic and commercial purposes in the City of Cripple Creek, Colorado, are unreasonable, unjust and discriminatory and that a reduction of 10 per cent. should be made on each and every rate and charge theretofore assessed by the Company for domestic and commercial purposes, and that rates therein prescribed and declared to be reasonable should be assessed for municipal purposes.

Held, That the defendant water company should install and maintain all service connections from the main to the property line of the consumer.

Case No. 32.

The Public Utilities Commission of the State of Colorado vs. The Denver & Rio Grande Railroad Company.

(Decided October 2, 1915.)

An investigation on the Commission's own motion into the necessity and feasibility of ordering adequate safety devices at Rogers Mesa and Barrow Mesa road crossings.

Held, That the said Rogers Mesa and Barrow Mesa road crossings at grade with the Denver & Rio Grande Railroad are dangerous and should be protected with adequate signals, which therefore were ordered installed.

Case No. 33.

The Denver & Salt Lake Railroad Company vs. Chicago, Burlington & Quincy Railroad Company.

(Decided February 10, 1916. Rehearing denied March 29, 1916; pending in Supreme Court of Colorado on writ of review.)

Petition for the Commission to fix divisions of coal rates, as prescribed by Commission in Case No. 10, between complainant and defendant.

Held, That as carriers were unable to agree as to divisions, Commission should prescribe same; basis of divisions prescribed.

Case No. 34.

The Denver & Salt Lake Railroad Company vs. The Chicago, Rock Island & Pacific Railway Company, H. U. Mudge and J. M. Dickinson, Receivers.

(Decided February 10, 1916. Rehearing denied March 29, 1916. Pending in Supreme Court of Colorado on writ of review.)

Petition for the Commission to fix divisions of freight rates between complainant and defendants.

Held, That as carriers were unable to agree as to divisions, Commission should prescribe same; basis of divisions prescribed.

Case No. 35.

The Denver & Salt Lake Railroad Company vs. Union Pacific Railroad Company.

(Decided February 10, 1916. Rehearing denied March 29, 1916.

Pending in Supreme Court of Colorado on writ of review.)

Petition for the Commission to fix divisions of freight rates between complainant and defendant.

Held, That as carriers were unable to agree as to division, Commission should prescribe same; basis of divisions prescribed.

Case No. 36.

Charles W. Haines vs. The Colorado Springs Light, Heat & Power Company.

(Decided November 4, 1915. Rehearing denied November 19, 1915.)

Petition for extension of gas main at Colorado Springs, Colorado, and protest against rules and regulations governing extension of main.

Held, That the prayer of the petition is unreasonable and that the rules and regulations governing the extension of gas mains are reasonable; dismissed.

Case No. 37.

The Breckenridge Chamber of Commerce vs. The Colorado & Southern Railway Company.

(Decided October 20, 1915.)

Complaint against alleged inadequate facilities and alleged proposed abandonment of portion of Colorado & Southern Railway Company's system from Denver to Leadville by way of Como and Breckenridge.

Held, In accordance with stipulation and agreement filed October 19, 1915, that the order of the State Railroad Commission prohibiting the abandonment of that portion of the Colorado & Southern Railway Company's system from Denver to Leadville by way of Como and Breckenridge should be sustained and be made permanent.

Held, That no railway company may abandon a portion of its system against the wishes of the public it serves without abandoning its entire franchise.

Held, That through freight service from Denver to Leadville via Como and Breckenridge shall be given at least three days each week and from Leadville to Denver via Breckenridge and Como at least three days each week; and that the defendant company shall operate daily exclusive passenger train service, except Sunday, from Denver to Leadville via Como and Breckenridge and return.

Case No. 38.

Citizens of La Junta vs. The Arkansas Valley Railway, Light & Power Company.

(Decided April 29, 1916.)

Complaint against alleged unreasonable and excessive street lighting and power rates and alleged inadequate service, and alleged unreasonable rules, regulations and practices affecting the same.

Held, That the electric lighting and power rates charged by The Arkansas Valley Railway, Light & Power Company within the City of La Junta, for commercial and domestic uses, were unreasonable and excessive, and that a schedule of rates prescribed in the order of the Commission and declared to be reasonable, just and equitable, substituted therefor.

Case No. 39.

The Ramona Townsite Company vs. The Board of Commissioners of Colorado Springs and the City of Colorado Springs.

(Decided August 4, 1916.)

Petition for water service at Ramona, Colorado, complainant alleging that the defendant declined and refused to furnish water for commercial purposes within the City of Ramona, and asking the Commission to compel the defendant to furnish such service.

Held, That the reason for the refusal of the defendant to furnish water service appearing to be the fact that Ramona was wet territory, and it appearing that by the adoption of an amendment to the State Constitution, effective January 1, 1916, by which the entire state became prohibition territory, and by reason of the fact that on and after January 1, 1916, said defendant had furnished and declared themselves willing to furnish water service to any and all persons residing and doing business within the Town of Ramona, the questions raised are moot; the cause of complaint has been removed and the Commission therefore dismissed the case.

Case No. 40.

The Public Utilities Commission of the State of Colorado vs. The Great Western Railway Company.

(Decided December 22, 1915.)

An investigation on the Commission's own motion into the adequacy of passenger train service on the line of The Great Western Railway Company.

Held, That the service rendered by the said The Great Western Railway Company was inadequate, and that a schedule of service prescribed in the order of the Commission should be substituted therefor.

Case No. 41.

The Grand Junction Mining and Fuel Company, and The Palisade Coal and Supply Company, vs. The Denver and Rio Grande Railroad Company.

(Decided July 25, 1916.)

Complaint against alleged unreasonable, excessive and discriminatory freight rates on coal, from Cameo and Palisade to

points of destination on the main line of The Denver & Rio Grande Railroad Company westward from Salida, to and including Mack; on the line from Salida to and including Montrose; and on the line from Grand Junction south, to and including Ouray.

Held, That the rates charged by The Denver & Rio Grande Railroad Company are unreasonable, excessive and discriminatory, and that a rearrangement, readjustment and reduction of freight rates on coal, as published in the schedule set forth in the order, is fair and equitable and must be substituted therefor.

Case No. 42.

The Town of Arvada vs. The Arvada Electric Company.

(Decided April 27, 1916. Rehearing denied May 18, 1916.)

Complaint against alleged excessive and unreasonable rates and inadequate service.

Held, That the defendant corporation is operated at a minimum expense and that its earnings are not sufficient to provide a reasonable annual depreciation reserve and a fair return upon the amount of the investment; dismissed.

Case No. 43.

The Grand Junction Mining and Fuel Company, and The Palisade Coal and Supply Company, vs. The Colorado Midland Railway Company, The Midland Terminal Railway Company, and The Cripple Creek & Colorado Springs Railroad Company.

(Decided April 22, 1916. Rehearing denied May 27, 1916.)

Complaint against alleged unreasonable, excessive and discriminatory freight rates on coal, from Palisade and Cameo Districts to all points on the line of the Midland Terminal Railway Company, from Divide to and including Cripple Creek.

Held, That the rates complained of are unreasonable, excessive and discriminatory, and that a schedule of rates of not to exceed \$3.00 per net ton on lump coal, \$2.90 per net ton on nut coal, and \$2.65 per net ton on slack coal, carloads, is a reasonable schedule of rates and should be substituted therefor.

Case No. 44.

The Public Utilities Commission of the State of Colorado vs. The Denver & Rio Grande Railroad Company and The Atchison, Topeka & Santa Fe Railway Company.

(Decided December 1, 1915.)

An investigation on the Commission's own motion, into the feasibility and necessity of requiring the installation of audible and visual signals, or other safety devices, at the West Mexico Avenue grade crossings of the defendant railroads.

Held, That the West Mexico Avenue grade crossing is dangerous, and that the defendant railroad companies should install a wig-wag or audible and visual signal at the West Mexico Avenue crossing, and also at the South Cherokee Street grade crossing of each road.

Case No. 45.

The Public Utilities Commission of the State of Colorado vs. The Mountain States Telephone and Telegraph Company.

(Decided December 18, 1915.)

An investigation on the Commission's own motion, into the feasibility and necessity of requiring the extension of a telephone line from Genoa to Burlington, and the maintenance of satisfactory service thereon.

Held, That, although the business development possible in this territory at the time of the issuance of the order would not be sufficient to give the company a fair return upon its investment, the defendant company, being a natural monopoly, should be required to give its best service to all communities within the State, and should consider the possibilities of future development.

Held, That the defendant company shall string said telephone line through the cities and towns of Genoa, Bovina, Arriba, Flagler, Seibert, Vona, Stratton and Burlington, and shall furnish each community adequate telephone service.

Case No. 46.

The Public Utilities Commission of the State of Colorado vs. The Denver & Rio Grande Railroad Company.

(Decided February 2, 1916.)

An investigation on the Commission's own motion, into the feasibility and necessity of requiring the construction of a station at Hot Springs, in Saguache County, and the maintenance of said station and a station agent at Hot Springs.

Held, That Hot Springs, being the nearest railroad point to Saguache, and being capable of considerable development as a railroad center for Saguache County, the defendant company should construct a station, first submitting plans and specifications to the Commission for approval, and should maintain an agent at said station.

Case No. 47.

The Public Utilities Commission of the State of Colorado vs. The Colorado & Southern Railway Company.

(Decided December 14, 1915.)

An investigation, on the Commission's own motion, into the necessity for adequate safety devices being installed at the

Twelfth Street grade crossing of The Colorado & Southern Railway Company and The Denver & Interurban Railroad Company.

Held, That a wig-wag or audible and visual signal should be installed at this crossing; that all north-bound Denver & Interurban trains should come to a full stop before traversing the crossing; and that south-bound Denver & Interurban trains, and all steam trains of The Colorado & Southern Railway Company, in either direction, should reduce their speed to four miles per hour when traversing the crossing; and that all trains should sound a warning signal 100 feet from the crossing, and all motor and engine bells should be rung while crossing the crossing.

Case No. 48.

The Wellington Commercial Club, *et al.*, vs. The Colorado & Southern Railway Company.

(Decided April 8, 1916.)

Complaint against alleged inadequate equipment facilities for service rendered by the Colorado & Southern Railway Company at Wellington.

The defendant company, having filed with the Commission by way of answer, written notice of intention to satisfy the complaint by constructing a new depot and re-arranging the tracks at Wellington, and the plans and specifications therefor having been examined and approved by the Commission, the Commission issued an order requiring said improvements to be made on or before July 1, 1916, said order also requiring improved service for the transportation of freight to and from Wellington.

Case No. 49.

The Public Utilities Commission of the State of Colorado vs. The Denver & Rio Grande Railroad Company.

(Pending)

An investigation on the Commission's own motion, into the reasonableness of local class and commodity rates, between points within the San Luis Valley, and between points in the San Luis Valley, and all other points within the State of Colorado located on the line of The Denver & Rio Grande Railroad Company.

Case No. 50.

The Public Utilities Commission of the State of Colorado vs. The Mountain States Telephone & Telegraph Company.

(Decided April 8, 1916.)

An investigation on the Commission's own motion, into the feasibility and necessity of removing the telephone exchange of

The Mountain States Telephone & Telegraph Company at Pierce, Colorado, and consolidating the same with the telephone exchange located at Ault, Colorado.

Held, That there being no immediate public necessity for the removal of said exchange, or for the consolidation of the two exchanges, and this and other matters of similar nature being included in Case No. 22, an order should be issued merging this case with said Case No. 22, which is a general investigation into the reasonableness of the rates and the rules, regulations and practices affecting the same, and into the adequacy of the service rendered by The Mountain States Telephone & Telegraph Company within the State of Colorado.

Case No. 51.

The Akers Lumber Company, *et al.*, vs. The Denver & Rio Grande Railroad Company.

(Decided June 20, 1916.)

Complaint against unreasonable and excessive coal rates to Monte Vista from points on The Denver & Rio Grande Railroad Company.

Held, That the coal rates complained of are unreasonable, unjust and excessive, and that certain rates set forth in the order and declared to be just, reasonable and non-discriminatory should be substituted therefor.

Case No. 52.

Charles L. Carpenter, *et al.*, vs. The Denver & Northwestern Railroad Company and The Denver Tramway Company.

(Decided July 29, 1916.)

Petition for construction of shelter station at Juchem Lane, Arvada.

Held, That the patrons of the defendant railroad companies are entitled to shelter from the elements, and an order was issued requiring the erection of a shelter at the Juchem Lane crossing, satisfying the complaint and in accordance with the defendant company's notification of intention to satisfy the complaint filed with the Commission July 17, 1916.

Case No. 53.

The Citizens of Mosca vs. The Denver & Rio Grande Railroad Company.

(Decided April 24, 1916.)

Petition for installation of resident agent at Mosca and for an order requiring the defendant company to establish a yard and pen sufficient to care for local live stock shipments, and to erect a platform for the loading and unloading of hogs.

Held, That the present facilities at Mosca are unreasonable and, the defendant company having filed with the Commission notification of intent to satisfy the complaint, an order was issued in accordance with said notification and the complaint was thereby satisfied.

Case No. 54.

Petition of The Colorado Springs Light, Heat & Power Company for permission to increase its rates and charges for gas within the City of Colorado Springs.

(Decided August 7, 1916.)

The Colorado Springs Light, Heat & Power Company by its attorneys appeared before the Commission and represented that at present charges and rates for gas within the City of Colorado Springs were unremunerative, and that the Company should be entitled to an increased rate sufficient to give the Company a fair net return upon its investment.

Held, That the defendant company and all companies so situated should be permitted to earn a fair net return upon its investment, if said return can be secured from reasonable rates, not exceeding the value of the service rendered or commodity furnished.

Held, That the said The Colorado Springs Light, Heat & Power Company should be permitted to increase its rates in accordance with a schedule set forth in the order.

Case No. 55.

A. W. Thormann, *et al.*, vs. The Denver & Interurban Railroad Company.

(Decided July 11, 1916.)

Protest signed by citizens of Fort Collins against the removal of street railway tracks at Fort Collins by the defendant company and the consequent abandonment of service.

Held, That the company should be required to maintain service over its present tracks without regard to the question of remuneration in said section and over said branch.

Held, That the Company should abandon a portion of its service and should remove a portion of its street railway tracks in accordance with an agreement entered into between the City of Fort Collins and the defendant company, and that adequate service should be rendered to the public over the route so changed.

Case No. 56.

The Public Utilities Commission of the State of Colorado vs. The Atchison, Topeka & Santa Fe Railroad Company, *et al.*

(Decided May 27, 1916.)

An investigation upon the Commission's own motion into the feasibility and necessity of improving all grade crossings within the State of Colorado.

Held, That the defendant railroad companies should standardize all crossings at grade with State public highways, primary and secondary, and all County roads in accordance with plans and specifications set forth in the Commission's order.

Held, That each railroad company operating within the State of Colorado should file with the Commission within 90 days, card sketches giving the general physical characteristics of each of its crossings at grade with a public highway within the State of Colorado, said sketches to include cross section and the reverse side of said sketches to contain all possible data relative to view or obstructions thereof, crossings, location of crossings and protection then afforded at said crossings.

Case No. 57.

F. N. Cochems vs. The Denver & Rio Grande Railroad Company.

(Pending)

Complaint against alleged discriminatory practice of the defendant railroad company issuing free transportation to certain physicians.

Case No. 58.

The National Fuel Company vs. The Colorado & Southern Railway Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 59.

The National Fuel Company vs. Chicago, Burlington & Quincy Railroad Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver, and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 60.

The National Fuel Company vs. Union Pacific Railroad Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 61.

The Colorado Fuel & Iron Company vs. Union Pacific Railroad Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 62.

The Summit Grain & Coal Company vs. The Colorado & Southern Railway Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 63.

The Summit Grain & Coal Company vs. Union Pacific Railroad Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 64.

The Colorado Fuel & Iron Company vs. The Colorado & Southern Railway Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 65.

The Colorado Fuel & Iron Company vs. Chicago, Burlington & Quincy Railroad Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 66.

The Summit Grain & Coal Company vs. Chicago, Burlington & Quincy Railroad Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 67.

Petition of the Delta County Co-operative Telephone Company for an order fixing and approving rates for service rendered

(Pending)

Case No. 68.

William E. Russell vs. Chicago, Burlington & Quincy Railroad Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 69.

William E. Russell vs. Union Pacific Railroad Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 70.

William E. Russell vs. The Colorado & Southern Railway Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 71.

The City of Colorado Springs vs. The Alta Vista Hotel and The Colorado Springs Light, Heat & Power Company.

(Pending)

Petition for the Commission to decide the question of defective wiring in the Alta Vista Hotel, and the responsibility therefor.

Case No. 72.

Citizens of Colorado Springs vs. The Colorado Springs & Interurban Railway Company.

(Pending)

Petition for an order requiring the defendant company to extend its Spruce Street line.

Case No. 73.

The R. Hardesty Manufacturing Company vs. The Atchison, Topeka & Santa Fe Railway Company, *et al.*

(Pending)

Complaint against Rule No. 20, Item 200-A, page 8 of Supplement 18 to Western Classification No. 53, alleging the same to be unreasonable.

Case No. 74.

(Colorado Railroad Commission Docket No. 59.)

The Breckenridge Chamber of Commerce vs. The Colorado & Southern Railway Company.

(Decided June 5, 1916.)

Alleged excessive rate on ore.

Held, In accordance with decision rendered by the Interstate Commerce Commission relative to rates charged for transportation of low grade ores from Breckenridge to Denver, in which said rates were found to be unreasonable, this Commission finds said rates to be unreasonable and establishes new schedule of rates to be substituted therefor, and which are declared to be just, reasonable and non-discriminatory.

Case No. 75.

The Colorado Springs & Interurban Railway Company vs. The Atchison, Topeka & Santa Fe Railway Company.

(Decided October 18, 1916.)

In re petition for an order by the Commission abolishing the Fontanero street interlocking plant at the grade crossing at Fontanero street and The Atchison, Topeka & Santa Fe Railway Company tracks.

Held, That the Commission cannot justly order discontinued an interlocking plant which is the most satisfactory and most dependable safety device for a crossing at grade between steam railroad and electric railway tracks, and order substituted therefor a safety device less dependable; petition therefore dismissed.

Case No. 76.

The Public Utilities Commission of the State of Colorado vs. The Atchison, Topeka & Santa Fe Railway Company and The Denver & Rio Grande Railroad Company.

(Decided June 15, 1916.)

An investigation on the Commission's own motion into the feasibility and necessity of ordering installed wig-wag signals or other suitable safety devices at all crossings at grade on public highways between Denver and Pueblo along the lines of the defendant companies.

Held, That the said defendant companies should establish, construct and maintain at each of the public crossings at grade with public highways between Denver and Pueblo along their lines of railroad audible and visual signals, commonly known as wig-wags, said signals to be installed within ninety days from date of order.

Case No. 77.

The Western Pottery Manufacturing Company vs. The Colorado & Southern Railway Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver, and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 78.

The Strontia Springs Sanitarium Company vs. The Colorado & Southern Railway Company.

(Decided August 10, 1916.)

Complaint alleging unsatisfactory and inadequate service at the summer resort of Strontia Springs, also alleging excessive rates and fares between Denver and Strontia Springs, also alleging discrimination in fares and service against Strontia Springs in favor of Dome Rock and other summer resorts in South Platte Canon, and petitioning the Commission to require the railroad company to sell commutation tickets between Denver and Strontia Springs good the entire twelve months of the year.

Held, That the defendant company prior to the hearing in this case had satisfied the complaint relative to service by making Strontia Springs a flag stop.

Held, That certain rates set forth in the order of the Commission should be established by the railroad company and published in its tariff.

Held, That the request for commutation books good for the entire twelve months of the year was unreasonable.

Case No. 79.

The City of Colorado Springs vs. The Colorado Springs & Interurban Railway Company.

(Decided June 14, 1916.)

Petition for extension of line of the defendant company.

Held, That the defendant company should extend its line so as to give street railway service to St. Francis Hospital, a charitable institution, located within the city limits of Colorado Springs; said division being in conformity with stipulation filed by the City Attorney of Colorado Springs and attorney for the defendant company.

Case No. 80.

The American Smelting & Refining Company vs. Chicago, Burlington & Quincy Railroad Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver, and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 81.

The American Smelting & Refining Company vs. The Colorado & Southern Railway Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver, and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 82.

The American Smelting & Refining Company vs. Union Pacific Railroad Company.

(Pending)

Complaint against alleged excessive coal rates from Northern Colorado to Denver, and petition for reparation to basis of rates set forth in the Commission's order in the so-called Northern Colorado Coal Rate Case and more specifically known as Case No. 6, decided November 6, 1914, and reported in First Biennial Report of the Colorado Public Utilities Commission.

Case No. 83.

The Hungarian Milling & Elevator Company vs. The Denver & Rio Grande Railroad Company.

(Decided June 17, 1916.)

Petition for the enforcement of contract entered into by the plaintiff and the defendant relative to switching charges, which contract defendant declared to be automatically abrogated at the time the present Colorado Public Utilities Commission Act became effective August 12, 1914.

Held, That the switching contract entered into between the complainant and the defendant long prior to the creation of the Public Utilities Commission and providing for an exceptionally low switching charge was discriminatory and illegal, and that the creation of the Public Utilities Commission by the Legislature automatically exercised the police power of the State of Colorado, thereby nullifying this contract.

Case No. 84.

The Public Utilities Commission of the State of Colorado vs. Electric, Gas and Water Utilities, whether privately or municipally owned, operated within the State of Colorado.

(Decided October 5, 1916.)

An investigation on the Commission's own motion into the feasibility and necessity of the issuance of rules regulating water, gas and electric service, for privately owned and municipally owned water, gas and electric utilities operating within the State of Colorado.

Held, That uniformity of service should be demanded of all electric, gas and water utilities operating within the State of Colorado, and that certain requirements as to grade and quality of service or of commodity furnished should be demanded; in accordance therewith a set of rules was issued by the Commission, effective January 1, 1917.

Case No. 85.

The Public Utilities Commission of the State of Colorado vs. The Western Colorado Power Company.

(Pending)

An investigation on the Commission's own motion into the reasonableness of rates, rules, regulations and practices and into the adequacy of the service furnished by the defendant company.

Case No. 86.

The Huerfano Coal Company, *et al.*, vs. The Cripple Creek & Colorado Springs Railroad Company.
Pike's Peak Fuel Company, intervenor.

(Pending)

Petition for an adjustment of coal rates from the Southern group, Walsenburg group, Trinidad group and El Paso group of coal mines to the Cripple Creek district.

Case No. 87.

The Ivy Wild Improvement Society, *et al.*, vs. The Brookside Water Company.

(Pending)

Complaint of residents of Ivy Wild, Colorado, a suburb of Colorado Springs, alleging inadequate service furnished by the defendant company.

Case No. 88.

The Rocky Mountain Fuel Company vs. The Denver & Rio Grande Railroad Company, *et al.*

(Decided August 30, 1916.)

Complaint against alleged discriminatory, excessive and unreasonable rates on coal from the Bowie, Somerset and the Baldwin-Crested Butte District to mines on the defendant companies' lines.

The defendant companies having voluntarily readjusted coal rates complained of in such a manner as to align them with the rates fixed by the Commission in Case No. 41, the Commission upon petition of the complainant dismissed the above complaint without prejudice.

Case No. 89.

The City of Aspen vs. The Castle Creek Water Company of West Virginia.

(Pending)

An investigation into the rates charged and service rendered by the defendant company upon complaint of the City of Aspen that said rates were unjust, unreasonable and discriminatory, and the service inadequate.

Case No. 90.

The City of Colorado Springs vs. George W. Vallery as Receiver of The Colorado Midland Railway Company.

(Pending)

Petition for an order requiring the defendant to properly and adequately protect all grade crossings on its line of railroad within the City of Colorado Springs.

Case No. 91.

The City of Colorado Springs vs. The Denver & Rio Grande Railroad Company.

(Pending)

Petition for an order requiring the defendant to properly and adequately protect all grade crossings on its line of railroad within the City of Colorado Springs.

Case No. 92.

The City of Colorado Springs vs. The Cripple Creek & Colorado Springs Railway Company, *et al.*

(Pending)

Petition for an order requiring the defendant to properly and adequately protect all grade crossings on its line of railroad within the City of Colorado Springs.

Case No. 93.

The City of Colorado Springs vs. The Atchison, Topeka & Santa Fe Railway Company.

(Pending)

Petition for an order requiring the defendant to properly and adequately protect all grade crossings on its line of railroad within the City of Colorado Springs.

Case No. 94.

The Public Utilities Commission of the State of Colorado vs.
The Denver & Rio Grande Railroad Company.

(Pending)

An investigation on the Commission's own motion into the causes of daily delays to trains Nos. 15 and 16 on the defendant's railroad line, and into the feasibility and necessity of ordering changes in schedule to enable the defendant company to operate said trains Nos. 15 and 16 on time.

Case No. 95.

The Public Utilities Commission of the State of Colorado vs.
The Colorado & Southern Railway Company.

(Decided September 16, 1916.)

An investigation on the Commission's own motion into the adequacy of protection of crossings at grade on the defendant company's line and public highways between Denver and Boulder.

Held, That said grade crossings were not properly or adequately protected and that wig-wags or audible and visual signals should be erected and maintained at nine grade crossings named in the order between Denver and Boulder, and that the engineer of the defendant company and the engineer of the Commission should confer with County Commissioners of Boulder County and of other counties through which the railroad runs, relative to the feasibility and necessity of eliminating some of the said grade crossings.

Held, That all trains of the defendant company should reduce their speed to not to exceed 10 miles an hour before traversing any of the said grade crossings, with the exception of the crossing at Broomfield, where all trains must come to a stop before traversing said grade crossing.

Case No. 96.

The Public Utilities Commission of the State of Colorado vs.
The Denver & Rio Grande Railroad Company.

(September 11, 1916.)

Protest against the proposed removal of the third rail or narrow gauge track between Salida and Leadville having been received by the Commission, an investigation was inaugurated on its own motion into the necessity and feasibility of the removal of said third rail.

Prior to the date set for the hearing of the above entitled cause, the defendant company withdrew its notice of intent to remove said third rail, and the Commission dismissed the case without prejudice.

Case No. 97.

The Citizens of Englewood vs. the Town of Englewood and The Denver Union Water Company.

(Pending)

Complaint against alleged inadequate and unsatisfactory service, and alleged excessive and discriminatory rates, charged by the Water Company within the city limits of Englewood, and requesting the Commission to determine the responsibility for said service and said rates, in order that the citizens of Englewood might receive more adequate service and a reduction of rates.

Case No. 98.

The Big Five Mining Company vs. The Denver, Boulder & Western Railroad Company.

(Pending)

Complaint against service and rates of the defendant company, and a protest against the alleged intention of the defendant to remove a spur track serving the complainant company's property.

Case No. 99.

The City of Colorado Springs vs. The Colorado Springs Light, Heat & Power Company.

(Pending)

Complaint against alleged excessive and unreasonable rates for municipal lighting.

Case No. 100.

The City of Lamar vs. The Intermountain Railway, Light, Heat & Power Company.

(Pending)

A complaint against alleged excessive rates charged for service within the City of Lamar.

Case No. 101.

The Public Utilities Commission of the State of Colorado vs. The Atchison, Topeka & Santa Fe Railway Company, *et al.*

(Pending)

An investigation on the Commission's own motion into such alleged violations of so-called "Headlight Law" over which this Commission has jurisdiction.

Case No. 102.

The City of Englewood vs. The Denver Union Water Company.

(Pending)

Complaint against alleged excessive and discriminatory charges for irrigation.

Case No. 103.

The Oakdale Coal Company, *et al.*, vs. The Colorado & Southern Railway Company, *et al.*

(Pending)

Complaint against alleged unreasonable freight rates on coal to points east of Pueblo.

Case No. 104.

The Citizens of Edwards vs. The Denver & Rio Grande Railroad Company.

(Pending)

Petition for new depot at Edwards, Colorado.

Case No. 105.

The City of Colorado Springs vs. The Colorado Springs & Interurban Railway Company.

(Decided November 1, 1916.)

Protest against contemplated change of service and abandonment of part of the tracks of the defendant company.

Held, That said changes in schedule would furnish adequate service and should be given a trial.

Held, That the Wahsatch Street Line and Fontanero Street Line should be consolidated and a 20-minute service maintained thereon.

Case No 106.

The City of Ouray vs. The Denver & Rio Grande Railroad Company.

(Pending)

Petition for an order requiring the defendant company to improve its facilities at the Ouray railroad station.

Case No. 107.

The Citizens of Aguilar vs. The Colorado & Southern Railway Company.

(Pending)

Petition for new station at Aguilar.

Case No. 108.

M. B. Ratner, *et al.*, vs. The Denver Gas & Electric Light Company.

(Pending)

Complaint against alleged excessive, unreasonable and discriminatory electric and gas rates, and alleged inadequate service, and a petition for reparation for moneys paid under existing rates, said reparation to be made upon basis of reduced rates subsequent to the Commission's order in the above entitled case.

Case No. 109.

The Citizens of Green Mountain Falls vs. The Colorado Midland Railway Company and George W. Vallery, Receiver.

(Pending)

Protest against removal of and petition for reinstatement of Trains Nos. 8 and 11 on The Colorado Midland Railway Company line during the winter months.

Case No. 110.

The Citizens of Grand Lake vs. The Denver & Salt Lake Railroad Company.

(Pending)

Protest against change in schedule of trains Nos. 1 and 2, said change in schedule being intended to give alternate day service between Denver and Craig and intermediate points.

Case No. 111.

Petition of The Colorado Midland Railway Company, *et al.*, for permission to increase freight rates on coal from the Palisade District and the South Canon District to Denver.

(Pending)

b. GENERAL ORDERS

GENERAL ORDER NO. 3 was issued March 31, 1915, requiring all electrical corporations, gas corporations and municipalities to publish and file on or before April 10, schedule showing all rates and charges made, established or enforced or to be charged and enforced, and all rules and regulations relating to rates, service and charges used or to be used, and all privileges and facilities granted or allowed applying generally throughout the territory served, together with condensed statements or summaries of all contracts in effect at the time of the issuance of this order prescribing the method of submission and numbering of these schedules and all future schedules. The order further prescribed penalties for failure to comply therewith.

GENERAL ORDER NO. 4 was issued June 1, 1915, effective June 15, 1915. This order required each railroad corporation operating within the State of Colorado to file with the Commission three copies of its working time schedules on intra-state trains and all changes therein and amendments thereto at least five days before the effective date; also requiring that any change in time of arrival or departure of a regular passenger train or the discontinuance of any passenger train shall be posted in each station at least five days before the effective date of such changes; also requiring the filing with the Commission of notification of intention to move or abandon any depot or station building or any agency at any station at least ten days before the effective date of these changes.

GENERAL ORDER NO. 5 was issued July 27, 1915. This order prescribes regulations governing the operation of automobiles, motor vehicles or other vehicles for public use in conveyance of passengers or property within the State of Colorado and prescribes the form of report to be made to the Commission by any person operating such automobile common carrier.

GENERAL ORDER NO. 6 was issued July 12, 1915, effective immediately, requiring all railroads within the State of Colorado to provide seating room for each and every passenger riding on its passenger trains whether the train be interstate or intra-state. The order further provided that in event of a passenger being unable to secure a seat in the day coaches, the conductor or auditor in charge of said train must immediately provide seating room for said passenger in a Pullman car, whether tourist or standard, without additional expense to said passenger.

GENERAL ORDER NO. 7 was issued September 13, effective immediately. This general order calls attention to the fact that certain railroad corporations operating within the State of Colorado failed to comply with P. U. C. General Order No. 4 and

made more stringent the order, providing that any railroad corporation must file notice with the Commission at least ten days before abandonment or removal of any depot or station, or withdrawing any agency at any station or discontinuing any regular passenger train.

GENERAL ORDER NO. 8 was issued December 30, 1915, effective January 1, 1916, adopting the rules of the Interstate Commerce Commission governing the monthly reports of railway accidents and requiring all common carriers operating within the State of Colorado to file with the Commission monthly reports of all accidents occurring within the State of Colorado upon blank forms furnished by the Commission, said reports to be made within thirty days after the last day of the month reported.

GENERAL ORDER NO. 9 was issued January 10, 1916. By this order the Commission adopted a system of uniform accounts and records to be used and kept by all public utilities engaged in the generation, transmission or sale of electricity.

GENERAL ORDER NO. 10 was issued January 28, 1916. By this order the Commission adopted a system of uniform accounts and records to be used and kept by all public utilities engaged in the manufacture, distribution and sale of gas.

GENERAL ORDER NO. 11 was issued January 28, 1916. By this order the Commission adopted a system of uniform accounts and records to be used and kept by all public utilities engaged in the collection, distribution and sale of water for municipal and domestic purposes.

GENERAL ORDER NO. 12 was issued February 26, effective April 1, 1916. This order required that on and after April 1, 1916, every steam railroad company operating a steam railroad within the State of Colorado should maintain in a conspicuous place at each of its passenger stations a bulletin board upon which to bulletin the scheduled time of arrival and departure of each passenger train and requiring that at least one hour before the schedule time of arrival of each passenger train, or earlier if possible, bulletins should be posted on these boards stating as nearly as possible the anticipated time of arrival of said train, and in event of trains being behind scheduled time to re-state each thirty minutes the approximate time of the arrival of each train until its arrival.

GENERAL ORDER NO. 13 was issued February 26, 1916, effective March 1, 1916. This order requires that all safety devices, whether electrically operated or otherwise, heretofore installed at grade crossings within the State of Colorado, shall be efficiently maintained by the railroad or railroads having in-

stalled said devices; also, that prior to future installation of any safety devices at grade crossings the plans of the proposed protection shall be submitted to the Commission for its approval; also, that all steam and electric railroads shall immediately remove from their rights of way all obstructions of every kind, except buildings, which in any way interfere with the view of approaching trains at railroad grade crossings with highways.

GENERAL ORDER NO. 14 was issued February 26, 1916, effective March 1. This order requires that all street railroad cars shall come to a stop before crossing the tracks of any other street railway company at grade, and the crew ascertain by signal or otherwise that the way is clear before proceeding; also, that any corporation, company or person operating a railroad shall cause its cars or trains to stop before crossing the tracks of any railroad at grade other than a street railroad, and requiring either the conductor or motorman of said car or train to step off his car, view the tracks of the crossing road in both directions and ascertain that the way is clear before proceeding.

GENERAL ORDER NO. 15 was issued April 13, 1916. This order provides that no electric street railroad, interurban railroad or steam railroad shall discontinue any portion of its service or abandon its line of railroad or any part thereof or remove its tracks or any part thereof without first filing with the Commission written notice of its intention so to do at least thirty days prior to the contemplated time of the discontinuance of service or abandonment or removal of tracks.

GENERAL ORDER NO. 16 was issued July 3. This order calls attention specifically to the anti-pass provision of the Public Utilities Commission Act and declares that any person violating the provisions of the anti-pass section of the Act and this order shall be deemed in contempt of the Commission in accordance with Section 66 of the Act.

GENERAL ORDER NO. 17 was issued August 29, 1916, effective September 1, 1916. This order requires each steam railroad corporation operating within the State of Colorado to file with the Commission each month a statement of delays occurring to all first and second class passenger and mixed trains, first sections only, occurring during the month, said reports to be filed with the Commission within fifteen days after the end of the month for which the report is compiled.

GENERAL ORDER NO. 18 was issued October 5, 1916, effective November 1, 1916. This order provides that claims for reparation and applications for special permission to make reparation on shipments which already have moved will be considered by the Commission only when rates, rules and regulations upon

which said reparation is to be based are on file with the Commission, and prescribes a form upon which reparation applications shall be made.

GENERAL ORDER NO. 19 was issued October 5, 1916, effective November 1. This order prescribes the form of applications to the Commission to change rates, fares, tolls, rentals, charges or classifications or any form of contract or agreement or any rule, regulation or practice, on less than statutory notice.

GENERAL ORDER NO. 20 was issued October 5, 1916, effective November 1. This order grants common carriers authority to suspend upon less than statutory notice any portion of a tariff or supplement pertaining to rates or regulations on intrastate traffic in Colorado when a tariff or supplement thereto containing both State and interstate rates or regulations is suspended by the Interstate Commerce Commission, such suspension to be on less than statutory notice, effective at the same time and for the same period as the suspension ordered by the Interstate Commerce Commission.

GENERAL ORDER NO. 21 was issued October 5, 1916, effective November 1, 1916. This order requires the filing of annual reports by all common carriers, subject to the Act, and specifically exempts such inactive corporations as have not outstanding stocks or obligations held by or for its controlling corporation, and the controlling corporation reports for the inactive corporation.

GENERAL ORDER NO. 22 was issued October 5, 1916, effective November 1, 1916. This order requires that when a change of ownership or control of a utility is transferred from one corporation to another, the corporation involved shall notify the Commission immediately by an adoption notice by which the acquiring corporation ratifies all existing schedules or instruments whatsoever of the prior corporation, and further requires that similar notice must be filed by a receiver upon assuming control of a utility.

GENERAL ORDER NO. 23 was issued October 5, 1916, effective January 1, 1917. This order adopts and prescribes, for Colorado intrastate business, the rules and regulations of the Interstate Commerce Commission in the matter of uniform system of accounts, classification of employees and their compensation, uniform system for the issuing and recording of passes and regulations to govern the destruction of records of steam roads.

GENERAL ORDER NO. 24 was issued October 5, 1916, effective January 1, 1917. This order adopts and prescribes, for Colorado intrastate business, the rules and regulations of the In-

terstate Commerce Commission in the matter of uniform system of accounts and regulations to govern the destruction of records of electric railways.

GENERAL ORDER NO. 25 was issued October 5, 1916, effective January 1, 1917. This order adopts and prescribes, for Colorado intrastate business, the rules and regulations of the Interstate Commerce Commission, in the matter of uniform system of accounts and regulations to govern the destruction of records of express companies.

GENERAL ORDER NO. 26 was issued October 5, 1916, effective January 1, 1917. This order adopts and prescribes, for Colorado intrastate business, rules and regulations of the Interstate Commerce Commission in the matter of uniform system of accounts and regulations to govern the destruction of records of sleeping car companies.

GENERAL ORDER NO. 27 was issued October 5, 1916, effective January 1, 1917. This order adopts and prescribes, for Colorado intrastate business, rules and regulations of the Interstate Commerce Commission, in the matter of uniform system of accounts and regulations to govern the destruction of records of telephone and telegraph companies.

c. SPECIAL ORDERS

SPECIAL ORDER NO. 1 was issued February 1, 1916, exempting The San Luis Central Railway Company from the requirements of the Switch Light Law, Chapter 121, page 405, Special Laws of Colorado 1903, in force and effect under the jurisdiction of this Commission, said order to be effective from the date thereof and to continue in force until suspended, modified or set aside by the Commission. This special order was issued upon the representation of officials of The San Luis Central Railway Company that inasmuch as that Company operates trains only between sun-up and sun-down, compliance with the requirement of the Switch Light Law would work an unnecessary hardship upon that road. Investigation of the contention of the officials of the railway convinced the Commission that it would be justified in making an exception in this particular case.

SPECIAL ORDER NO. 2 was issued March 2, 1916, exempting The Crystal River & San Juan Railroad Company from the requirement of the Switch Light Law, Chapter 121, page 405, Special Laws of Colorado 1903, in force and effect under the jurisdiction of this Commission, said order to be effective from the date thereof and to continue in force until suspended, modified or set aside by the Commission. This special order was issued upon

the representation of officials of The Crystal River & San Juan Railroad Company that inasmuch as that Company operates trains only between sun-up and sun-down, compliance with the requirement of the Switch Light Law would work an unnecessary hardship upon that road. Investigation of the contention of the officials of the railway convinced the Commission that it would be justified in making an exception in this particular case.

SPECIAL ORDER NO. 3. was issued March 10, 1916, exempting The San Luis Southern Railway Company from the requirement of the Switch Light Law, Chapter 121, page 405, Special Laws of Colorado 1903, in force and effect under the jurisdiction of this Commission, said order to be effective from the date thereof and to continue in force until suspended, modified or set aside by the Commission. This special order was issued upon the representation of officials of The San Luis Southern Railway Company that inasmuch as that Company operates trains only between sun-up and sun-down, compliance with the requirement of the Switch Light Law would work an unnecessary hardship upon that road. Investigation of the contention of the officials of the railway convinced the Commission that it would be justified in making an exception in this particular case.

SPECIAL ORDER NO. 4 was issued May 29, 1916, exempting the so-called "A. V. Line" running from Swink to Holly, with branches from that line to the main line at Las Animas and Lamar, and the "Canon Branch" running from Pueblo to Canon City. of The Atchison, Topeka & Santa Fe Railway System, from the requirement of the Switch Light Law, Chapter 121, page 405, Special Laws of Colorado 1903, in force and effect under the jurisdiction of this Commission, said order to be effective from the date thereof and to continue in force until suspended, modified or set aside by the Commission. This special order was issued upon the representation of officials of The Atchison, Topeka & Santa Fe Railway System that inasmuch as these branch lines operate trains only between sun-up and sun-down, compliance with the requirement of the Switch Light Law would work an unnecessary hardship upon the Company. Investigation of the contention of the officials of the railway convinced the Commission that it would be justified in making an exception in this particular case.

Section III.

- a.* Informal Complaints with disposition
- b.* Informal reparations
- c.* Short notice authorizations

a. INFORMAL COMPLAINTS

(Informal complaints Nos. 2, 5, 10, 14, 19, 21, 22, 23, 26, 27, 28, 29 and 30 were pending on December 1, 1914, the date of the first annual report of the Public Utilities Commission of the State of Colorado and the fourth biennial report of the State Railroad Commission of Colorado.)

No. 2. C. E. Fisher vs. Union Pacific Railroad Company. Petition for depot at Atwood. Satisfactorily adjusted; closed.

No. 5. Citizens of Paoli vs. Chicago, Burlington & Quincy Railroad Company. Petition for stockyards. Yards constructed; closed.

No. 10. The Farmers' Educational and Co-operative Union vs. The Colorado & Southern Railway Company and the Great Western Railroad Company. Excessive rate on coal, Northern Colorado fields to Severance. Complaint abandoned; closed.

No. 14. The South Canon Coal Company and the Colorado Lime Fluxing Company vs. The Midland Terminal Railway Company. Inadequate freight train service between Divide and Cripple Creek. Service found reasonable and adequate; complaint dismissed.

No. 19. The South Park Hay Company vs. The Colorado Midland Railway Company and The Midland Terminal Railway Company. Alleged unreasonable rate on hay from Hartzell to Cripple Creek. Readjustment of rates refused by railroad; complaint abandoned; closed.

No. 21. H. S. Tower and Hildebrandt & Son vs. The Mountain States Telephone & Telegraph Company. Alleged discrimination on telephone charges. Rates shown by investigation to be properly charged under classification of business; complaint dismissed.

No. 22. Bernard M. White vs. The Denver Union Water Company. Alleged overcharge in water rates. Formal complaint required; none filed; closed.

No. 23. F. S. Crane, *et al.*, vs. The Denver Union Water Company. Petition for water main. Formal complaint required; none filed; closed.

No. 26. The Las Animas Warehouse Company vs. The Atchison, Topeka & Santa Fe Railway Company. Overcharge on coal Pryor to Las Animas. Reparation made; closed.

No. 27. D. A. Strong vs. The Mountain States Telephone & Telegraph Company. Inadequate service at Mead. Temporary additional service ordered pending investigation; permanent service given in compliance with recommendation of Commission; closed.

No. 28. The Rocky Mountain Fuel Company vs. The Colorado & Southern Railway Company. Alleged overcharge on coal, Superior and Marshall to University Park. Reparation made; closed.

No. 29. L. Emrieh vs. The Colorado & Southern Railway Company, *et al.* Alleged unreasonable rate on coal from Hayden to Fort Collins and Castle Rock. Complaint merged with Case No. 10; closed.

No. 30. Wm. Atwood vs. Chicago, Burlington & Quincy Railroad Company. Alleged overcharge on barley, Dixon's Mill to Longmont. Complaint dismissed on showing that legal rate was assessed.

No. 31. The Johnstown Commercial Club vs. The Great Western Railway Company. Alleged unreasonable passenger train service, Johnstown to Milliken. Passenger facilities increased; closed.

No. 32. W. J. Brinkley vs. The Denver & Rio Grande Railroad Company. Alleged overcharge on passenger fare, Alamosa to Cumbres. Interstate trip; no jurisdiction; closed.

No. 33. Elizabeth Fox vs. The Colorado & Southern Railway Company. Request for use of spur track at Leadville. Formal complaint required; none filed; closed.

No. 34. The Wonder Mercantile Company of Montrose vs. The Denver & Rio Grande Railroad Company. Alleged unreasonable delay in freight shipments, Lazear to Montrose. Formal complaint required; none filed; closed.

No. 35. Long Brothers of Montrose vs. The Denver & Rio Grande Railroad Company. Delay to coal shipments from Baldwin and Crested Butte to Montrose. Satisfactorily adjusted; closed.

No. 36. City of Littleton vs. The Atchison, Topeka & Santa Fe Railway Company and The Denver & Rio Grande Railroad Company. Alleged excessive freight rates on coal from Northern and Southern coal districts to Littleton. Formal complaint required; none filed; closed.

No. 37. J. G. Neff vs. The Denver & Rio Grande Railroad Company. Alleged overcharge on carload of apples, Delta, Colo., to Saratoga, Wyo., and alleged overcharge on second-hand barrels, Pueblo to Delta. Apple shipment interstate; no jurisdiction. Reparation on second-hand barrels granted; closed.

No. 38. Fleming Brothers Co. vs. The Colorado & Southern Railway Company. Claim for additional expense for unloading car of lumber due to accident to car. Civil claim; no jurisdiction; closed.

No. 39. C. H. Priece vs. The Denver & Rio Grande Railroad Company. Delay in furnishing cars for loading coal at Ojo. Satisfactorily adjusted; closed.

No. 40. The Silverton Commercial Club vs. The Denver & Rio Grande Railroad Company and The Rio Grande Southern Railroad Company. Alleged excessive coal rates, Durango and Hesperus to Silverton. Formal complaint required; none filed; closed.

No. 41. The Butterfly-Terrible Gold Mining Company vs. The Western Colorado Power Company. Petition for rate for electric power on basis of actual amount used. Defendant given permission to publish rate upon less than statutory notice; closed.

No. 42. James P. Miller vs. The Denver & Interurban Railroad Company. Complaint against passenger train service between Denver and Boulder. Service improved; closed.

No. 43. Colorado & Wyoming Lumber Dealers' Association vs. The Chicago, Rock Island & Pacific Railway Company. Alleged overcharge on brick, Denver to Seibert. Claim expired by statutory limitation; dismissed.

No. 44. W. J. Duray vs. The Adams Express Company. Alleged circuitous routing and delay on shipments of cream, Parker to Colorado Springs. Direct routing and joint rate provided; closed.

No. 45. S. Earle Forbes vs. The Denver & Rio Grande Railroad Company. Alleged excessive passenger rates, Moffat to Denver via La Veta. Complaint combined with general investigation into passenger rates case No. 11; closed.

No. 46. The Farmers of Montezuma County vs. The Denver & Rio Grande Railroad Company and The Rio Grande Southern Railroad Company. Alleged discrimination in rates and service to and from Dolores. Rate reductions secured; closed.

No. 47. Mrs. Verena Frey vs. The Denver & Rio Grande Railroad Company. Petition for order waiving storage charges on household goods at Grand Junction and Delta. Interstate shipment; no jurisdiction; closed.

No. 48. The E. M. Leonard Produce Company vs. The Chicago, Rock Island & Pacific Railway Company. Alleged excessive rate on potatoes from Western Slope points to Burlington. Reparation secured; closed.

No. 49. J. C. Babcock vs. The Atchison, Topeka & Santa Fe Railway Company. Petition for abolition of grade crossing at Greenland, Colo. Crossing moved and made safe; closed.

No. 50. J. B. Plato vs. The Adams Express Company. Petition for express agent at Semper, Colo. Petition denied account lack of business; closed.

No. 51. The Union Fruit Company vs. The Denver & Rio Grande Railroad Company, *et al.* Petition for order requiring railroads to stop trains in transit at two or more points for unloading fruit and perishable produce. Merged with case No. 18.

No. 52. The South Canon Coal Company vs. The Colorado Midland Railway Company. Alleged excessive rate on coal from South Canon to Burns, Colo. Formal complaint required. See case No. 14; closed.

No. 53. C. L. Seeley vs. The Atchison, Topeka & Santa Fe Railway Company. Alleged overcharge in collection of excess cash passenger fare, Pueblo to La Junta. Reparation secured; closed.

No. 54. The National Fuel Company vs. The Colorado & Southern Railway Company. Alleged excessive switching charges on coal at Louisville. Charges paid; complaint withdrawn; closed.

No. 55. J. D. Pileher vs. The Mountain States Telephone & Telegraph Company. Alleged excessive telephone rates in the San Luis valley. Merged with case No. 22; closed.

No. 56. Citizens of Breckenridge vs. The Colorado & Southern Railway Company. Alleged excessive rates and inadequate service to and from Breckenridge. Rate reduction secured; service improved; closed.

No. 57. The Public Utilities Commission vs. The Denver & Salt Lake Railroad Company. Unsanitary condition of passenger coaches. Sanitation improved; closed.

No. 58. J. W. Hamor vs. The Denver & Rio Grande Railroad Company. Overcharge on excess passenger fare, Gunnison to Parlin. Reparation secured; closed.

No. 59. A. W. Mendel vs. The Denver & Interurban Railroad Company. Inadequate service. Merged with case No. 17; closed.

No. 60. John A. Lehrritter vs. The Denver & Rio Grande Railroad Company. Petition to require reparation on unused portion of mileage book. Tariff rules complied with; complaint dismissed.

No. 61. Orlando A. Oran vs. The Denver & Rio Grande Railroad Company. Alleged overcharge on excess passenger fare, Crested Butte to Jack's Cabin. Order in case No. 3 complied with; complaint dismissed.

No. 62. The Loveland Fruit Growers' Association vs. The Adams Express Company. Complaint relative to alleged unreasonable rates on fruit, Loveland to Colorado Springs. Reduction secured; closed.

No. 63. Ernest F. Green vs. The Missouri Pacific Railway Company. Alleged excessive rate on household goods, Ordway to Colorado Springs. Formal complaint required; none filed; closed.

No. 64. W. G. Sutherland vs. The Adams Express Company. Alleged excessive rate on nursery stock from Boulder to intrastate points. Formal complaint required; none filed; closed.

No. 65. Flagler Commercial Club vs. The Chicago, Rock Island & Pacific Railway Company. Request for elevator site at Flagler, Colo. No jurisdiction; closed.

No. 66. The La Veta Commercial Club vs. The Denver & Rio Grande Railroad Company. Alleged excessive freight rates to and from La Veta and intrastate points. Formal complaint required; none filed; closed.

No. 67. J. J. Theobold vs. The Denver & Rio Grande Railroad Company. Request for construction of under-pass for cattle crossing at Hotchkiss; no jurisdiction; closed.

No. 68. George Hodel vs. The Denver & Salt Lake Railroad Company. Claim for reparation for six unused commutation tickets between Denver and Granby. Tariff rules complied with; complaint dismissed.

No. 69. H. W. Muhlenbroek vs. The Denver Tramway Company. Alleged excessive fare, Sheridan to Denver. Tariff rates complied with. Formal complaint required; none filed; closed.

No. 70. Citizens of Aspen vs. The Colorado Midland Railway Company and The Denver & Rio Grande Railroad Company. Alleged excessive rates and inadequate service between Aspen and intrastate points. Passenger service improved; rate complaint included in case No. 11; closed.

No. 71. The Independent Lumber Company vs. The Denver & Rio Grande Railroad Company. Claim for reparation on alleged excessive estimated weights on lumber. Disputed figures; no jurisdiction; closed.

No. 72. The North Fork Swine & Sheep Growers' Association vs. The Denver & Rio Grande Railroad Company. Alleged excessive rates on hogs from Hotchkiss to Denver and alleged discrimination between caretakers for hogs and caretakers for cattle and sheep. Rates found reasonable; no discrimination evident; complaint dismissed.

No. 73. Mrs. M. K. Scott vs. The Idalia Telephone Company. Unsatisfactory service. Switching service adjusted satisfactorily; closed.

No. 74. C. B. Gillis vs. The Denver & Rio Grande Railroad Company. Claim for reparation for excess cash fare, University to Leadville. Reparation secured; closed.

No. 75. Dr. F. N. Cochems vs. The Mountain States Telephone & Telegraph Company. Alleged discrimination in service at Salida. Complaint merged with case No. 22; closed.

No. 76. The Lawrence Hensley Fruit Company vs. The Denver & Rio Grande Railroad Company. Protest against advance in rate on apples, carloads, from Western Colorado points to Cripple Creek district. Reinstatement of old rate secured; closed.

No. 77. Public Utilities Commission vs. The Denver & Rio Grande Railroad Company. Investigation of Lake City branch. Repairs and improvements suggested by Commission made by railroad; closed.

No. 78. Mrs. Belle Bass vs. The Colorado Springs Light, Heat & Power Company. Overcharge on electric light bill, due to clerical error. Reparation secured; closed.

No. 79. Public Utilities Commission vs. The Colorado Springs Light, Heat & Power Company. Investigation of electric light rates at Colorado Springs. Merged with case No. 24; closed.

No. 80. The Citizens Ice Company vs. The Colorado Midland Railway Company. Overcharge on ice, carloads, Lake George to Colorado Springs. Formal complaint required; none filed; closed.

No. 81. Wheatridge Improvement Association vs. The Mountain States Telephone & Telegraph Company. Alleged excessive rates at Wheatridge. Merged with case No. 22; closed.

No. 82. The Western Coal & Selling Company vs. The Union Pacific Railroad Company. Claim arising out of loss of coal en route, Frederick to Denver. Outlawed by delay in filing claim; closed.

No. 83. The Colburn-Ajax Mill vs. The Florence & Cripple Creek Railroad Company. Alleged excessive rates on ore between points in Cripple Creek district. Formal complaint required; none filed; closed.

No. 84. Public Utilities Commission vs. The Denver & Inter-Mountain Railroad Company. Inadequate service. Formal complaint initiated by Commission and informal complaint merged therewith; closed.

No. 85. St. Francis Hospital vs. The Colorado Springs Light, Heat & Power Company. Petition for gas main extension. Extension installed by company; closed.

No. 86. W. H. Harris vs. The Manitou & Pike's Peak Railway Company. Alleged excessive rates, Manitou to Halfway. Formal complaint required; none filed; closed.

No. 87. The Otero County Agricultural Association vs. The Mountain States Telephone and Telegraph Company. Alleged excessive rates and inadequate service. Merged with case No. 22; closed.

No. 88. The Golden Eagle Dry Goods Company vs. The Atchison, Topeka & Santa Fe Railway Company. Claim for overcharge in weight. Formal complaint required; none filed; closed.

No. 89. Saguache County School District No. 6 vs. The Denver & Rio Grande Railroad Company. Petition for lower rates on building material. Reduced rates secured; closed.

No. 90. Town of Yuma vs. The Chicago, Burlington & Quinev Railroad Company. Petition for crossing signal at Weld Avenue. Signal installed; closed.

No. 91. The Rocky Mountain Fuel Company vs. The Denver & Salt Lake Railroad Company. Overcharge on lump coal, Pinnacle to Yuma. Refund made; closed.

No. 92. W. H. Murray, Sr., vs. The Denver & Rio Grande Railroad Company and Wells Fargo & Co. Express. Excessive express and passenger rates between Parkdale and Canon City. Rates reduced by order in formal cases; closed.

No. 93. The Independent Hardware & Lumber Company vs. The Western Colorado Power Company. Overcharge on electric light and power rates. Reparation secured; closed.

No. 94. The Rocky Mountain Fuel Company vs. The Denver & Salt Lake Railroad Company. Overcharge on shipment of coal, Oak Creek to Denver. Reparation secured; closed.

No. 95. A. A. Hansman vs. The Colorado City Water Company. Alleged unreasonable water rates. Formal complaint required; none filed; closed.

No. 96. The Longmont Local Farmers' Union vs. The Mountain States Telephone & Telegraph Company. Alleged excessive rates. Complaint satisfied by adjustment of rates; closed.

No. 97. Good Hope Mining & Reduction Company vs. The Denver & Rio Grande Railroad Company. Alleged unreasonable rate on coal, Crested Butte to Iola. Formal complaint required; none filed; closed.

No. 98. Steamboat Springs Laundry Company vs. The Adams Express Company. Alleged excessive rates to and from Steamboat Springs. Formal complaint required; none filed; closed.

No. 99. The Wood Brokerage Company vs. The Colorado & Southern Railway Company. Overcharge on hay, Barela to Greenville; reparation secured; closed.

No. 100. B. A. Metcalf vs. The Colorado & Southern Railway Company. Alleged excessive passenger fare, Grant to Denver. Legal rate applied; complaint unfounded; dismissed.

No. 101. The Eastlake State Bank vs. The Union Pacific Railroad Company. Alleged overcharge on carload of bank fixtures, Fort Collins to Eastlake. Complaint dropped; closed.

No. 102. Martin Brothers & Co. vs. The Adams Express Company. Claim for loss of cheese en route, Denver to Lafayette. Reparation secured; closed.

No. 103. Public Utilities Commission vs. The Denver & Rio Grande Railroad Company. Unsanitary condition of lavatory at Salida. Condition remedied; closed.

No. 104. The Brinkley-Douglas Fruit Company vs. The Atchison, Topeka & Santa Fe Railway Company. Alleged excessive refrigeration charge, Paonia to La Junta, re-billed at Pueblo. Formal complaint required; none filed; closed.

No. 105. Dr. F. N. Cochems vs. The Denver & Rio Grande Railroad Company. Alleged discrimination in issuance of passes to physicians and surgeons. Merged with case No. 25; closed.

No. 106. The Hess Flume Company vs. The Colorado Midland Railway Company. Petition for waiving storage charges on two shipments, Denver to Rifle. Charges waived; closed.

No. 107. Moses Feldman vs. The Colorado & Southern Railway Company. Alleged overcharge on round trip fares, Denver to Morrison. Reparation secured; closed.

No. 108. Greeley Gas & Fuel Company vs. The Colorado & Southern Railway Company. Alleged excessive rates on gas coal, Trinidad to Greeley. Transferred to case No. 26; closed.

No. 109. The Hannigan Brothers and Beatty-Reynolds Trading Company vs. The Atchison, Topeka & Santa Fe Railway Company. Overcharge on coal, Brookside Junction to Swink. Reparation secured; closed.

No. 110. The Del Norte Commercial Club vs. The Denver & Rio Grande Railroad Company. Alleged unreasonable coal rates from Walsenburg and Trinidad to San Luis valley points. Formal complaint required; none filed; closed.

No. 111. Temple Fuel Company vs. The Colorado & Southern Railway Company. Alleged overcharges on slack coal. Reparation secured; closed.

No. 112. The Colorado State Fair vs. Express Companies operating at Pueblo. Petition for extension of free pick-up service limit. Formal complaint required; none filed; closed.

No. 113. Harry Wasson vs. The Colorado & Southern Railway Company. Alleged excessive rate on grain and grain products, Williams to Pueblo. Rates charged upheld; closed.

No. 114. R. J. Leach vs. The Denver & South Platte Railway Company. Alleged inadequate transportation facilities and dangerous condition of cars. Recommendations of Commission adopted by company; closed.

No. 115. Citizens of Peyton vs. The Chicago, Rock Island & Pacific Railway Company. Petition for re-location of grade crossing. Petition found unreasonable; dismissed.

No. 116. J. T. Heatwole vs. The Denver Union Water Company. Petition for extension of main. Formal complaint required; none filed; closed.

No. 117. Chas. L. Sauer vs. The Mountain States Telephone & Telegraph Company. Alleged overcharge for excess telephone calls. Charge justified; complaint dismissed.

No. 118. The E. M. Leonard Produce Company vs. The Denver & Salt Lake Railroad Company. Alleged excessive minimum weight on potatoes, Yampa to Denver. Formal complaint required; none filed; closed.

No. 119. A. S. Pierce vs. The Colorado & Southern Railway Company. Overcharge for passenger fare, Denver to Colorado Springs. Reparation secured; closed.

No. 120. Joseph Mellor vs. The Denver & Rio Grande Railroad Company. Overcharge on coke, Segundo to Aspen. Reparation secured; closed.

No. 121. St. Francis Hospital vs. The Colorado Springs & Interurban Railway Company. Petition for extension of street car service. Formal complaint required; none filed; closed.

No. 122. H. W. Brown vs. The Colorado & Southern Railway Company. Petition for cinder arrestors on locomotives. Complaint withdrawn; closed.

No. 123. A. H. Roush vs. The Denver & Rio Grande Railroad Company. Petition for reparation on unused mileage. No reparation due; complaint dismissed; closed.

No. 124. The Longmont Commercial Association vs. The Colorado & Southern Railway Company, *et al.* Alleged excessive coal rates. Formal complaint required; none filed; closed.

No. 125. Citizens of Crook vs. The Union Pacific Railroad Company. Alleged inadequate train service. Formal complaint required; none filed; closed.

No. 126. G. E. Miles vs. The Mountain States Telephone & Telegraph Company. Alleged unreasonable rates. Merged with case No. 22; closed.

No. 127. Dr. B. O. Windle vs. The Denver & Rio Grande Railroad Company. Alleged overcharge on carload of household goods, Center to Delta. Correct weight and rates applied; complaint dismissed.

No. 128. C. Swope vs. The Denver & Rio Grande Railroad Company. Claim for reparation on unused mileage books. Reparation secured; closed.

No. 129. S. B. Wonder vs. The Denver & Rio Grande Railroad Company. Claim for reparation on unused portion of mileage books. Reparation made; closed.

No. 130. J. E. Hardy vs. The Arkansas Valley Railway, Light & Power Company. Formal complaint required; none filed; closed.

No. 131. The Rocky Mountain Fuel Company vs. The Colorado & Southern Railway Company. Alleged overcharge on lump coal, Northern Colorado to University Park. Reparation secured; closed.

No. 132. Joseph H. Jackson vs. Wells Fargo & Co. Express. Alleged excessive express rates, Telluride to Placerville. Reduction of rates secured; closed.

No. 133. Farmers' Milling & Elevator Company vs. Union Pacific Railroad Company. Petition for lease for elevator site on railroad right of way. No jurisdiction; closed.

No. 134. C. B. Graves vs. Adams Express Company. Petition for express agent at New Raymer. Agent installed; closed.

No. 135. W. S. Dunning vs. The Denver & Rio Grande Railroad Company. Complaint against baggage checkmen soliciting business on passenger trains for Manitou hotels. Practice ordered stopped; closed.

No. 136. N. S. Hurd vs. The Denver & Salt Lake Railroad Company. Defective cattleguard at Rollinsville. Repairs made; closed.

No. 137. The Miles Mercantile Company vs. Chicago, Burlington & Quincy Railroad Company. Alleged inadequate freight service at Haxtun and Fleming. Improved service secured; closed.

No. 138. W. J. Stahlberg vs. The Denver & Rio Grande Railroad Company. Petition for grade crossing near Petersburg. Formal complaint required; none filed; closed.

No. 139. The Platte River Cattle Company vs. The Colorado & Southern Railway Company. Non-delivery of freight at Silica. Delivery secured; closed.

No. 140. W. E. Grant vs. The Colorado Midland Railway Company. Claims for excess cash passenger fares. Reparation secured; closed.

No. 141. Richard Sorg vs. The Western Colorado Power Company. Claim for overcharge on electric current account of leakage. No remedy; complaint dismissed.

No. 142. Citizens of Arriba vs. The Chicago, Rock Island & Pacific Railway Company. Petition for night agent and additional train stops. Formal complaint required; none filed; closed.

No. 143. The Sawdust Supply Company vs. The Denver & Salt Lake Railroad Company. Alleged excessive minimum weight on sawdust. Formal complaint required; none filed; closed.

No. 144. A. R. Thompson & Co. vs. The Denver Gas & Electric Light Company. Alleged overcharge for electric current. No evidence available to enable Commission to reach conclusion; complaint dismissed.

No. 145. Moser, Chilcoat & Moser vs. Chicago, Burlington & Quincy Railroad Company. Petition for elevator site and spur at Yuma. Petition not well founded; complaint dismissed.

No. 146. Edward T. Taylor vs. The Denver & Rio Grande Railroad Company. Petition for interchangeable mileage books on The Denver & Rio Grande Railroad Company and The Colorado Midland Railway Company. No jurisdiction; closed.

No. 147. The Public Utilities Commission vs. The Denver & Rio Grande Railroad Company. *In re* dangerous crossings at Fountain. Crossings eliminated; closed.

No. 148. H. N. Owen vs. The Argentine & Gray's Peak Railway Company. Complaint alleging roadbed of railroad to be dangerous. Investigation by Commission's engineer showed roadbed in good condition; closed.

No. 149. The Doherty Mercantile Company vs. The Colorado & Southern Railway Company. Petition for siding at Wilson Tank. Formal complaint required; none filed; closed.

No. 150. The Denver Union Water Company vs. The Colorado & Southern Railway Company. Petition for commutation tickets between non-agency stations on South Park branch. Commutation tickets secured; closed.

No. 151. The Ramona Townsite Company vs. The City of Colorado Springs. Petition for water service at Ramona. Merged with case No. 39; closed.

No. 152. The Pueblo Chieftain vs. Wells-Fargo & Co. Express. Excessive rates on packages shipped from Denver to Pueblo. Rates reduced; closed.

No. 153. The Pingrey Mines & Ore Reducing Company vs. The Leadville Water Company. Excessive water rates. Formal complaint required; none filed; closed.

No. 154. Joseph A. Simpson vs. The Denver & Interurban Railroad Company. Claim for reparation for unused coupons in commutation book between Marshall and Eldorado Springs and all other points upon line of the Denver & Interurban Railroad Company. Reparation secured; closed.

No. 155. C. G. Walton vs. The Colorado & Southern Railway Company. Petition for additional train service at Niwot. Additional service secured; closed.

No. 156. T. T. Duffield vs. The Denver & Rio Grande Railroad Company. Unreasonable storage rules and regulations. Interstate matter; no jurisdiction; closed.

No. 157. Citizens of Green Mountain Falls vs. The Colorado Midland Railway Company. Petition for station agent during winter months. Found unreasonable and denied; closed.

No. 158. O. J. Hurlbut vs. The Denver Gas & Electric Light Company. Alleged discrimination in lighting rates. Adjusted and complaint dropped; closed.

No. 159. Mary A. Maginn vs. The Denver Union Terminal Railway Company. Petition for spur on Wewatta street. Formal complaint required; none filed; closed.

No. 160. D. A. Gibbs vs. The Denver & Rio Grande Railroad Company. Excessive minimum on carload of hogs, La Jara to Pueblo. Reparation secured; closed.

No. 161. J. K. Brunner vs. Express Companies. Petition for extension of free delivery and pick-up limits at Colorado Springs. Formal complaint required; none filed; closed.

No. 162. Public Utilities Commission vs. The Denver & Rio Grande Railroad Company. Investigation of passenger train service. Service improved; closed.

No. 163. International Brotherhood of Locomotive Engineers vs. The Colorado & Southern Railway Company and The Atchison, Topeka & Santa Fe Railway Company. Protest against backing up of engines between Colorado Springs and Pueblo. Practice discontinued at suggestion of Commission; closed.

No. 164. Pearl B. Gates vs. The Denver & Rio Grande Railroad Company. Claim for concealed loss in carload of apples. Interstate shipment; no jurisdiction; closed.

No. 165. Hazel Ford vs. The Denver Tramway Company. Complaint against refusal of Tramway conductors to issue transfers from outbound Aurora and Fairmount cars to outbound Madison cars. Adjusted; closed.

No. 166. The Victor American Fuel Company vs. The Denver & Salt Lake Railroad Company. Claim for overcharge on shipment of coal from Pinnacle to Denver. Reparation secured; closed.

No. 167. William E. Furrow vs. The Denver & Rio Grande Railroad Company. Alleged unsatisfactory and inadequate passenger and freight service. Additional facilities and more prompt service secured; closed.

No. 168. Farmers of Delta and Montrose Counties vs. The Denver & Rio Grande Railroad Company. Shortage of cars for fruit and beet shipments. Additional refrigerator equipment secured immediately. Beet car shortage relieved and ultimately remedied by ordering closing down of railroad company coal mines to increase available number of cars; closed.

No. 169. A. P. Voitsberg vs. The Colorado & Southern Railway Company. Complaint against alleged delays in passenger train service at Buena Vista. Unfounded; dismissed.

No. 170. J. C. Milne vs. The Denver & Rio Grande Railroad Company. Claim for overcharge on ticket, Colorado Springs to Glenwood Springs, account of extension of time having been granted. Reparation secured; closed.

No. 171. Frank L. Ross vs. The Mountain States Telephone & Telegraph Company. Complaint against discontinuance of information service relative to railroad train arrivals and departures at Silverton. Service reinstated at suggestion of Commission; closed.

No. 172. Elizabeth Lemke vs. The Denver & Salt Lake Railroad Company. Claim for reparation of unused portion of three-party ticket. Claim illegal; dismissed.

No. 173. The Colorado Western Commission Company vs. The Denver & Salt Lake Railroad Company. Claim for reparation for demurrage on shipment of sheep, Steamboat Springs to Denver. Reparation secured; closed.

No. 174. Public Utilities Commission vs. The Denver & Rio Grande Railroad Company. Investigation into causes of delay to trains Nos. 15 and 16. Merged with case No. 94; closed.

No. 175. Golden Cycle Mining & Reduction Company vs. The Cripple Creek & Colorado Springs Railroad Company. Alleged excessive rates on ore, Bull Hill to Denver. Formal complaint required; none filed; closed.

No. 176. W. C. Bradbury & Co. vs. Missouri Pacific Railway Company and The Denver & Rio Grande Railroad Company. Excessive rate on cull apples, King's Center to Denver. Reduction secured; closed.

No. 177. The North Fork Swine and Sheep Growers' Association vs. The Denver & Rio Grande Railroad Company. Alleged unreasonable freight rates and petition for use of double deck cars for shipment of hogs. Formal complaint required; none filed; closed.

No. 178. L. R. Ermiling vs. The Mountain States Telephone & Telegraph Company. Alleged exorbitant charge for conversation Rocky Ford to Denver. Tariff rate applied; complaint unfounded; dismissed.

No. 179. Citizens of Saguache vs. The Denver & Rio Grande Railroad Company. Petition for depot and agent at Mineral Hot Springs, Saguache County, Colorado. Formal complaint required and filed. See case No. 46; closed.

No. 180. O. H. Dasher vs. The Colorado & Wyoming Railway Company. Excessive rates on coal, Segundo to Trinidad. Reduction secured by absorption of switching charges; closed.

No. 181. R. E. Hindman vs. The Colorado Midland Railway Company. Petition for reparation on round-trip ticket Grand Junction to Greeley. Reparation denied, account of proper tariff rates and rules being applied; dismissed.

No. 182. Ira M. De Long vs. The Denver & Interurban Railroad Company. Alleged unreasonable rules and regulations governing use of commutation books and alleged excessive rates. Formal complaint required; none filed; closed.

No. 183. Citizens of Flagler vs. The Mountain States Telephone & Telegraph Company. Petition for extension of telephone system. Formal complaint required and filed. See case No. 45; closed.

No. 184. W. E. Kinkle vs. The Mountain States Telephone & Telegraph Company. Petition for reduction and readjustment of rates in Kinkle, Colorado, and between Kinkle and all other Colorado points. Merged with case No. 22; closed.

No. 185. The Farmers' Union of Colorado vs. The Chicago, Burlington & Quincy Railroad Company. Petition for railway permitting peddling of commodities from cars. Rule made effective by railway at suggestion of Commission; closed.

No. 186. Niwot Alfalfa Milling Company vs. The Western Light & Power Company. Alleged excessive power rates and inadequate service during peak-load hours. Satisfactorily adjusted; closed.

No. 187. F. M. Keezer vs. The Denver & Salt Lake Railroad Company. Complaint relative to alleged misinformation as to departure of trains. Adjusted; closed.

No. 188. F. M. Keezer vs. The Denver & Salt Lake Railroad Company. Protest against discontinuance of Sunday trains during winter months. Formal complaint required; none filed; closed.

No. 189. J. H. Hunt vs. The Denver & Rio Grande Railroad Company. Claim for reparation on excursion ticket, Alamosa to Denver. Also claim for reparation on alleged overcharge on household goods, Alamosa to Greeley. Complainant failed to comply with rules relative to excursion ticket, dismissed; error by defendant in billing goods, later corrected by railroad company, undercharge still due defendant railroad; dismissed.

No. 190. J. B. Lacy vs. The Atchison, Topeka & Santa Fe Railway Company. Petition for order to compel The Atchison, Topeka & Santa Fe Railway Company either to operate or abandon a branch line from Rocky Ford through Holbrook section to Fenton, and if formally abandoned to permit land to revert to land owners along right of way. Defendant company agreed to abandonment and to subsequent reversion of land to those entitled to it; also to place balance of land on market as soon as necessary legal technicalities could be attended to; closed.

No. 191. Colorado State Agricultural College, *et al.*, vs. The Colorado Railway Association. Protest against refusal of railroads to put holiday rates for students into effect. Holiday rates secured; closed.

No. 192. E. P. Dickey vs. The Adams Express Company. Claim for reparation for loss of fowls shipped from Willard to Denver. Reparation secured; closed.

No. 193. Canon Gas Company vs. The Arkansas Valley Railway, Light & Power Company. Alleged discrimination in rates. Misunderstanding; special rates available only to bona fide customers as of December, 1914, for special advertising purposes account of "Prosperity Week;"

No. 194. The Platte Valley Mutual Telephone Company vs. The Mountain States Telephone & Telegraph Company. Petition for physical connection of telephone systems. Merged with case No. 22; closed.

No. 195. G. M. Lee vs. The Western Union Telegraph Company. Delay in transmission of telegram. Message delivered promptly to agent of complainant. Subsequent delay due to complainant's agent; closed.

No. 196. Public Utilities Commission vs. Union Pacific Railroad Company. Unreasonable daily delay in arrival of train No. 104 at Denver due to train being turned at Fortieth Street Station, and then backing into Union Station. Practice discontinued at request of Commission; closed.

No. 197. Public Utilities Commission vs. The Denver Union Terminal Railway Company. Unreliable information relative to arrival of delayed trains posted on bulletin boards. Service improved; closed.

No. 198. The Borgen Ditch and Reservoir Company vs. The Mountain States Telephone & Telegraph Company. Alleged excessive rates. Merged with case No. 22; closed.

No. 199. Gunnison Stock Growers vs. The Denver & Rio Grande Railroad Company. Alleged inadequate freight train service. Service improved; closed.

No. 200. Citizens of Webb vs. The Mountain States Telephone & Telegraph Company. Petition for order requiring defendant company to extend line from Holly to Webb. Arrangements made for conference between petitioners; closed.

No. 201. The American Household Supply Company vs. The Denver Gas & Electric Light Company. Alleged excessive rate for electric lighting. Reparation secured, new contract entered into; closed.

No. 202. The Vindicator Gold Mining Company vs. The Cripple Creek & Colorado Springs Railroad Company. Unsatisfactory service. Service improved; closed.

No. 203. I. M. Kobey vs. The Crystal River & San Juan Railroad Company. Alleged excessive rate and unsatisfactory service. Rate reduced; service improved; closed.

No. 204. Mrs. H. H. Stubb vs. The Western Colorado Power Company. Alleged excessive rate. Legal rates applied; dismissed.

No. 205. The Longmont Farmers' Milling & Elevator Company vs. The Colorado & Southern Railway Company. Request for through rates on coal from Mt. Harris to Longmont and Niwot. Formal complaint required; none filed; closed.

No. 206. Neal Ragland vs. The Denver & Salt Lake Railroad Company. Alleged discrimination and unsatisfactory service. Unfounded; dismissed.

No. 207. The Bigby Mercantile Company vs. The Mountain States Telephone & Telegraph Company. Alleged excessive rate and claim for reparation. Rate reduced and reparation secured; closed.

No. 208-A. H. Salisbury vs. The Mountain States Telephone & Telegraph Company. Request for extension of line and service. Extension secured; closed.

No. 208-B. The Lamar Alfalfa Milling Company vs. The Mountain States Telephone & Telegraph Company. Alleged excessive rate and discrimination. Merged with case No. 22; closed.

No. 209. The Florissant Mercantile Company vs. The Colorado Midland Railway Company. Alleged excessive rate. Formal complaint required; none filed; closed.

No. 210. Dr. B. P. Burnett vs. The Colorado & Southern Railway Company. Complaint relative to crossing protective signal at Seventeenth street, Boulder. Signal inspected and repaired; closed.

No. 211. T. W. Monell vs. Wells Fargo & Co. Express. Alleged excessive creamery express rate, Montrose to Colorado Springs and other Colorado common points. Formal complaint required; none filed; closed.

No. 212. T. W. Monell vs. The Mountain States Telephone & Telegraph Company. Alleged excessive rural rate in Montrose County. Merged with case No. 22; closed.

No. 213. T. W. Monell vs. The Denver & Rio Grande Railroad Company. Alleged excessive minimum weight and request for double deck cars in which to ship hogs. Minimum weight found reasonable; engineering department reports double deck cars not safe for hog shipment; dismissed.

No. 214. Citizens of Burlington vs. The Chicago, Rock Island & Pacific Railway Company. Request to make Burlington regular stop for trains Nos. 7 and 8. Request unreasonable in view of service already rendered; closed.

No. 215. J. D. Kennedy vs. The Chicago, Rock Island & Pacific Railway Company. Complaint relative to shortage of cars for wheat shipment. Cars promised and secured for shipper; closed.

No. 216. William H. Meyer, *et al.*, vs. The Denver & Rio Grande Railroad Company and The Mountain States Telephone &

Telegraph Company. Request for installation of telephone service at Fort Garland Station on The Denver & Rio Grande Railroad Company. Installation of telephone secured; closed.

No. 217. T. H. James vs. The Mountain States Telephone & Telegraph Company. Request for extension of line and service to ranch near Hartsel. Merged with case No. 22; closed.

No. 218. W. B. Chockley vs. The Denver & Rio Grande Railroad Company. Request for repairs to station building at Arboles and installation of resident agent and construction of pen and loading platform. Repairs secured, building renovated, resident agent installed, request for pen and loading platform found unreasonable; closed.

No. 219. Ira Hansel vs. L. E. DuPree. Alleged discrimination in rates and service at Kiowa telephone exchange. Complaint adjusted through efforts of inspection department; closed.

No. 220. The Fairview Brick & Clay Company vs. The Colfax Pressed Brick Company and The Colorado & Southern Railway Company. Complaint relative to switching facilities furnished the complainant. Switching facilities improved; closed.

No. 221. The Yuma Commercial Club vs. The Chicago, Burlington & Quincy Railroad Company. Complaint relative to station facilities at Yuma. Conference between representatives of complainant and defendant secured. Complaint dropped on promise of railroad company to make improvements during the year 1917; closed.

No. 222. M. Halpern vs. The Denver Union Water Company. Alleged excessive charges and unreasonable practices. Formal complaint required; none filed; closed.

No. 223. Mrs. William Adams vs. The Colorado & Southern Railway Company. Dangerous crossing near Marshall. Crossing protected by a sign at suggestion of Commission; closed.

No. 224. M. O. Brown vs. The Denver & Rio Grande Railroad Company. Inadequate stock yards and loading facilities at Pagosa Springs. Improved facilities secured; closed.

No. 225. Mrs. J. R. Scott vs. The Chicago, Burlington & Quincy Railroad Company. Dangerous grade crossing at Fort Morgan. Wig-wag signal installed; closed.

No. 226. Patrick Hurley vs. The Colorado & Southern Railway Company. Alleged unreasonable service; service found adequate; closed.

No. 227. Citizens of Buckingham vs. The Chicago, Burlington & Quincy Railroad Company. Request for additional station facilities and caretaker. Addition to station secured; caretaker installed; closed.

No. 228. A. W. Lane vs. The Western Light & Power Company. Alleged overcharge. Reparation secured; closed.

No. 229. Town of Montezuma vs. The Mountain States Telephone & Telegraph Company. Request for new booths and installation of cut-off switch in same. Booths installed; closed.

No. 230. Guy Knox vs. The Denver & Salt Lake Railroad Company. Alleged overcharge; reparation secured; closed.

No. 231. E. McLearn Mercantile Co. vs. The Denver & Rio Grande Railroad Company and The Colorado Midland Railway Company. Request for service at Ives Switch. Formal complaint required; none filed; closed.

No. 232. The Haxtun Commercial Club vs. The Chicago, Burlington & Quincy Railroad Company. Alleged unsatisfactory service. Additional freight service secured; closed.

No. 233. The Delta Steam Laundry vs. Wells Fargo & Co. Express. Alleged excessive express rates between Delta and Ponia. Reduction of rates secured; closed.

No. 234. E. O. Furlong vs. The Denver & Salt Lake Railroad Company. Alleged overcharge on car of agricultural implements, Denver to Craig. Formal complaint required; none filed; closed.

No. 235. Mrs. May Kahn vs. The Denver Gas & Electric Light Company. Alleged overcharge; reparation secured; closed.

No. 236. The Oakdale Coal Company, *et al.*, vs. The Atchison, Topeka & Santa Fe Railway Company. Alleged excessive coal rate from the Walsenburg district to Eastern Colorado points.

No. 237. Citizens of Phillips County vs. The Chicago, Burlington & Quincy Railroad Company. Inadequate station facilities at Paoli. Improvements made at Paoli Station; railroad including item in 1917 budget for new station building at that point; closed.

No. 238. Quiller and Gadardi vs. The Adams Express Company. Alleged excessive rate. Rate reduction secured; closed.

No. 239. William Lindsey vs. The Colorado & Southern Railway Company. Alleged excessive switching rate on ore between Kokomo and Robinson. Rate reduced; reparation secured; closed.

No. 240. The Morey Mercantile Company vs. The Colorado Midland Railway Company. Claim for concealed loss on shipment of walnuts, Grand Junction to Marble. Reparation secured; closed.

No. 241. The Steamboat Mercantile Company vs. The Denver & Salt Lake Railroad Company. Alleged excessive charges on switching. Proper charges assessed by company; dismissed.

No. 242. Citizens of Denver vs. The Denver & Intermountain Railroad Company. Inadequate facilities for sale of tickets at Denver terminal. Facilities improved; closed.

No. 243. Dr. V. B. Ayres vs. The Denver & Rio Grande Railroad Company. Dangerous grade crossing at Buena Vista. Watchman installed at suggestion of Commission; closed.

No. 244. I. Rothschild Produce Company vs. The Atchison, Topeka & Santa Fe Railway Company. Alleged excessive rate on carload of dry beans from Lamar to Greeley. Rate reduction secured; reparation secured; closed.

No. 245. Citizens of Alamosa vs. The Western Union Telegraph Company. Request for night agent at Alamosa. Request unreasonable; dismissed.

No. 246. Colorado Conference of Seventh Day Adventists vs. The Colorado Railway Association. Request for special rate for annual conference; rate secured; closed.

No. 247. S. A. Snyder vs. The Colorado & Southern Railway Company. Claim for alleged overcharge on two cars of lump coal, Louisville to Fort Collins. Claim not well founded; dismissed.

No. 248. W. E. Sayre, *et al.*, vs. The Hotchkiss Packing & Power Company. Inadequate service. Service conditions improved; closed.

No. 249. Harry M. Dilts vs. The Colorado Midland Railway Company. Necessity for fencing right of way at Mile Post 34 near Florissant. Right of way fenced by railroad; closed.

No. 250. The War Eagle Consolidated Mines Company vs. The Arkansas Valley Railway, Light & Power Company. Alleged unreasonable rules and practices. Rules modified; closed.

No. 251. The Hungarian Milling & Elevator Company vs. The Denver & Rio Grande Railroad Company. Protest against abrogation of switching contract. Formal complaint required; filed; see case No. 83; closed.

No. 252. The Mancos Merchants' Association vs. The Rio Grande Southern Railroad Company. Alleged excessive class rates on freight, Durango to Mancos. Formal complaint required; none filed; closed.

No. 253. J. I. Carper vs. The Denver Gas & Electric Light Company. Alleged excessive lighting rate. Minimum charge found correct according to tariff rules and regulations; dismissed.

No. 254. Citizens of Lake City vs. The Western Union Telegraph Company. Request for direct service and establishment of agency. Request found unreasonable; closed.

No. 255. Mary E. Miller vs. The Denver Gas & Electric Light Company. Alleged excessive gas deposit requirement for extension of gas main. Deposit requirement reduced; extension secured; closed.

No. 256. The Round Crest Fruit Company vs. The Denver & Rio Grande Railroad Company. Alleged excessive rate on cull apples from Grand Junction and other Western Slope points to Canon City. Formal complaint required; none filed; closed.

No. 257. Colorado Public Utilities Commission vs. The Denver & Interurban Railroad Company. Inadequate service and trailer accommodations during rush hours. Service improved; closed.

No. 258. E. L. Johnson vs. The Denver Union Water Company. Inadequate service. Service improved; closed.

No. 259. E. E. Jones vs. The Denver Union Water Company. Inadequate pressure. Pressure improved by installation of electric booster pump at Federal Boulevard and West Twenty-ninth avenue; closed.

No. 260. Morris Legg vs. The Colorado & Southern Railway Company. Alleged illegal cash fare collection, Buffalo to Denver. Controversy; no settlement possible; closed.

No. 261. William L. Boatright vs. The Colorado & Southern Railway Company. Request for freight service at Standley Lake Siding. Formal complaint required; none filed; closed.

No. 262. Colorado & Utah Coal Company vs. Union Pacific Railroad Company. Request for through rates from points on the Denver & Salt Lake Railroad to points on the Hungerford and Briggsdale branches of the Union Pacific railroad. Formal complaint required; closed.

No. 263. Grand Junction Fruit Growers' Association vs. The Denver & Rio Grande Railroad Company. Alleged inadequate express service and request for change in time schedule of passenger trains to facilitate shipments of fruit, Western Slope points to Pueblo. Service found adequate; protest unreasonable; closed.

No. 264. Cleo M. Combs vs. The Denver & Rio Grande Railroad Company. Request that Sample be made flag stop for trains Nos. 4 and 5. Unreasonable; dismissed.

No. 265. Mrs. W. H. Wellington vs. The Denver & Rio Grande Railroad Company. Petition for station at Edwards. Formal complaint required; filed. See case No. 104; closed.

No. 266. The Mancos Merchants' Association vs. Wells Fargo & Co. Express. Excessive rates on fresh meats, fruits and vegetables, Durango to Mancos. Rate reduction secured; closed.

No. 267. The Western Zinc Oxide Company vs. The Denver & Rio Grande Railroad Company. Alleged excessive coal rates from Horace and Crested Butte to Leadville and alleged discrimination. Formal complaint required; none filed; closed.

No. 268. The Rocky Mountain Fuel Company vs. The Denver & Rio Grande Railroad Company. Alleged illegal reconsignment charge on carload of coal, Shumway, Colo., to Edison, Neb., diverted at Denver. Formal complaint required; none filed; closed.

No. 269. A. A. Swab vs. The Atchison, Topeka & Santa Fe Railway Company. Alleged overcharge on shipment of immigrant car, Denver to Timpas. Facts in controversy; adjustment impossible; closed.

No. 270. Laura R. Hummel vs. The Denver Gas & Electric Light Company. Protest against alleged unreasonable gas deposit requirement for extension of line and electric light service. Deposit requirement reduced; extension secured; closed.

No. 271. A. O. Costen vs. Wells Fargo & Co. Express. Alleged inadequate express service at Las Animas, Colorado. Formal complaint required; none filed; closed.

No. 272. The State Brokerage & Manufacturing Company vs. The Denver & Rio Grande Railroad Company. Alleged unreasonable rate on coal from Pietou to Walsenburg. Formal complaint required; none filed; closed.

No. 273. Thomas Y. Bradshaw vs. The City of Fort Collins. Alleged unreasonable rules and regulations. Formal complaint required; none filed; closed.

No. 274. Robert Johnston vs. The Denver Union Water Company. Alleged inadequate service. Service improved by installation of 12-inch main on Virginia avenue; closed.

No. 275. Cherokee Commission Company vs. The Atchison, Topeka & Santa Fe Railway Company. Shortage of cars at Lamar and alleged discrimination in distribution. Shortage relieved; distribution supervised; closed.

No. 276. Colorado & Utah Coal Company vs. The Chicago, Burlington & Quincy Railroad Company and the Denver & Salt Lake Railroad Company. Alleged unreasonable freight rates on coal, Routt County to Northeastern Colorado points; pending.

No. 277. The Hallack & Howard Lumber Company vs. Wells Fargo & Co. Express. Alleged excessive rate on engine crank shaft shipped from Antonito to Denver. Proper tariff rate applied; dismissed.

No. 278. George H. Phelps vs. The Colorado & Southern Railway Company and The Denver & Interurban Railroad Company. Unsatisfactory location of stations near Louisville Junction; pending.

No. 279. Solomon Grupp vs. The Mountain States Telephone & Telegraph Company. Alleged unreasonable cash deposit requirement for extension of telephone line and service (Denver). Requirement found reasonable; closed.

No. 280. City of Colorado Springs vs. The Denver & Rio Grande Railroad Company. Unnecessary use of torpedoes within yard limits at Colorado Springs. Use of torpedoes restricted; closed.

No. 281. W. E. Schoolfield vs. The Denver & Rio Grande Railroad Company. Reparation requested for unused portion of mileage book from which baggage strip had been torn and used. Reparation denied; closed.

No. 282. C. E. Carper vs. The Moffat Telephone Company. Alleged inadequate service and discrimination. Misunderstanding; adjusted through inspection department; closed.

No. 283. The Federal Coal Mining Company vs. The Denver & Salt Lake Railroad Company. Request for spur track to coal mine near Milner. Formal complaint required; none filed; closed.

No. 284. The Espy Ice Company vs. The Colorado Power Company. Alleged unreasonable and discriminatory rates; pending.

No. 285. E. C. Davies, Jr., vs. The Colorado Springs Light, Heat & Power Company. Request for extension of lines and service; pending.

No. 286. The Lafayette Public Schools (School District No. 52) vs. The Town of Lafayette. Alleged unreasonable water rental for school building; pending.

No. 287. Smith-Lea-Elsea Company vs. The Colorado & Southern Railway Company. Elimination and re-locating of grade crossings at Trinchera. Matter being handled by County Commissioners of Las Animas County; closed.

No. 288. N. H. Moore vs. The Argentine & Gray's Peak Railway Company. Claim for reparation due to failure of defendant company to fulfill contract. Reparation secured; closed.

No. 289. Zarlengo Brothers vs. The Denver & Salt Lake Railroad Company. Alleged overcharge on shipment of mine props from Ladora to Marshall. Reparation secured; closed.

No. 290. M. E. Chapman, *et al.*, vs. The Denver Union Water Company. Request for extension of main to West Twenty-eighth avenue and Irving street; pending.

No. 291. Colorado Public Utilities Commission vs. The Denver Tramway Company. Dangerous crossing near Coor's station. Signs installed and cars required to stop before crossing highway at suggestion of Commission; closed.

No. 292. W. H. Murray, Sr., vs. The Denver & Rio Grande Railroad Company. Request that Parkdale be made flag stop for train No. 15. Flag stop secured; closed.

No. 293. A. Miller vs. The Colorado Springs Light, Heat & Power Company. Alleged discrimination and refusal to grant 10% discount for prompt payment of bill. Complainant delayed payment of bill until after expiration of discount period. Company upheld; dismissed.

No. 294. Ernest Blower vs. The Colorado Springs Light, Heat & Power Company. Request for extension of mains and service. Complainant declined to meet cash deposit requirement; closed.

No. 295. L. W. Newby vs. The Adams Express Company. Request for extension of free pick-up and delivery service limits at Longmont. Formal complaint required; none filed; closed.

No. 296. The New Life Tunnel & Mining Company vs. The Colorado & Southern Railway Company. Excessive passenger rate between Idaho Springs and Fall River. Reduction secured; closed.

No. 297. C. E. Adams vs. The Denver & Rio Grande Railroad Company. Request for alteration of train schedules and on connecting train schedules at Salida and Grand Junction. Unreasonable; dismissed.

No. 298. L. K. Mulford vs. The Denver & Interurban Railroad Company. Alleged unsatisfactory service. Complaint withdrawn by complainant; closed.

No. 299. The Duval-Davison Lumber Company vs. The Denver & Intermountain Railroad Company. Alleged unreasonable rate on hay and straw, Denver to Golden. Formal complaint required; none filed; closed.

No. 300. The Farmers' Union Association of Monte Vista vs. The Denver & Rio Grande Railroad Company. Shortage on refrigerator and beet cars. Relief secured; closed.

No. 301. James Doyle vs. The Denver & Rio Grande Railroad Company. Dangerous grade crossing at Sixth street, Durango. Danger alleviated; closed.

No. 302. The Lazear Co-Operative Cheese Company vs. The Denver & Rio Grande Railroad Company. Inadequate freight and express service. Service improved; closed.

No. 303. E. F. Johnson vs. The Denver Union Water Company. Request for extension of main. Formal complaint required; none filed; closed.

No. 304. C. Irwin vs. The Denver & Rio Grande Railroad Company. Unsanitary condition of coaches on railroad trains. Co-operation of State Board of Health secured; sanitation improved; closed.

No. 305. Alexander and Friant vs. The Denver & Rio Grande Railroad Company. Excessive rate on gasoline, Florence to Pleasanton. Rate reduced; closed.

No. 306. The Haxtun Commercial Club vs. Chicago, Burlington & Quincy Railroad Company. Car shortage. Situation relieved; closed.

No. 307. John W. Sherman vs. The Colorado & Southern Railway Company. Request for winter service on Eldorado Springs branch of Denver & Interurban Railroad Company. Formal complaint required; none filed; closed.

No. 308. J. E. Moore vs. The Denver & Rio Grande Railroad Company. Car shortage at Delta. Shortage relieved; closed.

No. 309. C. W. Lewis vs. The Denver & Rio Grande Railroad Company. Car shortage at Doyleville. Relief secured; closed.

No. 310. H. E. Curran vs. Wells Fargo & Co. Express. Alleged inadequate service at Silverton. Formal complaint required; none filed; closed.

No. 311. Joseph Mellor vs. The Denver & Rio Grande Railroad Company. Alleged inadequate service near Aspen. Request for switch between Aspen and Woody Station. Pending.

No. 312. James P. Miller vs. The Denver & Interurban Railroad Company. Complaints relative to service. Pending.

No. 313. Charles J. Wright vs. The Denver & Rio Grande Railroad Company. Complaint relative to blockade of crossings one and one-half miles west of Butte. Blockade unavoidable, account of accident to train; closed.

No. 314. W. H. Elliott vs. The Mountain States Telephone & Telegraph Company. Alleged excessive rate at 815 Summit street, Pueblo. Merged with case No. 22; closed.

No. 315. David I. Peterson vs. The Denver & Rio Grande Railroad Company. Alleged inadequate team trackage facilities at Clifton. Pending.

No. 316. Ida K. Wilfley vs. The Mountain States Telephone & Telegraph Company. Alleged excessive rate for service at ranch near Colorado Springs. Merged with case No. 22; closed.

No. 317. W. T. Tapp vs. The Colorado Springs Light, Heat & Power Company. Protest against cash deposit requirement for extension of line and electric light service. Pending.

No. 318. H. J. Kick vs. The Denver Gas & Electric Light Company. Alleged excessive charge for extension of line and service. Charge made in accordance with rules and regulations on file in tariff; closed.

No. 319. Frank M. Jackson vs. The Silverton Northern Railroad Company. Alleged inadequate service on Animas Forks branch. Poor service due to damage to tracks caused by storm. Repairs made; service resumed; closed.

No. 320. Colorado Public Utilities Commission vs. Chicago, Burlington & Quincy Railroad Company, *et al.* General car shortage in state. Daily reports, of cars ordered, received, loaded and moved, required and received. Conditions alleviated; pending.

No. 321. Charles J. Moynihan vs. The Denver & Rio Grande Railroad Company. Excessive freight rates on anthracite coal from Crested Butte district to points on the Third Division. Reduction to all points secured; closed.

No. 322. E. F. Hubbard vs. The Denver & Rio Grande Railroad Company. Car shortage at Austin. Shortage alleviated, but not remedied; pending.

No. 323. E. E. Armour vs. The Denver & Rio Grande Railroad Company. Car shortage at Delta and Montrose. Shortage relieved; closed.

No. 324. E. S. Vawter vs. The Denver & Rio Grande Railroad Company. Protest against collection of undercharge on three carloads of salt from Walsenburg to Moffat. Reparation made on account of agent in error in quoting minimum; closed.

No. 325. North Fork Fruit Growers' Association vs. The Denver & Rio Grande Railroad Company. Car shortage on Western Slope. Pending.

No. 326. The Burlington Equity Exchange vs. The Chicago, Rock Island & Pacific Railway Company. Shortage of cars and alleged discrimination in the distribution of available cars. Pending.

No. 327. The Grand Junction Fruit Growers' Association vs. The Denver & Rio Grande Railroad Company. Car shortage at Grand Junction. Situation relieved; closed.

No. 328. A. C. Patchen vs. The Denver & Rio Grande Railroad Company. Inability to secure use of yards for hogs and inability to secure cars for loading hogs. Matters adjusted immediately by telegraph; closed.

No. 329. Bills Brothers vs. The Denver Union Water Company. Alleged excessive rate for boiler. Rate applied found correct; closed.

No. 330. R. C. Allred vs. The Denver & Rio Grande Railroad Company. Inadequate sidetrack facilities at Rulison. Additional facilities secured; closed.

No. 331. F. E. Hoover vs. Chicago, Burlington & Quincy Railroad Company. Inability to secure cars for wheat loading. Pending.

No. 332. Denney & Co. vs. The Denver & Rio Grande Railroad Company. Inability to secure refrigerator cars for fruit loading at Austin. Relief secured; closed.

No. 333. A. M. Crawford vs. The Denver & Rio Grande Railroad Company. Inability to secure cars for fruit and vegetables at Read Siding. Relief secured; cars furnished; closed.

No. 334. The Great Northern Fuel Company vs. The Denver & Rio Grande Railroad Company. Alleged excessive minimum weight applied. Pending.

No. 335. C. H. Stewart vs. The Denver & Rio Grande Railroad Company. Car shortage at Delta and adjacent points. Relief secured; closed.

No. 336. Bernard M. White vs. The Denver Union Water Company. Protest against requirements of company for putting in place and giving metered service. Requirements of company found correct according to rules in tariff; closed.

No. 337. John M. Dillon vs. The Denver Union Water Company. Protest against cutting off of service for non-payment of bill. Formal complaint required; none filed; closed.

No. 338. Chileoat and Moser, *et al.*, vs. Chicago, Burlington & Quincy Railroad Company. Car shortage and alleged discrimination in distribution of available cars at Yuma. Temporary relief secured; pending.

No. 339. L. Feldman vs. The Mountain States Telephone & Telegraph Company. Protest against discontinuance of service at Colorado City for non-payment of bill. Service reinstated pending adjustment of claim. Company acting in accordance with rules on file with Commission; closed.

No. 340. T. W. Monell vs. The Denver & Rio Grande Railroad Company. Car shortage on Third Division, particularly at Montrose. Shortage relieved; pending.

No. 341. The Biggs-Kurtz Company vs. The Denver & Rio Grande Railroad Company. Shortage of cars for hay loading at Hotchkiss and Lazear. Relief secured; closed.

No. 342. Doud Brothers and Fred Goble vs. The Denver & Rio Grande Railroad Company. Protest against confiscation of commercial coal destined to Silverton, at Durango and Ridgway. Denver & Rio Grande and Rio Grande Southern Railroad Companies ordered to discontinue confiscation. Relief secured; closed.

No. 343. The Tomlin Mining Company vs. The Denver & Rio Grande Railroad Company. Inadequate service at Monarch. Pending.

No. 344. T. Armstrong vs. The Western Light & Power Company. Claim for overcharge for electric lighting at Loveland. Reparation secured; closed.

*b. REPARATIONS AUTHORIZED ON
INFORMAL PLEADINGS*

No. 31. The Denver & Rio Grande Railroad Company, December 1, 1914. Reparation of \$59.00 to The Grand Junction Fruit Growers' Association, on return shipment of pears from Glenwood Springs to Grand Junction, being one-half of rate applicable to the first movement, account of error in consignment.

No. 32. The Denver & Rio Grande Railroad Company, December 1, 1914. Authority to waive collection of \$10.00 undercharge on carload of immigrant movables, moving from Durham Switch to DeBeque. Excessive rate.

No. 33. The Atchison, Topeka & Santa Fe Railway Company, December 1, 1914. Authority to waive collection of undercharge amounting to 5c per 100 pounds, on two carloads of peaches moving from Palisade to Boulder, September 20 and 21, 1912. Excessive rate.

No. 34. The Atchison, Topeka & Santa Fe Railway Company, in connection with the Colorado Midland Railway Company, December 1, 1914. Reparation of 15c per 100 pounds on all shipments of cull and windfall apples in bulk, car lots, moving since November 2, 1914, from Grand Junction to Clifton. Excessive rate.

No. 35. The Colorado & Southern Railway Company, December 2, 1914. Authority to waive collection of overcharge of \$6.01 on mixed shipment of rolled oats and barley, shipped by The Longmont Farmers' Milling & Elevator Company, from Denver to Breckenridge. Excessive rate.

No. 36. The Denver & Rio Grande Railroad Company, December 3, 1914. Authority to waive collection of undercharge of \$14.11 on shipment of joy wheel, Denver to Manitou, account of error in assessing rate.

No. 37. The Denver & Rio Grande Railroad Company, December 3, 1914. Authority to waive collection of \$10.85 on one spring wagon, knocked down, from Denver to Newcastle, June 10, 1914 account of erroneous rate being assessed.

No. 38. The Denver & Rio Grande Railroad Company, December 4, 1914. Reparation of 7½c per 100 pounds to all shippers, on shipments of scrap iron, car lots, moving on and after July 8, 1914, from Ojo to Denver. Excessive rate.

No. 39. Colorado Power Company, December 8, 1914. Authority to waive collection of \$1.00 per H. P., in excess of 55 H. P., furnished to the Case Mining Company, from November 1, 1914, and to make exception to standard practice of company by reducing contract from 85 H. P. to 55 H. P., and to assess minimum on that basis.

No. 40. Colorado Power Company, December 11, 1914. Authority to make exception to standard practice and to charge the Luema Mining Company at Leadville, beginning November 1, 1914,

for service at the regular commercial metered rate, for lights in the City of Leadville, in lieu of the \$20.00 per month minimum charge, until January 31, 1915.

No. 41. Colorado Power Company, December 12, 1914. Authority to waive collection of \$58.50 which accrued during the month of October at the Colorado Tungsten Mines Company, Boulder County, account of service not beginning until November 1, 1914, cost of connecting transformers having been paid by the Colorado Tungsten Mines Company.

No. 42. The Mountain States Telephone & Telegraph Company, December 16, 1914. Authority to charge off subscribers' accounts covered by Form 92, for the months of August, September, October and November, 1914, account of same being uncollectible.

No. 43. The Union Pacific Railroad Company, December 16, 1914. Validating sale of round trip passenger tickets, Denver to Masters, at rate of \$2.95, sold November 27th and 28th, account of clerical error in neglecting to file tariff with Commission.

No. 44. The Denver & Rio Grande Railroad Company, December 18, 1914. Reparation to all shippers of overalls, less than earloads, to basis of first-class rate, from February 14 to June 30, 1913. Excessive rate.

No. 45. The Denver & Rio Grande Railroad Company, December 19, 1914. Reparation of \$18.00 to Jacob Isenatch, Grand Junction, Colorado, on shipment of standard gauge ear of mixed horses, Fruita to Iliff, November 19. Excessive rate.

No. 46. Cancelled.

No. 47. The Denver & Rio Grande Railroad Company, December 19, 1914. Reparation to all shippers of wire fencing and staples, less than earloads, moving on and after November 4 1914, from Pueblo to Colorado City, Colorado, to basis of 14½¢ per 100 pounds. Excessive rate.

No. 48. Colorado Power Company, December 28, 1914. Authority to waive collection of guaranteed minimum charge of \$1.44 assessed against the Garbutt Lease in Leadville, during the month of November, 1914, account of motor not being available for service.

No. 49. The Denver & Rio Grande Railroad Company, December 30, 1914. Reparation to basis of \$25.00 for narrow gauge ear, to all shippers of graders' outfits, not including stock, Placerville to Montrose, on and after December 1, 1914. Excessive rate.

No. 50. The Colorado & Southern Railway Company, January 2, 1915. Reparation of \$117.91 to The Continental Junk Company, on two earloads of rags, moving from Cripple Creek to Denver, during October, 1914. Excessive rate.

No. 51. Colorado Power Company, January 2, 1915. Authority to waive contract of November 15, 1907, between the Leadville Light & Power Company and the Luema Mining Company of Leadville. Excessive rates.

No. 52. The Atehison, Topeka & Santa Fe Railway Company, January 2, 1915. Reparation of 50c per ton on all shipments of nut coal, car lots, moving on and after January 30, 1914, from Hastings, Colorado, to Portland, Colorado, on which rate of \$2.40 per ton was assessed. Excessive rate.

No. 53. The Colorado & Southern Railway Company, January 4, 1915. Reparation to basis of 10c per 100 pounds on all shipments of barley, car lots, minimum weight 40,000 pounds, from Erie to Golden, on and after October 15, 1914.

No. 54. Colorado Springs & Interurban Railway Company, January 5, 1915. Reparation to basis of \$5.50 per month to the City of Colorado City, on service furnished for the operation of the city Gamewell Fire Alarm System.

No. 55. The Chicago, Rock Island & Pacific Railway Company, January 11, 1915. Reparation to basis of 5c per 100 pounds on all shipments of mining machinery, car lots, from Roswell to Colorado Springs, on and after June 9, 1914.

No. 56. The Colorado & Southern Railway Company, in connection with the Colorado Midland Railway Company, January 15, 1915. Reparation to basis of 60c per gross ton on rails weighing 75 pounds or more per yard, and on track fastenings, minimum weight 40,000 pounds, Minnequa to Colorado City, on and after November 14, 1914.

No. 57. The Atehison, Topeka & Santa Fe Railway Company, January 19, 1915. Reparation of \$78.33 to the Las Animas Warehouse Company, on two shipments of coal, earloads, Pryor to Las Animas, October 10, 1913, and October 13, 1913. Excessive rate.

No. 58. The Denver & Rio Grande Railroad Company, January 21, 1915. Reparation to all shippers prior to September 14, 1914, to basis of 2,000 pounds per 1,000 feet, on all shipments of rough dry lumber, from Knight Spur to Marble. Excessive rate.

No. 59. The Denver & Rio Grande Railroad Company, January 21, 1915. Authority to waive collection of undercharge of \$37.45 on earload of coal shipped February 21, 1913, Ojo to Flagler. Excessive rate.

No. 60. The Colorado & Southern Railway Company, in connection with the Colorado & Wyoming Railway Company, January 21, 1915. Reparation of \$29.44 to the Rocky Mountain Timber Company, on two earloads of lumber, Weston to Cameron, May 9, 1914, and reparation to basis of 11c per 100 pounds on all earload shipments of lumber, Weston to Cameron, on and after May 9, 1914.

No. 61. The Colorado & Southern Railway Company, January 21, 1915. Reparation to 15c per ton to the Rocky Mountain Fuel Company, on all shipments of mine run coal, from Superior and Marshall to University Park, on which rate of 80c per ton was assessed, on and after July 31, 1914.

No. 62. Colorado Power Company, January 21, 1915. Reparation to all Alamosa power consumers for January service to basis of rates charged for like service prior to acquisition of property by the Colorado Power Company.

No. 63. The Colorado Midland Railway Company, January 22, 1915. Reparation to L. E. Storm of Grand Junction, at rate of 3c per coupon, on unused portion of mileage book containing 232 miles of mileage, in part payment for new book, limited to one year from date of issue.

No. 64. The Mountain States Telephone & Telegraph Company, January 23, 1915. Authority to charge off subscribers accounts, covered by Form 92, dated December 1, 1914, account of same being uncollectible.

No. 65. The Colorado & Southern Railway Company, in connection with the Colorado & Wyoming Railway Company, January 26, 1915. Reparation to rate of 10c per 100 pounds, on all shipments of cord wood, car lots, minimum weight 25,000 pounds, moving prior to January 14, 1915, from Weston to Colorado Springs, on which rate of 12½c per 100 pounds was assessed; and to waive collection of undercharge amounting to \$2.37, due from the Colorado Springs Fuel Company, on one shipment based on actual weight, and less than the minimum applicable under lumber rates. Excessive rate.

No. 66. The Denver & Rio Grande Railroad Company, January 28, 1915. Reparation to basis of 9c per 100 pounds, on all shipments of mine props, carloads, from Alder and Round Hill to Canon City, on and after January 1, 1915, on which rate of 11c per 100 pounds was assessed.

No. 67. The Denver & Rio Grande Railroad Company, January 30, 1915. Authority to protect rate on actual weight of 10,400 pounds, on one carload of hay, Sargent to Denver, January 8, 1915, in compliance with "fall lot rule."

No. 68. The Denver & Rio Grande Railroad Company, February 5, 1915. Reparation of 15c per 100 pounds to the Alliance Coal Company, on two shipments of lumber, mine props, etc., carloads, January 2, 1915, and January 12, 1915, South Fork to Ojo and Tropic, and to refund to basis of 14c per 100 pounds, on all shipments of lumber, mine props, etc., carlots, South Fork to Ojo and Tropic, on and after January 2, 1915, on which rate of 29c per 100 pounds was assessed. Excessive rate.

No. 69. The Denver & Salt Lake Railroad Company, February 9, 1915. Reparation to basis of 8c per ton to the Moffat Coal Company and to the Yampa Valley Coal Company, for switching service from tipples to dumps, on all shipments moving between January 15 and January 29, 1915, account of no rates being in effect.

No. 70. The Denver & Salt Lake Railroad Company, February 9, 1915. Reparation to basis of 8c per ton, on all shipments of

einders in the Oak Hills District, moving prior to January 29, on which rate of 4e per 100 pounds was assessed. Excessive rate.

No. 71. The Denver & Rio Grande Railroad Company, February 9, 1915. Reparation to basis of rates published in Amendment No. 2 to Denver Merchandise Tariff No. 4658-C, P. U. C. No. 335, and Pueblo Merchandise Tariff No. 4659-C, P. U. C. No. 334, on all shipments of pumps from Denver to Mutual and Niggerhead, on and after June 23, 1914. Excessive rate.

No. 72. The Denver & Rio Grande Railroad Company, February 10, 1915. Reparation to basis of 12e per 100 pounds on all shipments of iron rods, nuts and washers, on and after January 5, 1915, from Minnequa to Fort Morgan, on which rate of 28e per 100 pounds was assessed. Excessive rate.

No. 73. The Denver & Rio Grande Railroad Company, February 16, 1915. Protect rate of 20e per mile on locomotives, dead on their own wheels, moving from Durango to Pagosa Springs, on and after December 23, 1914; no previous rate being in effect.

No. 74. The Denver & Rio Grande Railroad Company, February 17, 1915. Authority to waive collection of undercharge of \$21.60, due from the Tin Cup Gold Dredging Company, on earload shipment of mining machinery, from Denver to St. Elmo, August 15, 1914, account of inability to collect, defendant company being insolvent.

No. 75. The Denver & Rio Grande Railroad Company, February 17, 1915. Reparation to basis of 35e per 100 pounds on all shipments of nails, earloads, from Minnequa, Colorado, to Leadville, moving on and after September 15, 1914, and prior to January 12, 1915. Excessive rate.

No. 76. The Denver & Rio Grande Railroad Company, February 19, 1915. Reparation to Walsenburg basis of rates on lumber, etc., from Ohio City and Pitkin to Ojo, Tropic, Mutual, Niggerhead, Rockland, Robinson Mine and Walsen Mine, moving on and after December 1, 1914. Excessive rates.

No. 77. The Denver & Salt Lake Railroad Company, February 20, 1915. Reparation of 4e per 100 pounds to all shippers of slabs, earloads, moving from Fraser to Bear River, on and after October 1, 1914, on which rate of 14e per 100 pounds was assessed. Excessive rate.

No. 78. The Denver & Rio Grande Railroad Company, February 24, 1915. Reparation of 10e per 100 pounds to Hessick and Jones, on two earloads of oil well machinery, shipped from DeBeque to Florence, February 8, 1915, and on all shipments of oil well machinery, earloads, between these points on and after February 8, 1915, on which rate of 60e per 100 pounds was assessed.

No. 79. The Denver & Rio Grande Railroad Company, in connection with The Florence & Cripple Creek Railroad Company, February 24, 1915. Reparation to basis of through rate of 80e per 100 pounds on all shipments of apples, earloads, on and after De-

ember 11, 1914, from Fruita and Victor, on which combination rate of 94c per 100 pounds was assessed.

No. 80. The Denver & Rio Grande Railroad Company, February 24, 1915. Reparation to basis of 25c per 100 pounds on all shipments of prunes from Denver and Pueblo to Paonia, same being one-half rate for return movement from destination to points of origin.

No. 81. The Denver & Salt Lake Railroad Company, February 27, 1915. Reparation of 47c per 100 pounds to the Bear River Pole Company, on carload shipment of mine rails and track fastenings, October 20, 1915, from Tabernash to Bear River. Excessive rate.

No. 82. The Atchison, Topeka & Santa Fe Railway Company, in connection with The Colorado & Southern Railway Company, March 9, 1915. Reparation of \$24.54 to The Sage Coal & Transfer Company (Sugardale and Kornman), on three carload shipments of nut coal from Rugby, Colorado, to Sugardale and Kornman, Colorado, on August 10 and 27, and September 25, 1914. Excessive rates.

No. 83. The Denver & Rio Grande Railroad Company, in connection with The Colorado & Southern Railway Company, March 9, 1915. Reparation of 8c per 100 pounds on all shipments of potatoes, L. C. L., from Denver to St. Elmo, during period Western Classification, third class rates, were applicable, account of exceptions having been made from Western Classification.

No. 84. The Mountain States Telephone & Telegraph Company, March 9, 1915. Authority to charge off subscribers' accounts, covered by Form No. 92, for the months of December, 1914, and January, 1915, account same being uncollectible.

No. 85. The Colorado & Southern Railway Company, March 9, 1915. Reparation of 4c per 100 pounds to The Denver Sewer Pipe & Clay Company, on two carloads of hollow building tile, minimum weight 20,000 pounds per car, from Denver to Greeley, February 24, 1915, on which rate of 10c per 100 pounds, minimum weight 36,000 pounds, was charged.

No. 86. The Colorado & Southern Railway Company, March 10, 1915. Reparation of \$2,644 to The Colorado Fuel & Iron Company, in demurrage charges assessed on cars held over free time for loading with coke, during the months of February, March, April, May, June, July, August, September, October, November and December of 1914, and January and February of 1915, account of inability to load cars of that capacity within free time.

No. 87. The Denver & Rio Grande Railroad Company, March 17, 1915. Reparation of 5c per 100 pounds to the Oakdale Coal Company on one carload of baled hay, weight 21,010 pounds, from South Fork to Tropic, March 2, 1915. Excessive rate.

No. 88. The Denver & Rio Grande Railroad Company, March 17, 1915. Reparation of 5c per 100 pounds on all shipments of cow peas, carloads, from Riverside to Denver, on and after November 25, 1914, on which rate of 30c per 100 pounds was assessed.

No. 89. The Denver & Rio Grande Railroad Company, March 17, 1915. Reparation of 11c per 100 pounds to The E. M. Leonard Produce Company on all shipments of potatoes, carloads, from Meuken, Eagle, Olathe, Cedar Creek and Saco to Burlington, September 30, 1913 (settling claim No. 48, The E. M. Leonard Produce Company vs. The Chicago, Rock Island & Pacific Railroad Company), and on all shipments moving between these points on and after September 30, 1913, on which rate of 40c per 100 pounds was assessed.

No. 90. The Denver & Rio Grande Railroad Company, March 18, 1915. Authority to protect rate of 15c per 100 pounds on carloads of ore, value not exceeding \$50.00 per ton, from Ohio City to Salida, shipped by The Carter Mining Company from Ohio City to the Ohio-Colorado S. & R. Co. at Salida, on December 26, 1914, and on February 20, 1915, prior to the publication of rate, there being no rate in effect.

No. 91. The Denver & Rio Grande Railroad Company, March 18, 1915. Reparation of 5c per 100 pounds on all shipments of cabbage, on and after February 12, 1915, from Salida to Grand Junction, on which rate of 45c per 100 pounds was assessed.

No. 92. San Luis Central Railway Company, March 25, 1915. Reparation to basis of \$10.00 per car, on all shipments of horses and mules, carloads, on and after February 15, 1915, between Center and Monte Vista.

No. 93. The Union Pacific Railroad Company, in connection with The Colorado & Southern Railway Company, March 27, 1915. Reparation on basis of joint through rate of 25c per 100 pounds, on all shipments of potatoes, carloads, from Ault to Aguilar; and on basis of joint through rate of 26c per 100 pounds on all shipments of potatoes, carloads, Hungerford to Aguilar, on and after December 1, 1914, and prior to May 15, 1915. Excessive rate.

No. 94. The Chicago, Burlington & Quincy Railroad Company, March 29, 1915. Authority to change dates in Special Tariff No. 2938, Colorado P. U. C. No. 251, authorizing special excursion rates from Brush to Akron, and to protect rates published therein as applicable on corrected dates, account of clerical error.

No. 95. The Colorado & Southern Railway Company, in connection with The Colorado Midland Railway Company, April 3, 1915. Reparation to basis of 60c per gross ton on rails weighing 75 pounds per yard or more, and to the same basis per net ton on track fastenings for same, minimum weight 40,000 pounds, on four carload shipments, moving May 13, June 10, August 17, and October 24, 1914, from Minnequa to Colorado City. Excessive rate.

No. 96. The Denver & Rio Grande Railroad Company, in connection with The Atchison, Topeka & Santa Fe Railway Company, April 3, 1915. Reparation of 90c per ton on all shipments of coal, carloads, from Mutual to Lamar, on and after December 1, 1914. Excessive rate.

No. 97. The Denver & Rio Grande Railroad Company, April 3, 1915. Reparation of one-way fare, Blanca to Alamosa, to F. W. Bridler, Luther E. Bean and Miss Clotilda Chonsy, account of one-way fare, round trip, San Luis Valley Teachers' Association rate, March 13, 1915.

No. 98. The Denver & Rio Grande Railroad Company, April 7, 1915. Reparation to basis of 15c per 100 pounds, on all shipments of mine props, carloads, Pitkin to Chandler, on and after January 1, 1915, on which rate of 16½c per 100 pounds was assessed.

No. 99. The Denver & Rio Grande Railroad Company, April 23, 1915. Reparation of 75c per ton, to all shippers of lump coal, carloads, Wane to Carbondale, on and after February 23, 1915, on which rate of \$2.50 per ton was assessed. Excessive rate.

No. 100. The Chicago, Rock Island & Pacific Railroad Company, May 8, 1915. Reparation to basis of 25c per ton, flat switching rate, without absorption of any switching charges, on all shipments of coal, switched on and after January 1, 1914, and prior to May 19, 1914, from the El Paso mine to Colorado Springs, on which rate of 40c per ton, including absorption of switching charges under stated restrictions, was assessed. Excessive rates.

No. 101. The Denver & Salt Lake Railroad Company, May 5, 1915. Reparation to basis of proportional rate of \$1.25 per ton, on all shipments of 8-inch mine-run soft coal, carloads, moving on and after March 1, 1915, from Harris, Colorado, to Utah Junction, Colorado, when destined to points beyond via steam railroads.

No. 102. The Union Pacific Railroad Company, May 10, 1915. Reparation of \$13.02 to The Model Milling & Elevator Company (Greeley), by application of rate of 11c per 100 pounds, on actual weight of 13,600 pounds, shipment of bulk wheat, Peckham to Greeley. Excessive rate.

No. 103. The Colorado & Southern Railway Company, May 10, 1915. Reparation of \$124 to The Colorado Fuel & Iron Company demurrage assessed on ears during the month of March, 1915, account of inability to load cars with coke within free time limit.

No. 104. The Colorado Midland Railway Company, May 11, 1915. Reparation of \$25.00 to Fravert and Brown of Rifle; overcharge on shipment of sheep and camp outfit, including horses and jacks, Sellar to Rifle, single deck cars furnished in lieu of double deck cars ordered.

No. 105. The Colorado & Southern Railway Company, May 11, 1915. Reparation to basis of 8c per 100 pounds, on mixed shipments of flour and bran, from Fife, Colorado, to Johnstown, milled in transit at Berthoud, moving prior to December 7, 1914. Excessive rate.

No. 106. The Denver & Salt Lake Railroad Company, May 14, 1915. Protect actual weight of 53,100 pounds, on shipment

of lump coal, Pinnacle to Yuma, August 15, 1914, settling informal complaint No. 91, The Rocky Mountain Fuel Company vs. The Denver & Salt Lake Railroad Company. Excessive rates.

No. 107. The Denver & Rio Grande Railroad Company, May 15, 1915. Reparation of \$4.44 to The Standard Fire Brick Company at Pueblo, on two carloads of clay, from Aetna to Pueblo. Overcharge through error.

No. 108. Colorado Power Company, May 19, 1915. Extending optional period to the Gold Hill Mining Company, at Gold Hill, to July 1, 1915, and providing for application during the months of May and June, 1915, of the standard compound rate provided in Schedule A of the contract.

No. 109. The Denver & Salt Lake Railroad Company, May 26, 1915. Protect actual weight of 74,600 pounds, on car of coal, Denver & Salt Lake, W-B DP 109, April 15, 1915, Oak Creek to Denver, settling informal complaint No. 94, The Rocky Mountain Fuel Company vs. The Denver & Salt Lake Railroad Company. Overcharge in weight.

No. 110. The Denver & Rio Grande Railroad Company, May 27, 1915. Reparation to basis of Walsenburg rate, on all shipments of cattle, car lots, between Tioga and Colorado common points, on and after April 22, 1915, and upon which distance rates were assessed. Excessive rates.

No. 111. The Denver & Rio Grande Railroad Company, May 27, 1915. Reparation to basis of 20c per 100 pounds, on all shipments of oats, carloads, on and after January 1, 1915, from Montrose to Fruita. Excessive rates.

No. 112. The Denver & Rio Grande Railroad Company, May 29, 1915. Reparation to basis of 5c per 100 pounds, on all shipments of bulk wheat, carloads, moving on and after May 19, 1915, Montrose to Olathe. Excessive rate.

No. 113. The Denver & Rio Grande Railroad Company, June 7, 1915. Reparation to basis of 10c per 100 pounds, on all shipments of grain, carloads, moving on and after May 13, 1915, from Silt to Grand Junction. Excessive rate.

No. 114. The Union Pacific Railroad Company, June 12, 1915. Authority to haul free, car No. 81186, containing sugar machinery from Fort Morgan to Union, account of necessity for track delivery on the Chicago, Burlington & Quincy Railroad; no track connection at Fort Morgan.

No. 115. The Denver & Rio Grande Railroad Company, June 12, 1915. Authority to protect milling-in-transit privilege, as provided for in P. U. C. Authority No. 296, on all shipments of lumber, carloads, on and after May 30, 1915, from Garland, Colo.

No. 116. The Union Pacific Railroad Company, June 18, 1915. Reparation of \$17.21 on shipment of emigrants' movables, Denver to Orchard, March 15, 1915, on Union Pacific freight bill No. 1209.

No. 117. The Denver & Rio Grande Railroad Company, June 24, 1915. Reparation of \$406.66, to The American Smelting & Refining Company, on shipments of mining timbers and mine props, carloads, from Pitkin to Cokedale, on and after January 1, 1915, and prior to May 14, 1915. Excessive rate.

No. 118. The Colorado & Southern Railway Company, June 24, 1915. Reparation of \$7.29 to The Ward Brokerage Company of Greenville, on shipment of hay, Barela to Greenville; error in assessing rate.

No. 119. The Denver & Rio Grande Railroad Company, June 24, 1915. Reparation of 15c per 100 pounds to Yunker and Callahan Monumental Works, Grand Junction, on carload of polished granite, from Salida to Grand Junction, February 12, 1915. Excessive rate.

No. 120. The Colorado Midland Railway Company, June 24, 1915. Authority to waive storage charges on two shipments from Denver to Green and Johnson, Rifle, during May, 1914, account of failure to mail notice to consignees, settling informal complaint No. 106, The Hess Flume Company vs. The Colorado Midland Railway Company.

No. 121. The Denver & Rio Grande Railroad Company, June 26, 1915. Reparation of 12c per 100 pounds to all shippers of vegetables, carloads, from Lake City to Pueblo, on and after June 8, 1915, on which rate of 37c per 100 pounds was assessed.

No. 122. The Denver, Laramie & Northwestern Railroad Company, June 28, 1915. Reparation of 3c per 100 pounds to J. J. Phillips & Co. of Celeryvale, on mixed carload of cement and plaster, moving from Boulder to Celeryvale, April 28, 1915.

No. 123. The Colorado & Southern Railway Company, July 3, 1915. Authority to waive collection of undercharge of \$47.25, on carload of twisted steel, moving from Minnequa to Greeley, April 1, 1915, account of through rate exceeding sum of intermediate rates.

No. 124. The Denver & Rio Grande Railroad Company, July 8, 1915. Reparation of \$6.13 on carload of merry-go-rounds, moving from Leadville to Glenwood Springs, June 14, 1915. Excessive rate.

No. 125. The Chicago, Rock Island & Pacific Railway Company, July 8, 1915. Protect rate of 35c per ton on carload of coal, from Santa Fe connections at Colorado Springs to Gray's Switch. No rate previously in effect.

No. 126. The Denver & Rio Grande Railroad Company, July 9, 1915. Reparation to basis of 20c per 100 pounds on shipments of condensed milk, carloads, on and after May 11, 1915, from Johnston to Pueblo, via The Great Western Railway Company. The Denver, Laramie & Northwestern Railroad Company, and The Denver & Rio Grande Railroad Company, on which combination rate made on Denver was assessed.

No. 127. The Atchison, Topeka & Santa Fe Railway Company, July 9, 1915. Reparation to basis of Canon City rates, on all coal, carloads, moving from Brookside Junction to intrastate points, on and after November 9, 1914, and prior to April 12, 1915. Excessive rates.

No. 128. The Denver & Rio Grande Railroad Company, July 12, 1915. Protect rate of 50c per ton on carload of coal, from Ibex to Leadville, account of consignee's refusal to accept; no rate previously in effect.

No. 129. The Denver & Rio Grande Railroad Company, July 12, 1915. Reparation to basis of 13c per 100 pounds to Mendenhall and Straw, on carload shipment of oats, Delta to Fruita, May 31, 1915. Excessive rate.

No. 130. The Colorado & Southern Railway Company, July 15, 1915. Reparation to basis of 24c per cwt. on all shipments of wire, nails, staples, etc., carloads, Minnequa to Boulder, on and after March 1, 1915. Excessive rate.

No. 131. The Denver & Rio Grande Railroad Company, July 15, 1915. Reparation to basis of 25c per ton on all shipments of gravel, carloads, Montrose to Fairview, on and after June 8, and prior to June 14, 1915.

No. 132. The Colorado & Southern Railway Company, July 17, 1915. Reparation to basis of slack rate, on all shipments of coal passing through 1½-inch screen, moving from Brodhead to Denver, Pueblo, Bristol, Wiley and Hartman, on and after April 2, 1915, and upon which mine-run rate was assessed.

No. 133. The Colorado Midland Railway Company, July 22, 1915. Waive collection of \$16.16 on car of rock from Bull Hill to Colorado Springs, January 20, 1915, account of shipment being worthless.

No. 134. The Colorado Midland Railway Company, July 22, 1915. Reparation of \$33.58 to The Western Iron & Metal Company, same being one-half of freight charges on return shipment of bags, Basalt to Denver, August 3, 1914.

No. 135. The Denver & Rio Grande Railroad Company, July 29, 1915. Protect rate of \$8.00 per ton, on all shipments of ore, value not exceeding \$100 per ton, carloads, moving on and after March 17, 1915, from Silverton to Blend, via The Rio Grande Southern Railroad Company, no rate previously being in effect.

No. 136. The Denver & Rio Grande Railroad Company, August 6, 1915. Protect rate of \$1.15 per ton on carload of lump coal shipped from Baldwin to Almont, July 1, 1915. No rate previously in effect.

No. 137. The Colorado & Southern Railway Company, August 6, 1915. Reparation of \$1.50 to A. S. Pierce, Cripple Creek, being the difference between the regular one way fare on two tickets, Cripple Creek to Denver and return, purchased July 31, 1915.

and Colorado & Southern proportion of same amounting to 75c per ticket. Settling informal complaint No. 119, A. S. Pierce vs. The Colorado & Southern Railway Company.

No. 138. Western Colorado Power Company, August 6, 1915. Protest reduced rate based on estimated power demand of air hoist for the Atlas Mining Company, Ouray County, during months of July and August, 1915.

No. 139. The Colorado & Southern Railway Company, August 9, 1915. Reparation of \$9.34 on L. C. L. shipment of scrap iron, July 10, 1915, from Louisville to Denver, on which carload rate at minimum weight of 30,000 pounds was applied.

No. 140. The Denver & Rio Grande Railroad Company, August 11, 1915. Protect rates of 12½c per 100 pounds from Fields to Pandora and Telluride and 3c per 100 pounds from Fields to Glencoe on all shipments of lumber and articles enumerated in item No. 15 of Denver & Rio Grande tariff 4753-A, moving on and after February 28, 1914, and prior to September 10, 1915. Error in cancellation of intermediate rates, which resulted in increase of rates.

No. 141. The Midland Terminal Railway Company in connection with The Colorado Midland Railway Company, August 12, 1915. Reparation of 75c to Harry C. Walker of Goldfield for unused one-half of ticket 411 R. T., No. 7515, Goldfield to Green Mountain Falls and return, account of train No. 11 derailed.

No. 142. The Denver & Rio Grande Railroad Company, August 18, 1915. Reparation to all shippers on livestock from Hooper, Moffat and Villa Grove to Denver and Pueblo, on and after June 1, 1915, and prior to September 6, 1915, to basis of rates on livestock between these points as shown in amendment No. 76 to D. & R. G. tariff 74-E, P. U. C. 94.

No. 143. The Denver & Rio Grande Railroad Company, August 18, 1915. Protect carload rates on follow lot shipment of lumber, 8,000 pounds, from Minnequa to Walsenburg, October 19, 1914.

No. 144. The Denver & Rio Grande Railroad Company, August 19, 1915. Reparation to basis of 20c per 100 pounds on all shipments of bran, carloads, from La Jara to Colorado Springs and Denver, on and after July 30, 1915, on which rate of 40c per 100 pounds was assessed. Excessive rate.

No. 145. The Denver & Rio Grande Railroad Company, August 26, 1915. Reparation to basis of 14c per 100 pounds on all shipments of railway equipment, Canon City to Colorado City, on and after July 14, 1915, and prior to September 3, 1915; account of error in permitting rate to expire.

No. 146. The Colorado & Southern Railway Company, August 27, 1915. Reparation to basis of minimum weight of 24,000 pounds on shipment of ore, Blackhawk to Idaho Springs, upon which charges were assessed on minimum of 50,000 pounds, through clerical error.

No. 147. The Colorado & Southern Railway Company, August 27, 1915. Reparation of \$12.84 to Mrs. S. B. Walker and Miss Enid E. Walker on unused portions of mileage books Nos. A-131 and A-135.

No. 148. The Colorado & Southern Railway Company, August 26, 1915. Reparation of 5c per ton to all shippers of lump coal, carloads, on and after July 31, 1914, and prior to November 3, 1914, from Superior, Marshall and Louisville to University Park, on which rate of 80c per ton was assessed. Settling informal complaint No. 131, Rocky Mountain Fuel Company vs. The Colorado & Southern Railway Company.

No. 149. The Denver & Rio Grande Railroad Company, August 26, 1915. Protect rate of 18c per 100 pounds on all shipments of wool in sacks, L. C. L., on and after July 13, 1915, and prior to September 17, 1915, from Augusta and Ludlow to Wal-senburg.

No. 150. The Colorado & Southern Railway Company, August 27, 1915. Reparation to basis of 60c per ton to all shippers of crushed rock, carloads, during month of October, 1914, from Golden to University Park, and to basis of 30c per ton from Argo to University Park, upon which class rates were assessed.

No. 151. The Denver & Salt Lake Railroad Company, August 31, 1915. Reparation of 25c per ton on all shipments of lump coal from Pinnacle mine to Oak Creek during June, 1915, on which rate of 35c per ton was assessed. Excessive rate.

No. 152. Colorado Power Company, August 31, 1915. Waive minimum guarantee in contract with Senator J. W. Candlish of Leadville during August, September and October, 1915, and protect regular published rates for commercial power in Leadville on all electric energy consumed during these months; account unavoidable delay in starting operation of mill.

No. 153. The Chicago, Rock Island & Pacific Railway Company, September 8, 1915. Reparation of 3c per 100 pounds to A. G. Sharp of Colorado Springs on carload of sheep manure, moving from Resolis to Roswell, December 12, 1914. Excessive rate.

No. 154. The Colorado & Southern Railway Company, September 8, 1915. Protect rate of 55c per net ton on all shipments of crushed stone, carloads, minimum weight marked capacity of car, on and after September 23, 1914, from Golden to South Denver Lumber & Fuel Company's spur, South Franklin and Mexico streets, Denver.

No. 155. The Denver & Salt Lake Railroad Company, September 10, 1915. Protect rate of 8c per ton on two carload shipments of cinders and one carload of rock switched from the Moffat Coal Company to points within that company's yards, prior to effective date of above rate, October 4, 1915.

No. 156. The Colorado & Southern Railway Company, September 11, 1915. Reparation of \$14.55 to the adjutant general

of the State of Colorado, transportation and excess storage charges on saddles shipped from Denver to Boulder. State property.

No. 157. The Denver & Rio Grande Railroad Company, September 11, 1915. Protect rate of \$2 on earload of ice house material shipped December 4, 1915, from end of track at Rouse, Colo., to Rouse mine. No rate in effect.

No. 158. The Colorado & Southern Railway Company, September 22, 1915. Reparation of \$14.66 on earload shipment of cast iron pipe and fittings, Minnequa, Colo., to Longmont, during March, 1915, upon which combination rate over Denver was assessed.

No. 159. The Denver & Rio Grande Railroad Company, September 22, 1915. Protect rate of 60c per ton on all shipments of coal, earloads, on and after September 1, 1915, and prior to October 9, 1915, from Sherman to Trinidad. Excessive rate.

No. 160. The Colorado & Southern Railway Company, September 22, 1915. Reparation of 12c per 100 pounds to basis of 27c per 100 pounds on all shipments of wire, nails, barbed wire, etc., on and after April 22, 1915, from Minnequa to Loveland, on which the through class rate of 35c per 100 pounds was assessed. Excessive rate.

No. 161. The Denver & Rio Grande Railroad Company, September 22, 1915. Protect rate of \$6.00 per car on all shipments of fruit and vegetables, straight or mixed earloads, between Grand Junction and Bridges, Clifton, Fruita, Palisade, etc., on and after July 23, 1915, and prior to October 20, 1915, publication of rate having been omitted, through clerical error.

No. 162. The Colorado Midland Railway Company, September 28, 1915. Protect single earload rate on two shipments of ore, Twin Lakes to Leadville, August 16, 1915, account of railroad's error in moving first car before same was loaded to capacity.

No. 163. The Denver & Rio Grande Railroad Company, September 30, 1915. Protect switching rate of \$2.00 per ear, on all shipments of ore, earloads, from connecting lines at Leadville to switches of the Leadville district mill, on and after November 1, 1914, and prior to February 22, 1915.

No. 164. The Denver & Rio Grande Railroad Company, September 30, 1915. Reparation to basis of 11c per 100 pounds to all shippers of grain, earloads, on and after September 1, 1915, and prior to October 23, 1915, from Laey to Glenwood Springs. Excessive rate.

No. 165. The Colorado & Southern Railway Company, October 6 1915. Protect rate of 45c per 100 pounds on FGE 17967, earload of apples, moving October 19, 1912, from Grand Junction to Trinidad, account of inability to collect undercharge.

No. 166. Colorado Power Company, October 13, 1915. Waive minimum monthly guarantee in contract with Carl A. Allen, Lead-

ville, during winter months of 1915 and 1916, and protect regular published rate for commercial power in Leadville, for electric energy used during winter months by said Carl A. Allen, account of inability to operate plant.

No. 167. The Denver & Rio Grande Railroad Company, October 14, 1915. Protect minimum weight of 30,000 pounds on shipments of grain, from Trinidad to Hastings, November 14, 1914, and December 3, 1914, on which charges were assessed based on minimum weight of 40,000 pounds.

No. 168. The Denver & Rio Grande Railroad Company, October 14, 1915. Reparation to basis of rates shown in index No. 12, page 4, tariff 4630-E, P. U. C. No. 23, with reference note G, eliminated, on all shipments of 20 per cent ore, all kinds, gross value not exceeding \$8.00 per ton, from Cotopaxi to Pueblo, on and after August 1, 1915, and prior to October 14, 1915.

No. 169. The Denver, Boulder & Western Railroad Company, October 13, 1915. Reparation of 6c per cwt. to J. W. Currens, on car No. 206, Denver to Cardinal, October 2, 1915, loaded with lumber, account charity.

No. 170. The Denver & Rio Grande Railroad Company, October 16, 1915. Reparations to basis of \$1.15 per ton, on all shipments of coal, carloads, on and after August 4, 1915, from Baldwin to Almont, and on which rate of \$1.75 per ton was assessed.

No. 171. The Denver & Rio Grande Railroad Company, October 20, 1915. Protect rate shown in amendment No. 27, D. & R. G., tariff 4361-B, Colorado P. U. C. 247, on all shipments of coal, carloads, from Southern Colorado mines to Trinidad, during the months of July, August, September and October, 1915. Excessive rates.

No. 172. Colorado Power Company, October 23, 1915. Waive contract provisions requiring written notice of intention to suspend use of power during months of September and October, 1915, in contract with the New Vinnie Mining Company of Leadville. Verbal notice given.

No. 173. The Denver & Salt Lake Railroad Company, October 26, 1915. Reparation of \$4.55 to the Victor-American Fuel Company, on car No. 31090, loaded with coal, Pinnacle to Denver, being amount due on actual weight of car loaded to visible capacity, and on which rate was assessed on basis of minimum weight of 80,000 pounds, settling informal complaint No. 166, The Victor-American Fuel Company vs. The Denver & Salt Lake Railroad Company.

No. 174. The Denver & Salt Lake Railroad Company, October 26, 1915. Reparation of \$60.50 to Hayden Brothers of Kramer, on carload of machinery moving from Denver to Kramer, said reparation being at the rate of 50c per 100 pounds, on the difference between charges assessed on minimum weight of 30,000 pounds and charges due on actual weight of 17,900 pounds.

No. 175. The Denver & Rio Grande Railroad Company, October 26, 1915. Reparation of \$8.85 to J. C. Milne, Grand Junction, on unused return portion of ticket, Glenwood Springs to Denver and return, erroneously refused by conductor when presented, extension of time limit having been granted, settling informal complaint No. 170, J. C. Milne vs. The Denver & Rio Grande Railroad Company.

No. 176. The Colorado Midland Railway Company, October 27, 1915. Reparation of \$9.40 to L. C. Seawell, covering two fares paid from Basalt to Grand Junction, September 22, 1915, owing to misinformation relative to leaving time of consolidated livestock train.

No. 177. The Denver & Rio Grande Railroad Company, October 28, 1915. Reparation of 7c per 100 pounds to basis of 15c per 100 pounds, to The J. S. Brown Mercantile Company, on earload of sugar, moving September 15, 1915, from Denver to Colorado Springs. Excessive rates.

No. 178. The Denver & Rio Grande Railroad Company, October 28, 1915. Reparation of 7c per 100 pounds to basis of 25c per 100 pounds, to The Cope-Linn Fruit Company of Gunnison, on earload of apples, moving from Uncompahgre to Gunnison. Excessive rate.

No. 179. The Chicago, Rock Island & Pacific Railway Company, October 30, 1915. Protect rate of 12c per cwt. on all shipments of plaster, earloads, minimum weight 30,000 pounds, moving between Denver and Limon, on and after April 23, 1915, and prior to October 23, 1915. Excessive rate.

No. 180. The Denver & Salt Lake Railroad Company, November 3, 1915. Reparation of \$100.50 to The Great Western Commission Company, Denver; excessive demurrage charges on nineteen cars held at Steamboat Springs thirty days, awaiting loading, weather conditions making loading impossible.

No. 181. The Denver & Rio Grande Railroad Company, November 4, 1915. Reparation to Miss Pearl McWilliams of the difference between two full cash fare tickets and special round trip excursion fare to Colorado Springs and return, as shown in D. & R. G. circular No. 136, Colorado P. U. C. No. 738.

No. 182. The Colorado Midland Railway Company, November 15, 1915. Authority to apply rate of \$1 per ton on ore, car lots, valuation of \$100 or less per ton of 2,000 pounds, from Walker's Spur to Leadville, moving on or after November 10, 1915, and to refund the difference between this rate and the rate shown in amendment No. 117, item 231-A, Colorado P. U. C. No. 137.

No. 183. The Atchison, Topeka & Santa Fe Railway Company, November 16, 1915. Reparation to basis of 20c per 100 pounds on all shipments of cull and windfall apples, car lots, minimum weight 30,000 pounds, Arkansas valley points east of Pueblo, to Denver, on and after October 18, 1915, at rate of 30c per 100 pounds.

No. 184. The Denver & Rio Grande Railroad Company, November 17, 1915. Authority to protect rate of 40c per 100 pounds on all shipments of apples, car lots, on and after October 20, 1915, from Canon City to Elizabeth.

No. 185. The Denver & Salt Lake Railroad Company, November 17, 1915. Protect rate of 8c per ton on ballast, two cars, October 29, and two cars, November 5, and on all shipments of ballast, car lots, on and after October 29, 1915.

No. 186. The Colorado & Southern Railway Company, November 23, 1915. Reparation to basis of \$4.00 per ton on ore and concentrates, valuation over \$100 per ton, Golf to Leadville, on and after September 13, 1915.

No. 187. Union Pacific Railroad Company, November 24, 1915. Reparation of \$11.46 on shipment of lumber, tarred roofing and compo board, moving from Denver to Galeton, October 14, 1915, account CL rate applied on LCL shipment.

No. 188. The Colorado & Southern Railway Company and The Denver, Boulder & Western Railroad Company, November 24, 1915. Reparation of \$22.82 on two C. & S. cars of machinery, from Wall street to Denver, July 10, 1915, on The Denver, Boulder & Western Railroad, account shipment not transferred to standard gauge equipment.

No. 189. The Denver & Rio Grande Railroad Company, November 26, 1915. Reparation to basis of 23c per 100 pounds on canned goods, car lots, minimum weight 36,000 pounds, from Brighton to Trinidad, on and after August 28, 1915.

No. 190. The Denver & Rio Grande Railroad Company, November 26, 1915. Reparation to basis of 50c per ton on all shipments of limerock, car lots, from Wellsville to Florence, on and after November 18, 1915; shipper being unable to wait for effective date of the 50c rate.

No. 191. The Denver & Rio Grande Railroad Company, November 30, 1915. Protect rate of \$6.50 per ton on ore, valuation \$50 or less per ton, on all shipments from Dolores, via Ridgway and Salida, to Denver, on and after November 17, 1915. No rate in effect.

No. 192. The Denver & Rio Grande Railroad Company, December 2, 1915. Reparation to basis of 20c per 100 pounds on all shipments of canned goods, carloads, from Brighton to Minnequa, on and after November 13, 1915; and reparation to basis of 23c per 100 pounds on all shipments of canned goods, carloads, from Brighton to Walsenburg, on and after November 16, 1915. Shipments made prior to effective date of these rates.

No. 193. The Denver & Rio Grande Railroad Company, December 2, 1915. Reparation to basis of \$30 per double deck 36-foot car for transportation of sheep, Aspen to Mack, on and after September 13, 1915. Excessive rate.

No. 194. The Atchison, Topeka & Santa Fe Railway Company, December 2, 1915. Reparation of 50c per ton on earload of slack coal as covered by Canon City-Lamar waybill No. 16, May 19, 1915. Excessive rate.

No. 195. Union Pacific Railroad Company, December 9, 1915. Protest earload rate on shipment of canned goods, Lupton to Trinidad, 66,025 pounds, being loaded in P. F. E. refrigerator car, and 3,150 pounds loaded in second car as part follow lot.

No. 196. The Denver & Rio Grande Railroad Company, December 10, 1915. Reparation of \$4.80 on shipment of three earloads of coal from Haller Junction to Cokedale. Error in application of minimum weight.

No. 197. The Denver & Rio Grande Railroad Company, December 10, 1915. Protect rate of 30c per 100 pounds actual weight on second-hand mining machinery, earloads, Lake City to Ouray, September 24, 1915. Excessive rate.

No. 198. The Denver & Rio Grande Railroad Company, December 10, 1915. Reparation to basis of \$2.50 per ton on zinc ore, valuation not to exceed \$5 per ton, from Belden to Canon City, on and after September 30, 1915, on which rate of \$3.50 per ton was assessed.

No. 199. The Denver & Rio Grande Railroad Company, December 21, 1915. Reparation to basis of one-half of tariff rate, shown in paragraph 3, item 670, page 104, P. U. C. No. 272, on one case of shafting returned from Telluride to Denver for repairs.

No. 200. The Denver & Rio Grande Railroad Company, December 23, 1915. Reparation to basis of \$45 per car to J. F. Hutchinson of Alamosa on eight earloads of stock cattle, shipped from Austin to Alamosa, December 26, 1912, and January 9, 1913, on which charges were assessed on basis of \$63.80 per 36-foot standard gauge car.

No. 201. The Denver & Rio Grande Railroad Company, December 23, 1915. Absorption of switching charges amounting to \$59.48 on five earloads of ore consigned to the Western Chemical Manufacturing Company between the dates of December 31, 1914, and August 4, 1915, on tracks of Colorado & Southern Railway at Denver, account of expiration of rule governing same.

No. 202. The Denver & Rio Grande Railroad Company, December 27, 1915. Reparation to basis of \$15 per 36-foot 7-inch ear to all shippers of sheep, Walsen to Center, on and after October 14, 1915, and prior to January 1, 1916. Excessive rate.

No. 203. The Denver & Rio Grande Railroad Company, December 27, 1915. Reparation of \$18 to G. J. Munn, Denver, on household goods, Ouray to Denver, October 21, 1915, account of overcharge.

No. 204. Colorado Power Company, December 20, 1915. Waive collection of all charges in excess of \$105 due from the Park Hill Milling & Mining Company, account of inability to collect.

No. 205. The Denver & Rio Grande Railroad Company, January 5, 1916. Reparation to William Gulliford and James Foster of Crested Butte, difference between full fare tickets, Crested Butte to Grand Junction and return, and double one way fare from Crested Butte to Montrose plus special excursion rate of fare and one-fifth from Montrose and Grand Junction and return, account of Knights of Pythias convention, February 25, 1914.

No. 206. Colorado Power Company, January 5, 1916. Waive connection charge of \$25 assessed against the Nederland Tungsten Mining Company, account of connection already being made.

No. 207. The Denver & Rio Grande Railroad Company, January 5, 1916. Protect rate of \$3.50 per ton on ore, gross valuation not exceeding \$50 per ton, Lake City to Ouray; no rate previously being in effect.

No. 208. The Atchison, Topeka & Santa Fe Railway Company in connection with The Colorado & Southern Railway Company, January 6, 1916. Reparation of \$26.80 to the Hasting Light & Power Company on carload of pea coal shipped from Mutual to Hasting, February 4, 1915. Excessive rate.

No. 209. Arkansas Valley Railway, Light & Power Company, January 6, 1916. Waive minimum charge and make reparation to basis of usual rate of power actually used by the Beacon Gold Leasing Company of Cripple Creek on and after November 1, 1915, and extending during light development work; account of inability to use 100 H. P. motor for said work.

No. 210. The Western Colorado Power Company, January 8, 1916. Reparation of \$6.20, Ouray lodge No. 492, B. P. O. E. same being 10 per cent discount on bill for service during month of October, 1915, account of inability of lodge to pay bill before discount date, account of lack of quorum at meeting of lodge.

No. 211. The Denver & Rio Grande Railroad Company, January 8, 1916. Reparation to basis of 50c per ton to all shippers of bituminous coal, carloads, from Buckley to Anthracite, on and after December 18, 1915, and prior to February 5, 1916.

No. 212. The Denver & Rio Grande Railroad Company, January 12, 1916. Reparation to basis of \$50 per 36-foot car to all shippers of cattle and sheep, carloads, Carbondale to Montrose, on and after December 21, 1915, on which rate of \$56.75 was assessed.

No. 213. The Atchison, Topeka & Santa Fe Railway Company in connection with The Colorado & Southern Railway Company, January 12, 1916. Reparation to basis of \$2.65 per ton to all shippers of lump coal, carloads, from the Mutual mine at Carbondale, to Holly, on and after January 30, 1915, and prior to May 15, 1915, on which rate of \$3.65 was assessed. Clerical error in preparing tariff.

No. 214. The Denver & Rio Grande Railroad Company, January 12, 1916. Protect rate of 5c per 100 pounds on brick, carloads, Trinidad to Rouse, on and after January 1, 1916, and prior to January 15, 1916. Excessive rate.

No. 215. The Denver & Salt Lake Railroad Company, January 15, 1916. Reparation to the Bear River Coal Company of Bear River to basis of fourth class rate of \$1.12, actual weight of 32,000 pounds, on shipment of ten pieces of long timber, Denver to Bear River, November 26, 1915, on which minimum charge, based on 4,000 pounds, was assessed.

No. 216. The Denver & Rio Grande Railroad Company, January 18, 1916. Reparation to Mr. Frank P. Frost in form of return trip ticket, Denver to Carbondale, on basis complying with special rate available during and on account of National Western Stock Show, account of error in Denver and Rio Grande advertisement misleading claimant.

No. 217. The Denver & Rio Grande Railroad Company, January 20, 1916. Reparation to basis of 12c per 100 pounds to all shippers of cattle, carloads, Fountain to Augusta, on and after November 2, 1916, upon which rate of 16c per 100 pounds, minimum weight 22,000 pounds, was applied. Excessive rate.

No. 218. The Denver & Salt Lake Railroad Company, January 20, 1916. Reparation of \$22.50 to the Fairview Brick and Clay Company, demurrage on cars of clay from Canon Spur to Fairview Brick and Clay Company track, account of delay in delivery by Colorado & Southern.

No. 219. The Denver & Rio Grande Railroad Company, January 22, 1916. Protect rate of 40c per 100 pounds on cow peas, carloads, Nathrop to Montrose, on and after January 2, 1916, and prior to February 17, on which Class C combination rate of 49c was assessed.

No. 220. The Denver & Rio Grande Railroad Company, January 25, 1916. Reparation to basis of 20c per 100 pounds on cull and windfall apples, carloads, minimum weight 30,000 pounds. Penrose to Denver, on and after October 29, 1915.

No. 221. The Denver & Rio Grande Railroad Company, January 25, 1916. Protect rate of \$2.75 per ton on eoke, ear lots, on all shipments moving from Ouray to Salida on or since January 20, 1916; also to waive demurrage charges accruing to eight ears of eoke account D. & R. G. being unable to deliver to consignee, The Wanakah Mining Company.

No. 222. The Denver & Rio Grande Railroad Company, January 26, 1916. Protect rates on malt beverages, non-intoxicating, contained in amendment No. 210 to freight tariff G. F. D. 4900-B, P. U. C. No. 272, effective February 22, 1916, on all shipments moving over D. & R. G. on and since January 1, 1916.

No. 223. The Denver & Rio Grande Railroad Company, January 28, 1916. Protect rate of \$25 on excavating machine from Silverton to Durango, October 4, 1915, and all similar shipments since.

No. 224. The Denver & Rio Grande Railroad Company, January 28, 1916. Waive collection of \$3 for switching tank car at Florence, from lubricating rack to distillate rack, account error.

No. 225. The Denver & Rio Grande Railroad Company, January 28, 1916. Protect rate of 15c per cwt. on canned goods, car lots, Denver to Colorado Springs, on and since December 30, 1915.

No. 226. The Denver & Rio Grande Railroad Company, February 3, 1916. Protect free switching charge at Florence, as shown in amendment No. 4 to D. & R. G. switching tariff No. 486-C, P. U. C. No. 391, effective February 4, 1916, on all shipments moving on or since December 1, 1915.

No. 227. The Denver & Rio Grande Railroad Company, February 4, 1916. Reparation of \$15 to A. H. Marlatt, demurrage on carload of hay loaded at Bonita Siding on November 15, 1916, and waive demurrage on second car of hay loaded at same place on same date. Misunderstanding or error of shipper and agent at Sargent.

No. 228. The Colorado Midland Railway Company, February 8, 1916. Reparation to basis of rates contained in items 9-1, 15-B, 16-1, 112-B, 113-B and 114-A to Colorado Midland tariff, Colorado P. U. C. No. 137, effective February 24, 1916, having to do with non-intoxicating malt beverages and empty packages returned on shipments moving on or since January 1, 1916, and prior to effectiveness of above items.

No. 229. The Denver & Rio Grande Railroad Company, February 9, 1916. Reparation to basis of 30c per cwt. on sugar, Monte Vista to Longmont, between December 9, 1915, and February 24, 1916.

No. 230. The Denver, Laramie & Northwestern Railroad Company, February 9, 1916. Reparation of \$51.82 to Denver & Salt Lake Railroad Company on one carload of sand, Greeley to Denver, September 24, 1915. Excessive rate.

No. 231. The Denver & Rio Grande Railroad Company, February 10, 1916. Reparation to basis of actual weight of 16,000 pounds on shipments of potatoes, Olathe to Alamosa and Blanca, September 11 and 18, 1915, rates assessed having been computed on minimum of 24,000 pounds. Error of agent in quoting lower than tariff minimum.

No. 232. The Colorado & Southern Railway Company, February 10, 1916. Protect rates shown in items 91, 3355-a to 4005-b, inclusive, and 4047, published in supplement No. 26 to C. & S., G. F. O., No. 1-J, Colorado P. U. C. No. 261, effective February

22, 1916, on all shipments of malt beverages, non-intoxicating, moving on and since January 1, 1916, to and including February 21, 1916.

No. 233. Union Pacific Railroad Company, February 11, 1916. Reparation to basis of 20c per cwt., the L. C. L. rate, on 199 sacks dried beans, weighing 21,335 pounds, Fort Collins to Denver, November 13, 1915; charges having been assessed on basis of carload rate of 15c per cwt., minimum 36,000 pounds.

No. 234. The Colorado Power Company, February 14, 1916. Waive contract provisions with Lalla Rookh Mining Company of Leadville, requiring formal notice of intention to suspend operations; to accept notice of intention to suspend operations dated December 1, 1915, and effective January 1, 1916, and to waive minimum charges since latter date.

No. 235. The Atchison, Topeka & Santa Fe Railway Company, February 16, 1916. Protect switching charge of \$3.50 per car, including car rentals, on slack coal, car lots, at Coal Creek, on and since September 16, 1916.

No. 236. The Colorado Power Company, February 16, 1916. Waive charges for services rendered during January to C. L. Brown, Sugar Loaf, account waste caused by short circuit.

No. 237. The Denver & Rio Grande Railroad Company, March 7, 1916. Protect rate of \$25 per 36-foot 7-inch car on shipments of cattle from Rifle to Austin and Hotchkiss on and since March 2, 1916.

No. 238. The Atchison, Topeka & Santa Fe Railway Company, March 8, 1916. Waive collection of \$10.50 on two head cattle from Bellevue to Colorado City, account cattle having been billed on Midland, Colorado City to Denver Union Stockyards, October 21, 1914.

No. 239. The Denver & Rio Grande Railroad Company, March 9, 1916. Protect actual weight on emigrant moveables, Kincaid to Holyoke, March 6, account 50-foot car being ordered and two 36-foot 7-inch cars being furnished in lieu thereof.

No. 240. Union Pacific Railroad Company, March 9, 1916. Reparation to basis of third class rate of 28c per cwt. in connection with minimum of 12,000 pounds for 36-foot car of second-hand furniture, Denver to Hugo, January 15, 1916, charges assessed on same basis in connection with minimum of 17,040 pounds for fifty-foot car.

No. 241. The Denver and Rio Grande Railroad Company, March 13, 1916. Reparation to basis of 22c per cwt. on cull and windfall apples, car lots, Kings Center to Denver, on all shipments moving on and since October 16, 1915. Excessive rate on one car consigned to W. C. Bradbury Company, Denver.

No. 242. The Denver & Rio Grande Railroad Company, March 14, 1916. Protect rate of \$1 per ton on ore, gross value not exceeding \$15 per ton, car lots, Cotopaxi to Salida, on all shipments moving on or since January 1, 1916.

No. 243. Chicago, Burlington & Quincy Railroad Company, March 16, 1916. Protect actual weight of 28,680 pounds on emigrant moveables, La Veta to Holyoke, Denver-Holyoke waybills Nos. 2215 and 2216, of March 9, 1916, charges having been assessed on minimum weights of two cars. Error of D. & R. G. agent at La Veta.

No. 244. The Colorado & Southern Railway Company, March 20, 1916. Reparation of \$53.25 to Denver Union Water Company on contractor's outfit, Denver to Canon Spur, February 7, 1916.

No. 245. The Denver & Rio Grande Railroad Company, March 21, 1916. Reparation to basis of 22c per cwt. on grain, chop feed and bran, straight or mixed carloads, Olathe to Mack, on and since February 23, 1916, combination rates having been assessed.

No. 246. The Denver & Salt Lake Railroad Company, March 22, 1916. Reparation of \$4.45 to C. W. Pritchett, freight charges on grain shipped in car for feeding eight bulls shipped from Steamboat Springs to Denver, January 12, 1916.

No. 247. The Denver & Rio Grande Railroad Company, March 23, 1916. Reparation to basis of \$3 per ton on \$15 ore, carloads, Ouray to Salida, on and since February 1, 1916, said rate being authorized on February 26 by authority No. 549.

No. 248. The Denver & Rio Grande Railroad Company, March 23, 1916. Reparation of \$2 per car to The Nuckolls Packing Company for switching on shipments of hogs consigned from Monte Vista, Center and Romeo to Minnequa, during January, February and March, 1915, switching having been performed by A., T. & S. F. at Pueblo, account Santa Fe not operating night switching service from Southern Junction.

No. 249. The Denver & Rio Grande Railroad Company, March 29, 1916. Reparation to basis of 50c per cwt. on carload of fertilizer from Somerset to Watson Spur, March 3, 1916. Excessive rate. Also protect said rate on all like shipments between these points on or since March 3, 1916.

No. 249½. The Denver & Rio Grande Railroad Company, March 30, 1916. Protect rate of \$5.50 per ton on second-hand iron rails, car lots, Glenwood Springs to Tropic. Excessive rate.

No. 250. The Denver, Laramie & Northwestern Railroad Company, April 1, 1916. Reparation of \$38.81 to The Neill Lumber Company on four carloads of coke, Denver to Greeley, September 23, 1915, December 14, 1915, January 12, 1916, and February 3, 1916. Excessive rate.

No. 251. The Colorado Power Company, April 3, 1916. Pro-rate fixed charges of power service to Eagle M. & M. Co., Red Cliff, for month of March, charges having been assessed on basis of maximum demand.

No. 252. The Denver & Rio Grande Railroad Company, April 8, 1916. Protect rate of \$3.50 per ton on carload of hay, Antlers to Mack, February 15, 1916. 23c per cwt. having been assessed.

No. 253. The Denver & Rio Grande Railroad Company, April 8, 1916. Protect rate of \$20 per car on horses and cattle, mixed carloads, Hotchkiss to Iola, March 28, 1916.

No. 254. The Colorado & Southern Railway Company and Chicago, Burlington & Quincy Railroad Company, April 11, 1916. Reparation of \$5.90 to National Fuel Company on coal, Louisville to Derby, March 11, 1916. Excessive rate.

No. 255. The Colorado Power Company, April 13, 1916. Waive standard terms and conditions of its contract with the Monarch Madonna Mining Company, so as to pro-rate out of portion of month of March, in which increased demand prevails, specified increase in fixed charges due to increased demand resulting from mining company substituting larger pulley on motor driving its compressor.

No. 256. The Denver & Rio Grande Railroad Company, April 14, 1916. Reparation to basis of 10c per cwt. on carload of mixed grain and feed, Pueblo to Canon City, February 28, 1916. Excessive rate.

No. 257. The Denver & Rio Grande Railroad Company, April 14, 1916. Protect rate of \$4.35 per capita for party of ten or more adults, one way, Grand Junction to Placerville, April 12, 1916.

No. 258. The Denver, Laramie & Northwestern Railroad Company, April 14, 1916. Reparation of \$14.62 to The Greeley Mercantile Company on two carloads of sacked onions, October 12, 1915. Excessive rate.

No. 259. The Denver & Salt Lake Railroad Company, April 18, 1916. Waive demurrage charges on car mine props at Oak Creek, refused by consignee; demurrage accrued account failure of agent to notify consignor of refusal.

No. 260. The Denver & Rio Grande Railroad Company, April 18, 1916. Protect rate of \$1.50 per ton on carload of coke, Crested Butte to Iola, April 14.

No. 261. The Denver & Rio Grande Railroad Company, April 24, 1916. Protect rate of 15c per cwt. on carloads of scrap iron. Higby and Shoshone to Minnequa, March 31, 1916.

No. 262. The Denver & Rio Grande Railroad Company, April 28, 1916. Protect rate of \$3 per ton on flue dust, carloads. Ouray to Salida, March 17, 1916.

No. 263. The Denver & Rio Grande Railroad Company, May 1, 1916. Protect rate of \$1 per ton on ore, car lots, gross value not exceeding \$15 per ton, between Cotopaxi and Salida, April 2, 1916.

No. 264. The Denver & Rio Grande Railroad Company, May 5, 1916. Protect rate of \$4.50 per ton on nine cars of ore, Winkfield to Leadville, March 17, 1916.

No. 265. The Colorado Midland Railway Company, May 10, 1916. Protect rate of 75c per ton on manganese ore from Den-

ver & Rio Grande crossing to Aspen on April 15; ore being moved for experimental purposes.

No. 266. The Colorado Midland Railway Company, May 12, 1916. Reparation of \$1.36 to Morey Mercantile Company on claim for concealed loss of eight pounds walnuts from shipment, Grand Junction to Marble, October 16, 1915. Settling informal complaint No. 240.

No. 267. The Colorado & Southern Railway Company, May 15, 1916. Protect fare of \$2.50 per capita for party of thirty, Leadville to Breckenridge and return, May 3, 1916.

No. 268. Union Pacific Railroad Company, May 17, 1916. Protect rate of 20c per cwt. on potatoes, Lucerne to Pueblo, combination rate assessed being excessive.

No. 269. The Colorado Midland Railway Company, May 17, 1916. Protect rate of 35c per cwt. on poultry and animal food from Denver, Colorado Springs, Pueblo, Trinidad and points taking same rates, to Aspen, Grand Junction, Fruit, Mack and Uta-line, on and since January 1, 1916.

No. 270. The Rio Grande Southern Railroad Company, May 20, 1916. Protect rate of 27½c per cwt. on oats, car lots, Grady to Telluride, November 25, 1915. Rate of 35c assessed excessive.

No. 271. Union Pacific Railroad Company, May 20, 1916. Protect through rate of 8c per cwt. on carload lumber, Denver to Cardinal, April 4, 1916; charges assessed on combination local rates amounting to 24c per cwt. being excessive.

No. 272. The Denver & Rio Grande Railroad Company, May 22, 1916. Protect rate of \$15 per 36-foot car on shipments of sheep D. D. from Dominguez to Montrose, May 5, 1916.

No. 273. The Denver & Rio Grande Railroad Company, May 25, 1916. Waive demurrage of \$9 on shipment of school desks unavoidably held for storage at Dolores.

No. 274. The Denver & Rio Grande Railroad Company, May 26, 1916. Protect rate of 17½c per cwt. on carload of scrap iron, Higy to Denver, May 22, 1916.

No. 275. The Denver & Rio Grande Railroad Company, May 26, 1916. Protect rate of 15c per cwt. on carload scrap iron, Higy to Minnequa, March 31.

No. 276. The Denver & Salt Lake Railroad Company, May 29, 1916. Protect the lumber rate of 8c per cwt. on four cars of ties, Ladora to Denver, May 15 and 16.

No. 277. The Atchison, Topeka & Santa Fe Railway Company, May 31, 1916. Protect rate of 40c per cwt. on all shipments dried beans, car lots, from Eastern Colorado points to Colorado common points on and since May 12. Settling informal complaint No. 244.

No. 278. The Colorado & Wyoming Railway Company, June 2, 1916. Protect rate of 25c per ton, minimum \$5 per car, on three cars of sand, Sopris to Madrid, May 6, 1916.

No. 279. The Colorado & Wyoming Railway Company, June 2, 1916. Reparation of \$27 to Colorado Fuel & Iron Company on machinery. Primero to Robinson, July 31, 1915.

No. 280. The Denver & Rio Grande Railroad Company, June 27, 1916. Protect rate of \$10 per car on two carloads of carnival outfit, Longsdale to Cokedale, June 26, no rate being in effect.

No. 281. The Denver & Rio Grande Railroad Company, June 27, 1916. Protect rate of 30c per ewt., minimum 30,000 pounds, on carload junk containing scrap brass and copper, Montrose to Denver, May 16, 1916.

No. 282. The Denver & Rio Grande Railroad Company, June 27, 1916. Reparation of \$5.38 to Continental Oil Company on car oil, Minnequa to Colorado City, December 22, 1915. Excessive rate.

No. 283. The Crystal River Railroad Company, June 27, 1916. Protect rate of \$10 on carload camp equipment, consisting of tents, stoves, etc., from Carbondale to Redstone, June 21, said equipment being moved in conjunction with ten carloads of sheep.

No. 284. The Denver & Rio Grande Railroad Company, June 28, 1916. Assume switching charge of \$6.75 assessed by Colorado & Southern Railway Company on carload soda, Mosca to Denver, May 23, 1916.

No. 285. The Denver & Rio Grande Railroad Company, June 28, 1916. Protect rate of \$15 per 36-foot 7-inch car on cattle and sheep, car lots, between Wasson and Center, on and since April 1, 1916.

No. 286. The Uintah Railway Company, July 3, 1916. Protect rate shown in local freight tariff No. 44, Colorado P. U. C. No. 22, on two shipments of camp outfits, moving from Atchee to Mack, upon which was applied rate of \$20 per car.

No. 287. The Colorado Midland Railway Company, July 3, 1916. Protect actual weight of 26.882 pounds flour and meal, Denver to Leadville, June 22, in lieu of minimum of 30,000 pounds, account error.

No. 288. The Denver & Rio Grande Railroad Company, July 11, 1916. Protect rate of 50c per ton on all shipments of bituminous coal, car lots, Crested Butte to Floresta from June 23 to August 10, said rate being published effective the latter date.

No. 289. The Colorado & Southern Railway Company, The Midland Terminal Railway Company and The Colorado Midland Railway Company, July 14, 1916. Protect rate of \$2.90 per ton on slack coal, carloads, Piedmont to Cripple Creek, February 29, 1916; combination of locals being applied.

No. 290. The Denver & Rio Grande Railroad Company, July 19, 1916. Protect poultry food rate on shipments of following commodities on and since February 11, 1916, as shown in amendment No. 237 to D. & R. G. tariff No. 4900-B, Colorado P. U. C. No. 272, effective June 18, 1916; Milk Mash, Gluten Meal, Beef

Scraps, Cane and Granulated Blood, Rolled Oats, Tankage, Calf Meal, Sunflower, Hemp, Rolled Barley.

No. 291. The Colorado & Southern Railway Company and The Great Western Railway Company, July 21, 1916. Protect rate of 20c per cwt. on carload shipment potatoes, Lorey to Pueblo, March 8, 1916, and all similar shipments since that date.

No. 292. The Denver & Rio Grande Railroad Company, July 22, 1916. Protect minimum of 20,000 pounds on potatoes from Rifle to Trinidad, June 2. Usual minimum of 30,000 pounds applied. Erroneous quotation.

No. 293. The Colorado Midland Railway Company, July 22 1916. Protect rate of \$1.50 per ton on six carloads of silicious ore, Leadville to Aspen, July 6, 7 and 15, account experimental lot.

No. 294. The Colorado & Southern Railway Company, July 22, 1916. Protect rate of \$12.50 per car on narrow gauge box-cars loaded on flat cars, Boulder to Denver, June 29, 30, and July 1, 1916.

No. 295. The Denver & Rio Grande Railroad Company, July 22, 1916. Protect rate of \$2.50 per ton, on carload of mine run coal, Rouse to Sugar Factory, June 1.

No. 296. The Colorado & Southern Railway Company, July 28, 1916. Reparation of \$21.25 to Sam Cohen on two carloads lumber, Weller to Alma. Excessive rate.

No. 297. The Atchison, Topeka & Santa Fe Railway Company and Union Pacific Railroad Company, August 5, 1916. Protect rate of 15c per cwt., minimum 38,000 pounds, on mixed carload of cement and plaster, Portland to Proctor, April 20, 1916.

No. 298. The Denver & Salt Lake Railroad Company, August 9, 1916. Protect special convention rate under D. & S. L. circular No. 9-1916, Colorado P. U. C. No. 84, on all tickets sold under said tariff circular Sunday, August 6, at Steamboat Springs, and to furnish purchasers of such tickets with return tickets at the reduced rates provided under tariff.

No. 299. The Denver & Rio Grande Railroad Company, August 22, 1916. Protect minimum of 16,000 pounds on grain and grain products moving between April 1 and June 21, 1916, destined to points west of Walsenburg, said minimum being published through error.

No. 300. The Atchison, Topeka & Santa Fe Railway Company, August 22, 1916. Reparation to basis of switching rate on ore within Canon City yard of Empire Zinc Company of \$2 per car when car is furnished by shipper and \$3.50 per car when car is furnished by carrier, on 63 cars of ore moving on and since January 27, 1916, on which were assessed charges of 15c per ton, minimum \$2 per car, when moved in shipper's cars, and 20c per ton, minimum \$3 per car, when moved in cars furnished by carriers. Error in publication of tariff.

No. 301. The Denver & Rio Grande Railroad Company, August 25, 1916. Protect rate of 45c per cwt. on carload of emigrant movables, Eckley, on C. B. & Q. to Rifle, November 17, 1915, on which combination of 51c was assessed.

No. 302. The Denver & Rio Grande Railroad Company, August 30, 1916. Protect rate of 10c per cwt. on box shooks, car lots, Hotchkiss, Montrose and Delta to Palisade on August 4, 5 and 7, till August 8, effective date of tariff covering this rate.

No. 303. The Silverton Northern Railroad Company, September 8, 1916. Protect rates on ore, car lots, as shown in tariffs 10, 11 and 12, Colorado P. U. C. Nos. 9, 10 and 11, on all shipments moving between July 25 and August 25, 1916.

No. 304. The Colorado & Southern Railway Company, September 8, 1916. Reparation to basis of 5c per cwt. on two carloads of logs, Denver to Boulder, July 28, 1916, on which charges were assessed at 8c per cwt.

No. 305. The Denver & Rio Grande Railroad Company, September 8, 1916. Protect rate of \$6 per ton on \$50 ore on all shipments from Telluride to Florence from July 1 to September 11, 1916.

No. 306. The Colorado Midland Railway Company, September 14, 1916. Reparation of \$11.32 on shipment of sixty barrels of lubricating oil covered by A., T. & S. F. Florence-Victor waybill 84, May 24, 1916. Excessive rate.

No. 307. The Denver & Rio Grande Railroad Company, September 15, 1916. Absorb switching charges of \$7.50 on carload soda ash shipped on August 18, Mosea to Denver, as provided for in amendment No. 2 to D. & R. G. tariff 4289-L, P. U. C. No. 379.

No. 308. The Denver & Rio Grande Railroad Company, September 18, 1916. Protect rate of \$4.35 per capita on party of twelve Glenwood Springs to Leadville and return, August 20, 1916, account tariff not published through oversight.

No. 309. The Denver & Intermountain Railroad Company, September 21, 1916. Protect minimum weight of 17,000 pounds on straw between Denver and Golden and intermediate points on or since September 12, 1916. Impossible to load more straw in car.

No. 310. The Denver & Salt Lake Railroad Company, September 21, 1916. Protect rates on mine props, etc., from points on D. & S. L. to points on C. & S. and U. P. in Northern Colorado at not to exceed the combination of local rates, on all shipments that have moved on or since June 21, 1916.

No. 311. The Denver & Rio Grande Railroad Company, September 21, 1916. Reparation to basis of 39c per cwt. on hogs, car lots, Lacy to Denver, June 17, 1916. Excessive rate.

No. 312. The Atchison, Topeka & Santa Fe Railway Company, September 23, 1916. Protect rate of 5c per cwt. on three

carloads of brick and clay, etc., straight or mixed car lots, La Junta to Bristol, August 25, 26 and 30.

No. 313. The Denver & Rio Grande Railroad Company, September 25, 1916. Protect rate of \$1.50 per ton, coke, car lots, Crested Butte to Iola from August 15 to September 20, account not re-published through oversight.

No. 314. The Colorado & Southern Railway Company in connection with The Atchison, Topeka & Santa Fe Railway Company, September 30, 1916. Reparation to basis of 47c per ewt. on beet seed, Lamar to Greeley, May 3, 1916. Excessive rate.

No. 315. The Denver & Rio Grande Railroad Company, October 9, 1916. Reparation to basis of \$28.75 on carload of horses, Montrose to Grand Junction, September 23, 1916, on which rate of \$47.30 was assessed. Excessive rate.

No. 316. The Colorado & Southern Railway Company, October 9, 1916. Reparation of \$12.75 to W. A. Hoover, account of fifteen commutation tickets remaining unused at expiration of time limit, the book being miscarried in the mails.

No. 317. The Colorado & Southern Railway Company, October 10, 1916. Reparation of \$13.89 to S. Cohen on two carloads of mine ties shipped from Golden to Black Hawk, July 5. Error in not waiting for lower rate to be published.

No. 318. The Denver & Rio Grande Railroad Company, October 11, 1916. Protect rate of \$18.75 per 36-foot 7-inch car on two carloads of sheep, D. D., Delta to Grand Junction, May 6, 1916. Rate assessed \$25 per 36-foot car.

No. 319. The Denver & Rio Grande Railroad Company, October 13, 1916. Protect rate of \$20 per car of apples, Grand Junction to Montrose, September 27, 1916.

No. 320. The Colorado Midland Railway Company, October 14, 1916. Protect rate of \$12 per 36-foot 7-inch car of hogs, single deck, Palisade to De Beque, September 25, 1916.

No. 321. The Denver & Rio Grande Railroad Company, October 18, 1916. Protect rate of 25c per ewt. on carload of saloon fixtures, Walsenburg to Denver, September 18; rate of 50c assessed, effective date of 25c rate being September 21.

No. 322. The Colorado & Southern Railway Company, October 18, 1916. Protect rate of \$6 per car on two carloads of water, Lynn to Tobaseo, October 10 and 11, 1916. No rate in effect.

No. 323. The Atchison, Topeka & Santa Fe Railway Company and The Denver & Rio Grande Railroad Company, October 24, 1916. Reparation to basis of \$1.15 on slack coal from Sherman to Rocky Ford and \$1.40 on mine run from Sherman to Hilton on shipments moved on or since February 12, 1916.

No. 324. The Colorado Midland Railway Company, November 9, 1916. Waive collection of undercharge of \$9.99 on shipment of mine run coal, Guleh to Glenwood Springs, August 11,

1916, account agent's error in supplying large car in lieu of small car ordered.

No. 325. The Denver & Rio Grande Railroad Company, November 9, 1916. Reparation of \$11.70 to Biggs-Kurtz Company on one carload of hay, Hotchkiss to Clifton, October 17, 1916. Excessive rate.

No. 326. The Denver & Rio Grande Railroad Company, November 24, 1916. Reparation of \$33.80 to Clay Robinson & Co. on one car of bulls, steers and cows, stock cattle, Denver Union Stock Yards to Cedar Creek, November 1, 1916. Excessive rate.

No. 327. The Uintah Railway Company, November 24, 1916. Reparation of \$24 to G. L. Webb, on two cars of cattle from Atchee to Mack, September 13, 1916. Excessive rate.

No. 328. The Denver & Rio Grande Railroad Company, November 28, 1916. Reparation of \$11.40 to C. E. McMullen on pony in shipment, Montrose to Somerset, September 25, 1916. Excessive rate.

c. Emergency Orders

C. EMERGENCY ORDERS

Practically all emergency orders issued to carriers and other utilities granting the publication of rates and rules upon less than statutory notice are reductions, the only advances being in such instances as those granted wherein the rate is reduced and the minimum advanced, or vice versa.

Auth. No.	Date (1914)	Granted To	Commodity	From or (Between)	To (And)	Rate in Cents per 100 lbs., except as noted.
107	Dec. 1	D. & S. L. R. R.	Rock salt	Denver	Craig	\$2.00 ton
108	Dec. 1	U. P. R. R.	Soft coal	Northern Colorado	Golden	95c ton
109	Dec. 1	D. & R. G. R. R.	Nut coal	Rockland	Maitland	\$5.00 car
110	Dec. 1	C. M. Ry.	Coal	So. Canon and Palisade	Colorado Springs	Various
111	Dec. 2	C. M. Ry.	Ore	Wild Horse	Switching	20c ton
112	Dec. 3	D. & R. G. R. R.	Grader's outfit	Placerville	Montrose	\$25.00 car
113	Dec. 3	D. & R. G. R. R.	Live stock	Aspen	Absorption of switching.	
114	Dec. 3	C. M. Ry.	One-way fares	New Castle	Vulcan	10c
115	Dec. 4	C. R. I. & P. Ry.	Voluntary suspension of Commercial meter rate.	switching charge on L. Leadville	C. L. freight.	
116	Dec. 5	Colo. Power Co.	Train rate	Salida	Alamosa	\$1.50 train mile
117	Dec. 8	D. & R. G. R. R.	Fertilizer	Whitewater	Palisade	75c net ton
118	Dec. 10	D. & R. G. R. R.	Fertilizer	Rifle	Palisade	75c net ton
119	Dec. 10	C. M. Ry.	Auto trucks	Denver	Craig	60c
120	Dec. 10	D. & S. L. R. R.	Grader's outfit	Denver	Scenic	10c
121	Dec. 10	D. & S. L. R. R.	Wheat	Silt	Grand Junction	10c
122	Dec. 12	D. & R. G. R. R.				

123	Dec. 14	C. M. Ry.....	Correction of typographical error.....			
124	Dec. 14	Colo.-Kas. Ry.....	Switching rate.....	Pueblo	West Pueblo.....	\$3.00 car
125	Dec. 14	C. R. I. & P. Ry.....	Petroleum in tank cars.....	gallonage capacity.		
126	Dec. 14	C. M. Ry.....	Wheat	Silt	Grand Junction.....	10c
127	Dec. 15	D. & R. G. R. R.....	Wheat	Placerville and Noel.....	Montrose	20c
129	Dec. 15	C. & S. Ry.....	Holiday fares.....	All stations.....	Various	Various
130	Dec. 17	D. & R. G. R. R.....	Passenger fares.....	Various	Various	Various
131	Dec. 21	A. T. & S. F. Ry.....	Excess baggage.....			
132	Dec. 21	C. & S. Ry.....	Malt	Golden	Denver	3c
133	Dec. 21	W. C. Power Co.....	12 hour service.....			
134	Dec. 23	D. & S. L. R. R.....	Parlor car fares.....	Various	Various	Various
135	Dec. 23	D. & S. L. R. R.....	Mine run coal.....	Bear River and Harris..	Hayden	50c ton
136	Dec. 23	D. & R. G. R. R.....	Barley	Walsenburg	Various	25c
137	Dec. 23	C. R. I. & P. Ry.....	Suspension of advances on hay and straw.	Denver terminals.....	Westminster	30c ton
138	Dec. 29	C. & S. Ry.....	Gravel	Juniper	Kramer	8c ton
139	Dec. 29	D. & S. L. R. R.....	Coal			
		(1915)				
140	Jan. 2	D. & R. G. R. R.....	Fire brick and fire clay.	Pueblo	Ft. Collins and Greeley.	12c
141	Jan. 2	D. & S. L. R. R.....	Grain	Leyden Junction.....	Golden	6c
142	Jan. 7	D. & R. G. R. R.....	Nut coal.....	Turner	Shumway	\$3.00 car
143	Jan. 7	C. & S. Ry.....	Switching rate.....	Marshall Brick Co.....	Valverde	25c ton
144	Jan. 7	D. & R. G. R. R.....	Commutation ticket fare	Ouray	Lotus	\$2.25
145	Jan. 7	S. L. C. R. R.....	Ice	Monte Vista.....	Center	75c ton

EMERGENCY ORDERS—Continued.

Auth. No.	Date (1915)	Granted To	Commodity	From or (Between)	To (And)	Rate in Cents per 100 lbs., except as noted.
146	Jan. 8	Colo. Power Co.....	Alamosa electric rates.	Various	Denver	Various
147	Jan. 8	C. M. Ry.....	Excursion fares.....	Various	Various	Various
148	Jan. 8	D. & R. G. R. R.....	Selling date.....	Various	Various	Various
149	Jan. 9	C. & S. Ry.....	Selling date.....	Various	Various	18c
150	Jan. 9	D. & S. L. R. R.....	Mine props.....	Loop	Tabernash	Free
151	Jan. 11	All Common Carriers.....	Agricultural exhibits.....	Various	Stock Yards.....	60c gross ton
152	Jan. 11	C. & S. Ry.....	Rails	Pueblo and Minnequa...	Colorado City.....	40c
153	Jan. 12	D. & R. G. R. R.....	Shafting	Colo. common points...	Grand Junction.....	40c
154	Jan. 12	C. M. Ry.....	Shafting	Colo. common points...	Grand Junction.....	8c ton
155	Jan. 13	D. & S. L. R. R.....	Coal	Various	Various	10c
156	Jan. 14	D. & S. L. R. R.....	Grader's outfit.....	Denver	Scenic	Various
157	Jan. 18	D. & I. R. R.....	Ticket limit.....	Various	Various	Proportional
158	Jan. 18	D. & I. R. R.....	Change in tracks.....	Denver	Masters and Boyd Lake	60c
159	Jan. 22	U. P. R. R.....	Round trip fares.....	Denver	Carbondale	8c ton
160	Jan. 23	C. M. Ry.....	Class rates.....	Leadville	Denver	\$5.00 car
161	Jan. 23	D. & S. L. R. R.....	Honey	Craig	Denver	80c ton
162	Jan. 23	D. & S. L. R. R.....	Cinders and coal.....	Various	Various	Absorption of dravage..
163	Jan. 23	C. M. Ry.....	Drayage	Carbondale	Absorption of dravage..	Shumway
164	Jan. 26	D. & R. G. R. R.....	Nut coal.....	Rockland	Shumway	Denver
165	Jan. 26	D. & I. R. R.....	Clay	Morrison Spur.....	Denver	

166	Jan. 27	D. & R. C. R. R.	Ore	Creede	Salida	\$2.00 net ton
167	Jan. 28	D. & R. G. R. R.	Cattle	Olathe	Hotchkiss	\$12.50 36-ft. 7-in. car
168	Jan. 28	C. M. Ry.	Demurrage on refrigera tor cars.			
169	Jan. 28	D. & S. L. R. R.	Grader's outfit.	Kremmling	Dawson	30c
170	Jan. 29	D. & R. G. R. R.	Demurrage on refrigera tor cars.			
171	Jan. 29	D. & R. G. R. R.	Lumber	Various	Ojo	Same as Tropic
172	Jan. 30	C. & S. Ry.	Passenger fares	Various	Ft. Collins	Various
173	Jan. 30	U. P. R. R.	Passenger fare	Various	Ft. Collins	Various
174	Jan. 29	W. C. Power Co.	Change in mining power rate.			
175	Feb. 3	D. & R. G. R. R.	Anthracite coal	Various	Pueblo and Colo. Springs	\$3.25 net ton
176	Feb. 4	D. & R. G. R. R.	Cattle	Silt	Cameo	\$12.00 car
177	Feb. 4	C. M. Ry.	Cattle	Silt	Cameo	\$12.00 car
178	Feb. 9	C. & S. Ry.	Hay	Cohen's Spur	Denver	15c
179	Feb. 9	F. & C. C. R. R.	Ore	Burns	Victor	\$2.50 ton
180	Feb. 10	D. & S. L. R. R.	Fares	Hayden and Craig	Steamboat Springs	Various
181	Feb. 11	C. & Wyo. R. R.	Rails and fastenings	Tercio	Primero and Valdez	50c gross ton
182	Feb. 11	F. & C. C. R. R.	Ore	Denver	Cripple Creek District	\$6.50 ton
183	Feb. 13	A., T. & S. F. Ry.	Mileage fares	Various	Various	Various
184	Feb. 13	A., T. & S. F. Ry.	Tariff	No change in rates.		
185	Feb. 13	C. M. Ry.	Cast iron pipe	Various	Grand Junction	30c
186	Feb. 13	D. & R. G. R. R.	Cast iron pipe	Various	Grand Junction	30c
187	Feb. 13	A., T. & S. F. Ry.	Coal	Starkville	Trinidad	40c ton
188	Feb. 15	F. & C. C. R. R.	Ore	Denver	Cripple Creek	\$13.50 ton

EMERGENCY ORDERS—Continued.

Auth. No.	Date (1915)	Granted To	Commodity	From or (Between)	To (And)	Rate in Cents per 100 lbs., except as noted.
189	Feb. 18	U. P. R. R.	Mileage books.	Various	Various	
190	Feb. 18	A., T. & S. F. Ry.	Switching empty cars.	Trinidad		\$3.00 car
191	Feb. 20	D. & R. G. R. R.	Cattle	Farlin	Austin	\$25.00 36½-ft. car
192	Feb. 23	C. M. Ry.	Lime rock.	Thomasville and Lime Creek	Leadville	75c ton
193	Feb. 27	D. & R. G. R. R.	Anthracite coal.	Various	Various	Various
194	Feb. 27	C. M. Ry.	Wheat	Grand Junction.	Colo. common points.	25c
195	Feb. 27	D. & R. G. R. R.	Wheat	Grand Junction.	Colo. common points.	25c
196	Feb. 27	D. & S. L. R. R.	Hammers	Denver	Milner	75½c
197	Feb. 27	D., L. & N. W. R. R.	Stock cattle.	Greeley	Craig	19¼c
198	Mar. 2	D. & R. G. R. R.	Coal	Various	Denver	Proportional
199	Mar. 9	D. & R. G. R. R.	30-ride fare.	Ouray	Lotus	\$2.25
200	Mar. 9	A., T. & S. F. Ry.	Second hand barrels.	Pueblo	Denver	11c
201	Mar. 9	A., T. & S. F. Ry.	Milk in cans.	La Junta	Lamar	Various
202	Mar. 9	U. P. R. R.	Stock cattle.	Various	Craig	20c
203	Mar. 10	C., B. & Q. R. R.	Freak baggage.	All points		
204	Mar. 10	D. & R. G. R. R.	Pebbles	Shoshone	Higby	2½c
205	Mar. 10	D. & S. L. R. R.	Coal	Colo. Utah mine at Harris	Unloading point.	8c ton
206	Mar. 10	G. W. Ry.	Cement staves.	Longmont	Various	Various
207	Mar. 10	C. & W. Ry.	Potatoes	Antlers	Dillon	

208	Mar. 12	Pullman Company	10-day stopover	Denver	Denver	Various
209	Mar. 12	D. & R. G. R. R.	Coal	Anthracite, etc.	Pueblo	Various
210	Mar. 12	D. & R. G. R. R.	Coal	Crested Butte, etc.	Various	Various
211	Mar. 12	Mo. Pac. Ry.	Coal	Pueblo	Center	50c round trip
212	Mar. 16	San Luis Central	Round trip	Monte Vista	Mack	15c
213	Mar. 16	C., R. I. & P.	Freak baggage	All points	Denver	10c
214	Mar. 17	Uintah Ry.	Potatoes	Atchee	Monte Vista	50c round trip
215	Mar. 18	D. & S. L. R. R.	Grader's outfit	Scenic	Mile Post 29.7	\$10.00 car
216	Mar. 19	Colo. Power Co.	Fixture rental			
217	Mar. 19	S. L. C. R. R.	Excursion fare	Center		
218	Mar. 19	R. G. S. R. R.	Freight	Vanadium		
219	Mar. 20	D. & R. G. R. R.	Tariff	No change in rates.		
220	Mar. 22	U. P. R. R.	Freak baggage	All points		
221	Mar. 22	D. & R. G. R. R.	Cattle	Montrose	Rifle	\$25.00 car
222	Mar. 25	D. & R. G. R. R.	Iron cans	Denver and Pueblo	Grand Junction	45c
223	Mar. 25	C. M. Ry.	Iron cans	Denver and Pueblo	Grand Junction	45c
224	Mar. 25	A., T. & S. F. Ry.	Correction of topographical errors			
225	Mar. 26	C. & S. Ry.	Fire brick, etc.	Golden	Swink	13c
226	Mar. 27	D. & S. L. R. R.	Cinders	Volcano	Copper Spur	\$15.00 car
227	Mar. 29	D. & R. G. R. R.	Wheat	Montrose	Pueblo	25c
228	Mar. 29	D. & R. G. R. R.	Coal	Cameo	Whitewater	Various
229	Mar. 31	D. & R. G. R. R.	Car trucks	Carbondale	Pueblo and Minnequa	Various
230	Apr. 3	C. & S. Ry.	10-day fare	Denver	Various	Various round trip

EMERGENCY ORDERS--Continued.

Auth. No.	Date (1915)	Granted To	Commodity	From or (Between)	To (And)	Rate in Cents per 100 lbs., except as noted.
231	Apr. 5	D. & S. L. R. R.	Street railway ties.	Irving Spur, etc.	Denver	10c
232	Apr. 5	D. & S. L. R. R.	Seed potatoes.	Denver	Kremmling	25c
233	Apr. 5	D. & R. G. R. R.	Unclaimed freight.	All R. G. S. Stations via Ridgway.	Denver	Free
234	Apr. 7	C. M. Ry.	Mine props.	Marion	Gulch	4c
235	Apr. 7	D. & R. G. R. R.	Tank cars.	Florence	Salida	\$20.00 car
236	Apr. 9	D. & R. G. R. R.	Nails and spikes.	Various	Mack	35c
237	Apr. 9	C. M. Ry.	Nails and spikes.	Various	Mack	35c
238	Apr. 9	C., R. I. & P. Ry.	Demurrage	All points.		
239	Apr. 10	D. & S. L. R. R.	Sand	Brookston	Steamboat Springs and Oak Creek.	3c and 5c
240	Apr. 14	D. & R. G. R. R.	Lumber	Creede	Monte Vista.	7c
241	Apr. 14	D. & R. G. R. R.	Cattle, hogs and sheep.	Grand Junction.	Various	Various
242	Apr. 15	D. & S. L. R. R.	Per capita rate.	Denver	Various and return.	Various
243	Apr. 15	W. C. Power Co.	Electric cooking rates.	Durango, etc.		
244	June 30	Colo. Power Co.	Contract with dredging companies.			
245	Apr. 16	C. & S. Ry.	Rates on merry-go-rounds			
246	Apr. 16	D. & R. G. R. R.	Rates on merry-go-rounds			
247	Apr. 16	D. & R. G. R. R.	Slack coal.	Pueblo	Dundee	\$5.00 car
248	Apr. 16	C. M. Ry.	Rates on merry-go-rounds			

249	Apr. 17	D. & R. G. R. R. and R. G. S. R. R.....	Cream, milk, etc.....	Mt. Harris.....	Mt. Harris.....	Double one-way fare less 10 per cent.
250	Apr. 20	D. & S. L. R. R.....	Round trip fares.....	Mt. Harris.....	Mt. Harris.....	
251	Apr. 20	D. & S. L. R. R.....	Parlor car fares.....			
252	Apr. 24	D. & R. G. R. R.....	Seed potatoes.....	Carbondale.....	Durango.....	37½c
253	Apr. 26	Wells Fargo & Co.....	Tariffs. No change in rates.			
254	Apr. 27	D. & R. G. R. R.....	Polished granite.....	Salida.....	Grand Junction.....	30c
255	Apr. 27	D. & R. G. R. R.....	Arsenate of lead.....	Classification exception.		
256	Apr. 27	C. M. Ry.....	Arsenate of lead.....	Classification exception.		
257	Apr. 29	D. & R. G. R. R.....	Excursion fares.....	Various.....	Colorado Springs, etc.....	
258	Apr. 29	C. & S. Ry.....	Fares.....	Denver.....	Eldorado Springs.....	
259	Apr. 29	D. & L. R. R.....	Ticket fares.....	Globeville.....	Pruden's Ranch.....	\$1.00 round trip
260	Apr. 30	D., B. & W. R. R.....	Excursion fares.....	Boulder.....	Eldorado Springs.....	
261	May 1	D. & R. G. R. R.....	Bulls.....	Denver.....	Various.....	Stop charge
262	May 1	D. & S. L. R. R.....	Coal.....	Ralston.....	Somerset.....	40c ton
263	May 3	C. M. Ry.....	Coke braize.....	Cardiff.....	Denver.....	\$1.50 net ton
264	May 5	C. & S. Ry.....	Alternative clause. Com bination of rates.		Leadville.....	
265	May 5	D. & S. L. R. R.....	Prepared roofing.....	Denver.....	Craig.....	45c
266	May 6	D. & R. G. R. R.....	Flour, etc.....	Montrose, etc.....	Fruita.....	Various
267	May 7	D. & R. G. R. R.....	Summer fares.....	Various.....	Various.....	Various
268	May 10	D. & I. R. R.....	Baggage rules.			

EMERGENCY ORDERS—Continued.

Auth. No.	Date (1915)	Granted To	Commodity	From or (Between)	To (And)	Rate in Cents per 100 lbs., except as noted.
269	May 10	C. & S. Ry.	Baggage rules.			
270	May 10	D. & R. G. R. R.	Wheat	Olathe and Montrose...	Denver and Trinidad...	25c
271	May 10	D. & R. G. R. R.	Fuel and gas oil.	Florence	Telluride	40c
272	May 12	C. P. R. R.	Manure	Denver	Various	Various
273	May 12	D. & S. L. R. R.	One-way fares.	Various		
274	May 12	D. & R. G. R. R.	Fuel and gas oil.	Florence	Panora	41c
275	May 13	D. & R. G. R. R.	Near beef.	Trinidad	Denver	23c
276	May 13	C. & S. Ry.	Live stock.	Valuation of.		
277	May 13	C. & S. Ry.	Live stock.	Valuation of.		
278	May 13	C. & S. Ry.	Saturday fares.	Denver	Morrison and return...	40c
279	May 13	D. & R. G. R. R.	Coal	Crested Butte	Leadville	\$2.00 ton
280	May 14	C. & S. Ry.	Manure	Denver	Golden	3c
281	May 14	D. & R. G. R. R.	Mining timbers.	Pitkin	Cokedale	16½c
282	May 14	D. & R. G. R. R.	Wheat	Hotchkiss	Various	25c
283	May 18	D. & R. G. R. R.	Cattle	Alamosa	Denver, etc.	\$50.00 36-ft. car
284	May 21	U. P. R. R.	Brick	Denver	Bonider	3c
285	May 21	C. & S. Ry.	Live stock.	Valuation of.		
286	May 21	C. & S. Ry.	Near beef.	Trinidad	Colorado	23c
287	May 21	A., T. & S. F. Ry.	Near beef.	Trinidad	Colorado	23c
288	May 21	D. & R. G. R. R.	Live stock.	Valuation of.		

289	May 22	C. M. Ry.	Live stock.	Valuation of.	Various	Various	Various
290	May 27	D. & R. G. R. R.	Oats	Various	Walsenburg	Walsenburg	\$5.00 car
291	May 27	D. & R. G. R. R.	Chinders	Pictou	Pueblo	Pueblo	\$5.00 net ton
292	May 27	D. & R. G. R. R.	Manganese ore	Placerville	Montrose	Montrose	40c
293	May 27	D. & R. G. R. R.	Pig lead.	Denver	Various	Various	45c
294	May 28	C. M. Ry.	Bags, gumy or jute.	Colo. common points.			Classification
295	June 1	R. C. Fyfe.	Commodities				Classification
296	June 1	D. & R. G. R. R.	Lumber	Garland	Various points.	Various points.	Stopover
297	June 3	D. & R. G. R. R.	Second hand rails.	Canon City.	Pueblo	Pueblo	\$1.00 ton
298	June 4	A., T. & S. F. Ry.	Gravel	Military Post and Englewood	Denver	Denver	25c ton
299	June 7	U. P. R. R.	Burlap bags.	Various points.	Various	Various	6c
300	June 7	C. & S. Ry.	Hay	Cohen's Spur.	Denver	Denver	15c
301	June 8	C. & W. Ry.	Mine cars.	Tercio	Walsenburg to Rouse.	Walsenburg to Rouse.	25c
302	June 9	C. M. Ry.	Iron pipe	Colorado City.	Minnequa	Minnequa	11c
303	June 9	F. G. Airy.	Collection and delivery	limits.			
304	June 14	D. & R. G. R. R.	Sand and gravel.	Montrose	Fair View.	Fair View.	25c ton
305	June 15	D. & R. G. R. R.	Sheep camp outfit.				
306	June 18	D. & L. R. R.	Commutation fares.	All stations.			
307	June 23	C. & S. Ry.	Round trip fare.	Denver	Weller	Weller	Various
308	June 22	C. & W. Ry.	Dinkey engines.	Tercio	Minnequa	Minnequa	10c
309	June 22	D. & R. G. R. R.	Oats	Aspen	Loma	Loma	23c
310	June 22	C. C. & C. S. R. R.	Ore	Pueblo	Cripple Creek.	Cripple Creek.	\$5.50 ton

EMERGENCY ORDERS—Continued.

Auth. No.	Date (1915)	Granted To	Commodity	From or (Between)	To (And)	Rate in Cents per 100 lbs., except as noted.
311	June 24	U. P. R. R.	Fares	Ft. Collins	Dent	
312	June 25	D., B. & W. R. R.	Fares	Estes Park	Boulder	Various
313	June 25	Adams Express	Fruit	Loveland	Various	Various
314	June 25	D. & R. G. R. R.	Pipe	Various	Leadville and Grand Junction	
315	June 26	C. M. Ry.	Cast iron pipe	Colo. common points	Leadville, etc.	30c
316	June 26	D. & S. L. R. R.	Coal	Various	Various	30c
317	June 28	D. & R. G. R. R.	Nails	Colo. common points	Grand Junction and Leadville	\$1.70 ton
318	June 28	C. M. Ry.	Nails	Colo. common points	Grand Junction and Leadville	35c
319	June 28	D. & R. G. R. R.	Bags	Eagle	Leadville	35c
320	July 2	C. & S. Ry.	Dinkey Engines	Avon	Gypsum	6c
321	July 2	D. & R. G. R. R.	Ore	Tabasco	Wolcott	6c
322	July 6	D., B. & W. R. R.	Logs	Cotopaxi	Minnequa	6¼c
323	July 6	D. & R. G. R. R.	Manganese iron ore	Wolfstrom, Anson and Bluebird	Salida	\$1.25 ton
324	July 9	C. & S. Ry.	Crushed rock	Alder	Boulder	6½c
325	July 12	D., L. & N. R. R.	Manure	Denver	Minnequa	6.38c
				Denver	Longmont	50c net ton
				Denver	Celeryvale	2c

326	July 12	U. P. R. R.	Wheat and corn.....	Fort Collins.....	Harmony.....	4c
327	July 19	C. & S. Ry.	Molybdenum rock.....	Climax.....	Leadville.....	\$1.00 ton
328	July 19	G. R. V. Ry.	Bulk tomatoes, etc.....	Grand Junction.....	Various.....	Various
329	July 19	G. R. V. Ry.	Bulk tomatoes, etc.....	Holland.....	Various.....	Various
330	July 19	D. & R. G. R. R.	Second hand rails.....	Somerset.....	Walsenburg.....	\$5.50 net ton
331	July 20	U. P. R. R.	Cement staves.....	Erte.....	Various.....	Various
332	July 21	C. & W. Ry.	Coal.....	Piedmont and Haller Jet.....	Cokedale.....	15c ton 2000 lbs.
333	July 22	A., T. & S. F. Ry.	Gravel.....	Lamar.....	Big Bend.....	35c ton 2000 lbs.
334	July 23	C. & S. Ry.	Passenger fares.....	Clear Creek, etc.....	.....	.....
335	July 23	D. & R. G. R. R.	Bones.....	Telluride.....	Denver.....	\$6.00 ton
336	July 24	D. & R. G. R. R.	Slack coal.....	Baldwin.....	Eilers.....	\$1.50 ton
337	July 26	D. & R. G. R. R.	Iron ore.....	Wellsville.....	Minnequa.....	\$1.03 ton 2000 lbs.
338	July 27	W. C. Power Co.	Rates, electric service..	Ridgway.....	.....	.....
339	July 28	D. & R. G. R. R.	Coke.....	Sou. Colo. mines.....	Aspen.....	\$4.00 ton
340	July 28	D. & R. G. R. R.	Brick.....	Pueblo.....	Hot Springs.....	15c
341	July 28	C. & W. Ry.	One carload groceries...	Tercio.....	Rouse.....	58c
342	July 29	D. & R. G. R. R.	Brick.....	Denver.....	Hot Springs.....	20c
343	July 29	G. R. V. Ry.	Fertilizer.....	Grand Junction.....	Copeco Switch.....	2½c
344	July 29	N. P. T. Co.	Round trip rate.....	Denver.....	Estes Park.....	\$7.00
345	July 31	D. & R. G. R. R.	Plain shafting.....	Colo. common points...	Leadville and Grand Junction.....	45c
346	July 31	D. & R. G. R. R.	Wheat.....	Hotchkiss, etc.....	Denver, etc.....	25c
347	July 31	C. M. Ry.	Shafting.....	Colo. common points...	Grand Junction, etc.....	40c

EMERGENCY ORDERS—Continued.

Auth. No.	Date (1915)	Granted To	Commodity	From or (Between)	To (And)	Rate in Cents per 100 lbs., except as noted.
348	Aug. 2	C., R. I. & P. Ry.	Gravel	Denver	Limon	6½c
349	Aug. 3	D. & S. L. R. R.	Ore and concentrates	McCooy	Denver	\$2.25 ton
350	Aug. 3	D., B. & W. R. R.	Round trip rate, 60-day limit	Boulder	Eldora	\$2.75
351	Aug. 5	D. & R. G. R. R.	Drain tile	Denver and Pueblo	Antonito, etc.	Various
352	Aug. 5	D. & R. G. R. R.	Refuse manure	Sugar Factory, Gr. Jet.	Transfer tracks G.R.V.Ry.	\$3.00 car
353	Aug. 6	U. P. R. R.	Plaster	Greeley	La Salle	6c
354	Aug. 6	D. & R. G. R. R.	Grain	Eldridge	Ouray	10c
355	Aug. 6	D. & S. L. R. R.	Stopovers—15-day tkts.			
356	Aug. 7	R. G. S. R. R.	Ore	Rico	Leadville	Various
357	Aug. 9	D. & S. L. R. R.	Fence posts	Yarmony	Craig	10c
358	Aug. 9	D. & S. L. R. R.	Railroad ties	Phippsburg	Milner	7c
359	Aug. 9	D. & R. G. R. R.	Switching charge	Arkansas Valley plant.	C. M. Ry. transfer	20c ton
360	Aug. 13	C. & S. Ry.	Spawls	Ingleside	Black Hollow and Barnett, etc.	2½c
361	Aug. 13	D., L. & N. R. R.	Cucumbers	Welby	Wattenberg	7c
362	Aug. 14	R. G. S. R. R.	Potatoes	Dolores and Mancos	Durango	15c
363	Aug. 17	D. & R. G. R. R.	Saw mill machinery	Kehler Pass	Mile Post 323	\$5.00 car
364	Aug. 18	D. & R. G. R. R.	Grain	Grand Junction	Fruita, etc.	
365	Aug. 20	D. & R. G. R. R.	Lumber	Creede	Baxter, etc.	22c

366	Aug. 24	D. & R. G. R. R.	Clay	Kobe	Leadville	2½c
367	Aug. 24	C., B. & Q. R. R.	Sugar beets.	Union	Brush	20c ton
368	Aug. 24	A., T. & S. F. Ry.	Mixed shipments.	Lamar	Las Animas	\$25.00 car
369	Aug. 27	D., L. & N. R. R.	Vegetables	Denver	Hodgson	10c cwt.
370	Aug. 27	D., L. & N. R. R.	Terra cotta.	Denver	Greeley	10c
371	Aug. 27	D. & R. G. R. R.	Pipe and cast iron.	Various stations.	Leadville and Grand Junction	30c
372	Aug. 27	D. & R. G. R. R.	Nails and spikes.	Denver, etc.	Leadville, etc.	35c
373	Aug. 27	C. M. Ry.	Nails	Various	Various	Various
374	Aug. 27	D. & S. L. R. R.	Railroad ties.	Yampa	Milner	7c
375	Aug. 27	A., T. & S. F. Ry.	Sand	Englewood	Denver	Gravel rate.
376	Aug. 28	C. & W. Ry.	Lump coal.	Primero and Valdez.	Tercio	50c ton
377	Aug. 31	A., T. & S. F. Ry.	Commutation fares.			
378	Sept. 2	C. & S. Ry.	Coal	Anthracite, etc.	Breckenridge, etc.	\$4.00 net ton
379	Sept. 4	C. & S. Ry.	Minimum on flour.	Berthoud and Longmont.	Fountain	
380	Sept. 8	M. T. Ry.	Commutation ticket.	Victor	Cameron	\$3.00 ticket
381	Sept. 8	D. & R. G. R. R.	Apples	Montrose, etc.	Grand Junction.	\$20.00 car
382	Sept. 8	D. & R. G. R. R.	Fruit packages.	Palisade	Paonia	10c
383	Sept. 10	D. & S. L. R. R.	Parlor car fares.			
384	Sept. 10	C. & S. Ry.	Excavating machinery.	Semper	Denver	4c
385	Sept. 10	C., B. & Q. R. R.	Corn fodder.	Erie	Denver	6c
386	Sept. 11	C. & S. Ry.	Soft coal.	Sherman Mine.	Augusta Powder Wks.	50c net ton
387	Sept. 14	C. & S. Ry.	Cast iron pipe.	Pueblo and Minnequa.	Denver	\$1.00 ton

EMERGENCY ORDERS—Continued.

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388	Sept. 14	C. M. Ry.	Sheep	Ivanhoe	Grand Junction	\$25.00 36-ft. 7-in. car
389	Sept. 14	C. M. Ry.	Hay	Hartsel	Leadville	\$3.00 ton
390	Sept. 14	D. & R. G. R. R.	Grain, flour, etc.	Various	Various	Various
391	Sept. 18	Postal Tel. Co.	Telephone rates	Denver	Colorado Springs	Various
392	Sept. 21	D. & R. G. R. R.	Mining machinery	Silverton	Ouray	45c
393	Sept. 21	C. M. Ry.	Live stock	Valuation of.		
394	Sept. 22	D. & S. L. R. R.	Cinders	Volcano	Copper Spur	\$15.00 car
395	Sept. 27	D. & R. G. R. R.	Mine rails	Shumway	Frederick	\$3.50 net ton
396	Sept. 27	D. & R. G. R. R.	Apples	Silt and Rifle	Grand Junction	\$20.00 car
397	Sept. 27	C. M. Ry.	Apples	Silt and Rifle	Grand Junction	\$20.00 car
398	Sept. 28	C. & S. Ry.	Apples L. C. L.	Canon City	Walsenburg	43c
399	Sept. 28	D. & S. L. R. R.	Railroad ties	Shorter's Spur	McGregor	8c
400	Sept. 28	D., B. & W. R. R.	Tungsten ore	Orodel	Lakewood, etc.	Various
401	Sept. 29	D. & S. L. R. R.	Tungsten ore	Crescent	Lakewood	\$3.00 net ton
402	Sept. 30	D. & R. G. R. R.	Live stock	Valuation of.		
403	Sept. 30	D. & R. G. R. R.	Switching	Leadville		
404	Oct. 4	C. M. Ry.	Potatoes	Western Colorado	Cripple Creek	49c
405	Oct. 4	D. & R. G. R. R.	Automobiles	Silverton	Durango	50c
406	Oct. 4	D. & R. G. R. R.	Cinders	Portland	Adobe	2½c
407	Oct. 6	A., T. & S. F. Ry.	Gravel and sand	Lamar	May Valley	39c ton

408	Oct. 6	D. & R. G. R. R.	Oil and petroleum.	Florence	Denver, etc.	22c
409	Oct. 6	A., T. & S. F. Ry.	Refined oil.	Florence	Denver, etc.	22c
410	Oct. 7	D. & R. G. R. R.	Ore and concentrates.	Silverton	Durango	\$1.50 ton
411	Oct. 6	D. & S. L. R. R.	Live stock.	Valuation of.		
412	Oct. 6	D. & R. G. R. R.	Green fruit.	Austin	Hotchkiss	\$6.00 car
413	Oct. 7	Leadville W. Co.	Water rate schedule.	Leadville.		
414	Oct. 8	D. & R. G. R. R.	Pit cars.	Shumway	Denver	25c
415	Oct. 8	D. & R. G. R. R.	Rails	Somerset	Perrins Peak Mine.	60c
416	Oct. 8	C. M. Ry.	Hay	Park	Leadville	15c
417	Oct. 11	Various	Extend return limit.	Excursion.	Various	Various
418	Oct. 11	C. M. Ry.	Coal	Vulcan, So. Canon, etc.	Various	Various
419	Oct. 13	C. M. Ry.	Automobiles	Minimum weight.		
420	Oct. 14	D. & S. L. R. R.	Fares	Various		
421	Oct. 14	D. & R. G. R. R.	Automobiles	Minimum weight.		
422	Oct. 14	D. & R. G. R. R.	Iron and steel articles.	Colo. common points.	Leadville and Grand Junction	40c
423	Oct. 16	A., T. & S. F. Ry.	Automobiles	Minimum weight.		
424	Oct. 16	D. & R. G. R. R.	Oil and petroleum.	Florence	Hastings	22c
425	Oct. 19	D. & R. G. R. R.	Bituminous coal.	Palisade, etc.	West of Grand Junction.	Various
426	Oct. 18	Wells Fargo & Co.	Merchandise rate.	Placerville	Telluride	60c
427	Oct. 18	D. & S. L. R. R.	Fruits and vegetables.	Denver	Phippsburg	50c
428	Oct. 18	Colo.-Kas. Ry.	Switching rate on gravel.	Fountain Sand Co. plant, Pueblo	C. K. Ry. stations, Victoria Ave.	\$5.00 car

EMERGENCY ORDERS—Continued.

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429	Oct. 19	D. & S. L. R. R.	Coal	Denver		Absorption coal
430	Oct. 19	D., B. & W. R. R.	Ore or ore concentrates.	All stations.		% of 4th class
431	Oct. 20	D. & R. G. R. R.	Cattle	DeBeque	Una	\$4.00 car
432	Oct. 20	D. & R. G. R. R.	Apples	Canon City	Elizabeth	40c
433	Oct. 20	C. & S. Ry.	Lime	Ingleside	Longmont, etc.	5c
434	Oct. 20	D., B. & W. R. R.	Tungsten ore and concentrates	Boulder	Sugar Loaf or Tungsten.	Various
435	Oct. 23	U. P. R. R.	Vegetables	Iduc, etc.		Absorption switching charges
436	Oct. 22	Ark. Valley E. Co.	Service rates	Rockvale and Coal Creek.		
437	Oct. 25	C. & S. Ry.	Automobiles	Minimum weight.		
438	Oct. 25	T. E. T. Ry. & G. Co.	Business rates	Flat.		
439	Oct. 26	D. & S. L. R. R.	Eliminating fares	Corona.		
440	Oct. 26	C. & S. Ry.	Change train time.			
441	Oct. 26	A., T. & S. F. Ry.	Cull and windfall apples	Various	Denver	20c
442	Oct. 28	C. & S. Ry.	Pumpkins	Greeley	Longmont	6c
443	Oct. 27	D. & R. G. R. R.	Seed wheat	Montrose	Monte Vista, etc.	22½c
444	Oct. 28	C. & S. Ry.	Round trip fares	Denver, Colo., Springs and Pueblo		1½ per capita
445	Nov. 1	D. & R. G. R. R.	Church pews	Telluride	Austin	14c

446	Nov. 2	C. & S. Ry.....	Clay or brick.....	Denver .....	.....	\$3.00 car switching charge
447	Nov. 2	D. & S. L. R. R.....	Switching charge, cinders	McGregor, Milner and Bear River .....	.....	Sc ton
448	Nov. 3	D. & I. M. R. R.....	Demurrage charges, coal	Leyden.....	Points on D. B. & W. R. R.	Various
449	Nov. 3	D. & S. L. R. R.....	Coal	Routt County mines.....	.....	25c
450	Nov. 5	C. & W. Ry.....	2nd hand gasoline locomotive	Tercio	Minnequa	5c
451	Nov. 5	D. & R. G. R. R.....	Railway material.....	Florence and Canon City	Colorado City.....	14c
452	Nov. 5	D. & R. G. R. R.....	Railway equipment.....	Florence and Canon City	Longmont	\$1.90 ton
453	Nov. 6	D. & S. L. R. R.....	Slack and pea coal.....	Routt County mines.....	Various	Various
454	Nov. 6	C. & S. Ry.....	Water	Trinidad, etc.....	.....	.....
455	Nov. 6	Ark. Valley Ry., L. & P. Co.	Flat lighting rate.....	Canon City, Cripple Creek and Victor.....	.....	.....
456	Nov. 8	C. M. Ry.....	Coal	Canon City, Cripple Creek and Victor.....	Dillon, etc.....	Various
457	Nov. 9	D. & R. G. R. R.....	Cattle	Wolcott	Livesey	\$50.00 36-ft. 7-in. car
458	Nov. 11	C. M. Ry.....	Ore	Walker's Spur.....	Leadville.....	.....
459	Nov. 12	D. & S. L. R. R.....	Coal and coke, reconsignment charge.....	.....	.....	75c ton
460	Nov. 13	Uintah Ry.	Water	Atchee	Maek	\$50.00 double deck car
461	Nov. 15	D. & R. G. R. R.....	Sheep	Montrose	Durango .....	.....
462	Nov. 17	C. & S. Ry.....	Pea vines.....	Loveland	Denver	3c

EMERGENCY ORDERS—Continued.

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463	Nov. 19	A., T. & S. F. Ry.	Gas oil	Florence	Canon City	5c
464	Nov. 19	C. & S. Ry.	Cinders	Denver	Niwot	80c ton
465	Nov. 20	D. & S. L. R. R.	Auto trucks	Craig	Denver	60c
466	Nov. 20	D., B. & W. R. R.	Bank, household furniture	Boulder	Cardinal	20c
467	Nov. 20	D. & R. G. R. R.	Lumber	Aspen	Hotchkiss	15c
468	Nov. 22	D. & S. L. R. R.	Tank material	Denver	Copper Spur	50c
469	Nov. 22	D., B. & W. R. R.	Lumber	Boulder	Cardinal	13c
470	Nov. 23	C. & S. Ry.	Mine props.	Weller	All stations	16c
471	Nov. 23	D. & R. G. R. R.	Oats	Grady	Timber Spur, etc.	27½c
472	Nov. 23	Colo. Springs L. H. & P. Co.	Rates for electric shops.			
473	Nov. 23	C. & S. Ry.	Ore	Golf	Leadville	\$4.00 ton
474	Nov. 24	D., B. & W. R. R.	Yellow pine logs.	Wolforn, etc.	Boulder	6c
475	Nov. 26	Western T. L. C.	Tank car capacities.			
476	Nov. 26	C., B. & Q. R. R.	Automobiles	Minimum weight.		
477	Nov. 26	D. & S. L. R. R.	Mine props and ties.	Ladora	Mt. Harris	12c
478	Nov. 26	D. & S. L. R. R.	Hogs	Cary Ranch.	Steamboat Springs	\$26.00 36-ft. 6-in. car
479	Nov. 26	D. & S. L. R. R.	Transportation of alcoholic beverages.			
480	Nov. 26	D. & S. L. R. R.	Mineral water.	Steamboat Springs	Denver	38c
481	Dec. 2	D. & R. G. R. R.	Green hides.	Durham	Denver, etc.	60c

482	Dec. 2	D. & R. G. R. R.	Sleep	Aspen	Mack	\$30.00 36-ft. 7-in. d. d. car
483	Dec. 3	C. M. Ry.	Iron and steel	Colo. common points	Various	Various
484	Dec. 3	C. & S. Ry.	Ore	Chatfield	Denver	4c
485	Dec. 4	C., B. & Q. R. R.	Automobiles	Minimum weights		
486	Dec. 4	U. P. R. R.	Slag	Denver	Cornell	4c
487	Dec. 4	D. & R. G. R. R.	Ore and Concentrates	Denver or east thereof		7½c
488	Dec. 7	C. & S. Ry.	Switching charge	Denver	Valverde	\$5.00 car
489	Dec. 9	D. & R. G. R. R.	Fluorspar	Wagon Wheel Gap	Minnequa	\$2.00 ton
490	Dec. 9	D. & R. G. R. R.	Sugar	Monte Vista	Longmont	30c
491	Dec. 9	A., T. & S. F. Ry.	Barytes ore	Rockvale	Denver	\$1.25 ton
492	Dec. 15	D. & R. G. R. R.	Cattle	Austin, etc.	Alamosa	\$45.00 36-ft. 7-in. car
493	Dec. 10	D. & R. G. R. R.	Mine rails	Shumway	Forbes Junction	\$1.75 gross ton
494	Dec. 13	D., B. & W. R. R.	Minimum on Xmas trees	All points		
495	Dec. 15	D. & R. G. R. R.	Cattle	Mancos	Tiffany	\$25.00 n. g. car
496	Dec. 15	D. & R. G. R. R.	Switching charge, ore	Denver		Absorption switching charge
497	Dec. 15	D. & R. G. R. R.	Ore	Creede	Pueblo, etc.	\$2.00 ton
498	Dec. 15	D. & R. G. R. R.	Ore	May Day Mine	Durango	2½c
499	Dec. 15	D. & R. G. R. R.	Ore	Creede	Salida	10c
500	Dec. 15	D. & R. G. R. R.	Ore	Durango yards	A. S. & R. Co.	\$1.00 car
501	Dec. 17	U. P. R. R.	Holiday rates			
502	Dec. 22	A., T. & S. F. Ry.	Holiday rates			

EMERGENCY ORDERS—Continued.

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503	Dec. 22	D. & R. G. R. R.	Ore and concentrates...	Whitewater	Denver	Various
504	Dec. 22	D. & S. L. R. R.	2nd hand coal mining machinery and lumber..	Junction City	Allen's Spur	\$1.25 ton
505	Dec. 22	U. P. R. R.	Passenger tariffs.	Burke's Spur	Broomfield	3c
506	Dec. 24	C. & S. Ry.	Alfalfa meal	Idaho Springs	Florence	Various
507	Dec. 27	C. & S. Ry.	Ore	Loveland	Roydale	5c
508	Dec. 27	C. & S. Ry.	Pea vines	Northern Colo. District..	Red Hill, etc.	Various
509	Dec. 28	C. & S. Ry.	Soft coal	Firestone	Various	Various
510	Dec. 31 (1916)	U. P. R. R.	Passenger fares	Primero, Frederick, etc.	Tobasco	35c ton
511	Jan. 3	C. & W. Ry.	Raw slack	Monument	Various	Various
512	Jan. 4	D. & R. G. R. R.	Ice	South Canon.		
513	Jan. 5	Colo. Power Co.	Electricity rates.			
514	Jan. 6	Ark. Valley Ry. L. & P. Co.	Street lighting rates...			
515	Jan. 7	D. & S. L. R. R.	Buffalo and slaughtered elk	Hayden	Denver	25½c
516	Jan. 11	A., T. & S. F. Ry.	Switching rate on coal..	Rockvale	Coal Creek	\$3.50 car
517	Jan. 11	U. P. R. R.	Manure	Denver	Various	Various
518	Jan. 13	U. P. R. R.	Free return on live-stock exhibits.			
519	Jan. 13	D., B. & W. R. R.	Coal, lumber, etc.	Boulder	Nederland and Stevens	Various

520	Jan. 13	C. & W. Ry.	Student rates.....	Fort Collins.....	Denver and return.....	\$1.00 net ton
521	Jan. 14	C. & S. Ry.	Pea vines.....	Loveland, etc.....	Arvada.....	Various
522	Jan. 14	C. & S. Ry.	Grain, lumber, etc.....	Denver.....	Nederland and Stevens..	
523	Jan. 17	U. P. R. R.	Tariff issues.....	Milliken.....	Denver.....	\$3.00 car
524	Jan. 21	D., L. & N. R. R.	Dump coal cars.....	Transit.....	Leadville.....	
525	Jan. 21	D. & R. G. R. R.	Ore.....	Winkfield and Rico.....	Leadville.....	\$4.50 ton
526	Jan. 22	D. & R. G. R. R.	Sulphide ore.....	Pando.....	Somerset.....	12½c
527	Jan. 22	D. & R. G. R. R.	Ice.....	Penrose.....	Denver.....	20c
528	Jan. 25	D. & R. G. R. R.	Cull and windfall apples.	Grand Junction.....	Montrose.....	
529	Jan. 28	D. & R. G. R. R.	Round trip rate.....	Ouray.....	Salida.....	\$2.75 ton
530	Jan. 25	D. & R. G. R. R.	Coke.....	Denver.....	Various.....	Various
531	Jan. 28	D. & S. L. R. R.	Brick.....	Robinson mine tipple... Rifle.....	Walsen's mine tipple... Fruita.....	\$2.00 car 15c
532	Jan. 29	C. & S. Ry.	Coal.....	Meeker.....	Parkdale Junction.....	4c
533	Feb. 1	D. & R. G. R. R.	Hay and straw.....	Denver.....	Robinson mine.....	\$2.00 ton
534	Feb. 2	Meeker Elec. Co.	Street lighting rates...	Walsenburg.....		
535	Feb. 2	U. P. R. R.	Slag.....	Fort Collins.....		
536	Feb. 2	D. & R. G. R. R.	Coal.....	Denver.....		
537	Feb. 3	Aguilar L. & P. Co.	Reductions in water and street lighting rates.			
538	Feb. 4	C. & S. Ry.	Fares.....	Denver.....	Craig.....	60c
539	Feb. 4	D. & S. L. R. R.	Pipe.....	Denver.....	All stations between Fraser and Craig.....	\$2.00 ton
540	Feb. 5	D. & S. L. R. R.	Hay.....	Denver.....	Salida.....	10c
541	Feb. 7	D. & R. G. R. R.	Scrap iron.....	Denver.....		

EMERGENCY ORDERS—Continued.

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542	Feb. 8	D., L. & N. R. R.	Manure	Denver	Various	Various
543	Feb. 10	D. & S. L. R. R.	Excursion fares	All agency stations	Steamboat Springs and Sulphur Springs	Various
544	Feb. 15	D. & R. G. R. R.	Hay	Montrose, etc.	Mack	\$3.20 ton
545	Feb. 19	D. & R. G. R. R.	Corn	Walsenburg	South Fork	25c
546	Feb. 19	C. M. Ry.	Coal	Cardiff Group mines	Burns	\$1.50 ton
547	Feb. 21	D., B. & W. R. R.	Team service			
			absorption rates	Ward	Puzzler	Various
548	Feb. 24	A., T. & S. F. Ry.	Sand	Pueblo	Rockvale	4c
549	Feb. 26	D. & R. G. R. R.	Ore	Ouray	Durango	\$2.75 ton
550	Feb. 26	D. & R. G. R. R.	2nd hand machinery	Grand Junction	Denver	30c
551	Feb. 26	D. & R. G. R. R.	Ice	Monument	Denver	75c ton
552	Feb. 26	C. M. Ry.	2nd hand machinery	Grand Junction	Colo. common points	30c
553	Feb. 26	D. & S. L. R. R.	Hay	Denver	Craig	Various
554	Mar. 1	D. & R. G. R. R.	Cattle	Rifle	Austin and Hotchkiss	\$25.00 36-ft. 7-in. car
555	Feb. 29	D. & R. G. R. R.	Anthracite coal	Crested Butte District	Cripple Creek District	\$4.20 ton
556	Feb. 29	D. & R. G. R. R.	Cattle	Montrose	Hotchkiss	\$15.00 36-ft. 7-in. car
557	Mar. 1	D. & R. G. R. R.	Per capita rate	Pueblo	Grand Junction	\$23.20
558	Feb. 29	C. & S. Ry.	Potatoes, etc.	Various	Pueblo	Various
559	Mar. 1	C. & S. Ry.	Potatoes, etc.	Eaton	Pueblo	20c

560	Mar. 1	U. P. R. R.	Manure	Denver	Liggett and Valmont... 2½c
561	Mar. 1	D. & R. G. R. R.	Ore	Denver	Leadville
562	Mar. 3	C. & S. Ry.	Coal	Fox Spur.....	Alma and Fairplay..... \$2.00 net ton
563	Mar. 3	D. & R. G. R. R.	Flour and grain.....	Western Colorado.....	
564	Mar. 7	C. & S. Ry.	Manure	Denver	LaPorte
565	Mar. 7	S. L. C. R. R.	Commutation rate.....	Monte Vista	Sugar factory
566	Mar. 7	C., B. & Q. R. R.	Local fares	Various	Various
567	Mar. 7	D. & R. G. R. R.	Per capita rates.....	Montrose	Glenwood Springs
568	Mar. 8	D., B. & W. R. R.	Round trip fares.....	Boulder	Various
569	Mar. 8	D., B. & W. R. R.	Class rate	Boulder	U. S. gold and post-office
570	Mar. 8	C. & S. Ry.	Class rates	Denver	Various
571	Mar. 8	D. & R. G. R. R.	Per capita rates.....	Silverton	Various
572	Mar. 9	D. & R. G. R. R.	Graveled granite	Salida	Mancos
573	Mar. 9	U. P. R. R.	Beans, dried	Hardin, etc.	Grand Junction
574	Mar. 10	C. & S. Ry.	Ore	Denver	La Salle
575	Mar. 10	U. P. R. R.	Coal	Northern Colorado	Golden
576	Mar. 13	Postal Tel. Cable Co.	Telephone rates	Denver	Sterling
577	Mar. 14	C. & W. Ry.	Coal	Sopris and Segundo	Colorado Springs
578	Mar. 17	U. P. R. R.	Soft coal	Northern Colo. mines..	Tercio
579	Mar. 23	Canon Gas Co.	Commercial lighting rates	Canon City	Golden
580	Mar. 23	C. M. Ry.	Fares	C. M. Ry.	C. R. I. & P. Ry.

EMERGENCY ORDERS—Continued.

Auth. No.	Date (1916)	Granted To	Commodity	From or (Between)	To (And)	Rate in Cents per 100 lbs., except as noted.
581	Mar. 24	C. C. & C. S. R. R.	Emergency rate—Coal	Colorado Springs	Cripple Creek	\$1.70 ton
582	Mar. 28	D. & R. G. R. R.	Iron and steel	Pueblo and Minnequa	Colorado City	12c
583	Mar. 28	D. & R. G. R. R.	Tariff amendment			
584	Mar. 28	D. & S. L. R. R.	Through rates	Denver	Nederland	Various
585	Mar. 29	D. & S. L. R. R.	2nd hand coal mining equipment	Federal	Kramer	\$6.00 car
586	Mar. 29	D. & R. G. R. R.	Brick	Montrose	Gunnison	8c
587	Mar. 29	All Steam Carriers	Revisor demurrage rules			
588	Mar. 30	C. C. & C. S. R. R.	2nd hand rails	Cripple Creek District	Pikeview	20c
589	Mar. 31	D. & R. G. R. R.	Ore	Ouray	Durango	\$5.50 ton
590	Mar. 31	U. P. R.	Bridge railings, etc.	Denver	Sterling	15c
591	Apr. 3	D. & R. G. R. R.	Manganese ore	Red Cliff, etc.	Salida	\$1.40 ton
592	Apr. 4	D. & S. L. R. R.	Live elk	Steamboat Springs	Denver	\$66.00 36-foot car
593	Apr. 4	D., B. & W. R. R.	Ice	Boulder	Cardinal	\$2.75 ton
594	Apr. 4	D., B. & W. R. R.	Absorption tariff—Coal.	Boulder	Puzzler	75c ton
595	Apr. 5	C. M. Ry.	Bee hives	De Beque	Rifle	60c
596	Apr. 6	D. & S. L. R. R.	Pipe	Denver	Craig	8c
597	Apr. 6	D. & R. G. R. R.	Bee hives	De Beque	Rifle	\$44.00 36-foot car
598	Apr. 7	D. & R. G. R. R.	Elk	Steamboat Springs	Canon City	\$5.00 ton
599	Apr. 8	D. & R. G. R. R.	Scrap iron	Gunnison	Telluride	

599A	Apr. 11	C., R. I. & P. Ry.....	Demurrage					
600	Apr. 11	D., L. & N. W. R. R.....	Passenger fares and rates	All stations	Wulfekuhler			
601	Apr. 12	D. & S. L. R. R.....	Rough or dressed stone.	Mt. Harris	Craig	\$1.00 ton		
602	Apr. 13	M. T. Ry.....	Passenger fares	Cripple Creek District..	Colorado Springs and Colorado City			
603	Apr. 13	C. C. & C. S. R. R.....	Per capita rate	Colorado Springs	Cripple Creek District..	\$3.00 party of 20		
604	Apr. 13	A. V. Ry., L. & P. Co....	Street lighting	Rocky Ford.....				
605	Apr. 15	A. V. Ry., L. & P. Co....	Street lighting	Victor		Various		
606	Apr. 15	S. L. C. R. R.....	Time table					
607	Apr. 15	D. & R. G. R. R.....	Coal rates	Walsenburg group	Various			
608	Apr. 15	R. G. S. R. R.....	Ore	May Day mine	Durango	2½c		
609	Apr. 17	City of Alamosa.....	Irrigation rates	Alamosa				
610	Apr. 18	D. & S. L. R. R.....	Class rates	Denver	Nederland	Various		
611	Apr. 18	C. M. Ry.....	Drain tile	Colo. common points...	Western Colorado points	25c		
612	Apr. 19	D. & R. G. R. R.....	Soda ash	Hooper	Denver	\$5.00 ton		
613	Apr. 12	D. & S. L. R. R.....	Fares	Various	Various			
614	Apr. 21	C. & S. Ry.....	N. G. box cars.....	Denver	Boulder	\$12.50 n. g. car		
615	Apr. 22	C. M. Ry.....	2nd hand machinery ..	Green Mtn. Falls and Rison	Cripple Creek District..	40c		
616	Apr. 24	S. L. S. Ry.....	Coal rates	Bianca	San Acacio, etc.	Various		
617	Apr. 24	D. & I. R. R.....	Round trip fare	Denver	Boulder and Eldorado Springs	\$1.00		

EMERGENCY ORDERS—Continued.

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618	Apr. 24	C. M. Ry.	Fares	Colorado Springs	M. T. Ry. stations	\$3.00 for 20
619	Apr. 24	C. & S. Ry.	Gravel	Denver	Pueblo	5c
620	Apr. 26	D. & S. L. R. R.	Second band ties	Denver	Allen Spur	9c
621	Apr. 26	A., T. & S. F. Ry.	Sand and gravel	Pueblo	Roberta	5c
622	Apr. 27	D. & R. G. R. R.	Sulphide ore	Winkfield and Rico	Leadville	
623	Apr. 28	D. & R. G. R. R.	Crackers, cakes, etc.	Pueblo	Colorado Springs and Denver	15c
624	Apr. 28	D. & R. G. R. R.	Sand and gravel	Denver	Pueblo	5c
625	Apr. 28	D. & R. C. R. R.	Bones	Telluride and Saw Pit.	Denver	37½c
626	Apr. 28	A., T. & S. F. Ry.	Brick	Pueblo	Millwood	14c
627	Apr. 28	D. & S. L. R. R.	Parlor car fares			
628	Apr. 29	C. & S. Ry.	Ore	Wortman Spur	Wilson Mill	40c net ton
629	May 2	D. & R. G. R. R.	Coal	Various	Various	Various
630	May 1	C. M. Ry.	Cattle	Hartsel	Wild Horse	\$17.00 36-ft. 7-in. car
631	May 1	A., T. & S. F. Ry.	Crackers, cakes, etc.	Pueblo	Colorado Springs and Denver	15c
632	May 2	D. & R. G. R. R.	Excursion fares	Colo. Springs, etc.	Canon City, etc.	Various
633	May 2	D. & R. G. R. R.	Cattle	Wolcott	Carbondale	\$20.00 36-ft. 7-in. car
634	May 2	D. & R. G. R. R.	Wool	Mack	Olathe	25c
635	May 2	C. & S. Ry.	Slag	Golden	Denver	65c ton

636	May	2	M. & P. P. Ry.	Fares	Various	Various	Various
637	May	4	U. P. R. R.	Re-issue tariffs	Dominguez	Montrose	\$15.00 d. d. 36-ft. car
638	May	5	D. & R. G. R. R.	Sheep	Alamosa	Masonic Park	\$2.25 per capita
639	May	5	D. & R. G. R. R.	Hunting fares	Haller Junction	Madrid	25c ton
640	May	9	C. & W. Ry.	Coal	Various	Tercio	Various
641	May	9	C. & W. Ry.	Excursion rates	Lyons	Utah Junction	8c
642	May	9	C., B. & Q. R. R.	2nd hand rails	Marshall	Eldorado Springs	Various
643	May	9	C. & S. Ry.	Class rates	Denver	Rollinsville	Various
644	May	10	D. & S. L. R. R.	Tungsten ore	Ouray	Durango	13 3/4 c
645	May	10	D. & R. G. R. R.	Ore	Boulder	Nederland	30c
646	May	15	W. C. Power Co.	Rates	Creede Branch stations	Colorado Springs	25c
647	May	22	D., B. & W. R. R.	Beverages	Delta	Cardinal	25c
648	May	11	D. & R. G. R. R.	Hunting fares	Denver	De Beque	25c
649	May	11	D. & R. G. R. R.	Rates	Leadville	De Beque	25c
650	May	13	C. & S. Ry.	Nails	Leadville	Canon City	\$3.80
651	May	15	C. M. Ry.	2nd hand machinery	Manitou	Various	Various
652	May	16	D. & R. G. R. R.	2nd hand machinery	Various	All stations	\$30.00 and \$35.00
653	May	16	C. M. Ry.	Correcting rates	Denver	Ophir	13 1/2 c
654	May	17	D. & R. G. R. R.	Excursion fares	Durango	Resolis and Limon	Various
655	May	17	D., L. & N. R. R.	Minimum on brick	Concrete, etc.	Estes Park	Various
656	May	19	R. G. S. R. R.	Cattle and horses	Denver		
657	May	19	D. & R. G. R. R.	Rates on cement			
658	May	19	U. P. R. R.	Ticket rates			

EMERGENCY ORDERS—Continued.

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659	May 19	U. P. R. R.	Excursion fares	Various	Various	
660	May 19	U. P. R. R.	Fares	Denver	Anson Park, etc.	
661	May 22	C. & S. Ry.	Fares	Boulder	Nederland, via Cardinal.	Various
662	May 24	D., B. & W. R. R.	Passenger fares	Silver Plume	Denver	\$2.75 round trip
663	May 24	C. & S. Ry.	Mining machinery	Breckenridge, etc.	Robinson	16½c
664	May 25	C. & S. Ry.	Ore	Leyden	Denver	5c
665	May 24	C. & S. Ry.	Clay	Denver	Canon City	50c net ton
666	May 24	D. & R. G. R. R.	Passenger rates	Denver	Canon City	\$6.50 round trip
667	May 26	D. & R. G. R. R.	Passenger rates	Denver	Canon City	\$4.50 Sundays only
668	May 29	C. M. Ry.	2nd hand machinery	Bison & Green Mtn. Falls	All stations	40c
669	May 29	C. & S. Ry.	Passenger rates	Denver	Strontia Springs	Various
670	May 31	C. & S. Ry.	Passenger rates	Denver	Glennore Lakes	Various
671	May 31	D. & R. G. R. R.	Passenger rates	Various	Hesperus	1½ fares
672	June 2	D., B. & W. R. R.	Ice	Boulder	Cardinal	\$2.00 ton
673	June 2	D. & S. L. R. R.	Lump coal	Routt County mines	Points on G. W. Ry.	\$2.25 ton
674	June 2	D. & R. G. R. R.	Switching charge— Fuel oil	Gumaer's Estate Refinery, Florence	United Oil Co., Refinery, Florence	20c ton

675	June 2	D. & R. G. R. R.	Ties	Russell, Mortimer & Garland	Beaver	15c
676	June 6	D. & R. G. R. R.	Ore	Denver	Leadville	\$1.50 ton
677	June 5	C. C. & C. S. R. R.	Slack coal	Cripple Creek	Victor	\$5.00 car
678	June 6	D. & R. G. R. R.	Mine coal	Walsenburg district	Dunul	\$2.50 ton
679	June 6	C. R. R. Co.	Cattle	Carbondale	Placita	\$10.00 car
680	June 6	R. G. S. R. R.	Mine coal	Perrin's Peak mine	Bells	35c ton
681	June 6	D. & S. L. R. R.	Oil, petroleum, etc.	Denver	Rollinsville	20c
682	June 7	C. & S. Ry.	Coal	Thor mine	Cokedale	40c net ton
683	June 8	Denver Tramway Co.	Rates for special cars	and commuters' books.		
684	June 8	D. & I. M. R. R.	Special car rates			
685	June 8	C. M. Ry.	Coal	Cardiff So. Canon group.	Cripple Creek	Various
686	June 8	C. & S. Ry.	Reduced fares	Denver	Boulder	
687	June 14	C. & S. Ry.	Round trip fares	Denver	Cassells	\$3.40
688	June 14	D., B. & W. R. R.	Passenger fares	Boulder	Eldora	\$2.75 60-day limit
689	June 14	D. & R. G. R. R.	Roofing paper	Colo. common points	Intermediate stations	43c
690	June 14	C. M. Ry.	Roofing paper	Colo. common points	Western Colorado	43c
691	June 14	D. & R. G. R. R.	Soda ash	Hooper and Mosca	Denver	\$3.25 ton
692	June 15	D. & R. G. R. R.	Fuel and gas oil	Denver	Telluride	45c
693	June 19	C. M. Ry.	Excursion fares	Colo. Springs, etc.	Sphnney	\$1.00 round trip
694	June 23	D. & R. G. R. R.	Bulls	Denver	De Beque	\$5.00 stop charge
695	June 19	D. & S. L. R. R.	Railway locomotives	Denver	Oak Hills	\$200.00 each
696	June 19	D. & S. L. R. R.	Sheep	Craig	Yampa	\$40.00 d. d. car

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697	June 22	D. & R. G. R. R.	Anthracite coal	Anthracite, etc.	Florence, etc.	Various
698	June 23	D. & R. G. R. R.	Lime rock	Waldo	Minnequa	50c ton
699	June 23	D. & R. G. R. R.	Coal	Various	Various	Various
700	June 23	T. E. T. Ry. & G. Co.	Coal	Jeffries mine	Sopris Siding	15c ton
701	June 23	T. E. T. Ry. & G. Co.	Lighting rates	Walsenburg		
702	June 23	S. N. R. R.	Ore	Silverton	Waldheim	\$5.00 car
703	June 28	C. & S. Ry.	Checking baggage	Denver	Eldorado Springs via D. & I. R. R.	25c
704	June 28	Pike's Peak A. Co.	Schedule of fares.			
705	June 28	D. & R. G. R. R.	Nitre-cake	Louviers	Minnequa	7½c
706	June 28	C. & S. Ry.	Gravel	Gravelton	Loveland	30c ton
707	July 3	D. & S. L. R. R.	Per capita fare.	Denver	Steamboat Springs	\$13.40
708	July 3	C. & S. Ry.	Iron storage tanks.	Minnequa	Idaho Springs	\$25.00 car
709	July 3	C. & S. Ry.	Passenger fares	Leadville, Kokomo, etc.	Leadville District	
710	July 3	Schumm E. L. & P. Co.	Commercial power rates.	Gypsum		
711	July 3	D. & S. L. R. R.	Ice	Denver	Rollinsville	\$1.10 ton
712	July 3	Wells Fargo & Co.	Cherries	Littleton	Canon City	50c
713	July 3	D. & S. L. R. R.	Tarif amendment			
714	July 3	D. & R. G. R. R.	Cherries	Littleton	Canon City	31c
715	July 3	Uintah Ry.	Camp outfits	Atchee	Mack	\$20 per car

716	July 11	D. & S. L. R. R.	Water valves	Denver	Rollinsville	20½c
717	July 24	C., R. I. & P. Ry.	Gravel	Roswell	El Paso mine	\$5.00 car
718	July 11	C. & S. Ry.	Lumber	Weller	Alma	16c
719	July 11	D. & R. G. R. R.	Box shooks	Montrose	Grand Junction	5c
720	July 12	C. & S. Ry.	Paving brick	Trinidad	Fort Collins	13c
721	July 12	C. & S. Ry.	Ore	Breckenridge, etc.	Blende	\$3.40 net ton
722	July 12	C. & S. Ry.	Coal	Baldwin & Kubler Spur.	Washington Spur	\$3.00 net ton
723	July 12	D. & R. G. R. R.	Trench excavating machines	Montrose	Grand Junction	\$35.00 car
724	July 12	D. & S. L. R. R.	Sulphuric acid	Denver	Copper Spur	30c
725	July 15	C., B. & Q. R. R.	Paving block	Lyons	Pueblo	8c
726	July 12	D. & R. G. R. R.	Lump coal	Walsenburg District	Boulder	\$2.25 ton
727	July 13	D. & S. L. R. R.	Various	Various	Various	Various
728	July 15	C. & S. Ry.	Ice	Denver and Golden	Georgetown	12½c
729	July 15	D. & R. G. R. R.	Ore	Villa Grove	Salida	\$1.50 ton
730	July 15	D. & R. G. R. R.	Drain Tile	Denver, Pueblo, etc.	Carbondale and Grand Junction	25c
731	July 20	C. M. Ry.	Fruit packages	Exception to classification.		
732	July 20	D. & R. G. R. R.	Fruit packages	Exception to classification.		
733	July 20	C. & S. Ry.	Ice	Denver, Colo. Springs, etc.		\$2.50 ton
734	July 20	D. & R. G. R. R.	Iron storage tanks	Minnequa	Trinidad	\$10.00 car
735	Aug. 3	C. & S. Ry.	Logs	Denver	Boulder	5c
736	July 27	C. & W. Ry.	Round trip rate	Primero, Segundo and Valdez	Trinidad	60c

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737	July 27	U. P. R. R.	Rails	Mesa, Sable, etc.	Denver	60c ton
738	July 31	C. & S. Ry.	Reduced fares	Denver	Boulder	\$1.00 round trip
739	Aug. 2	D., L. & N. R. R.	Wood	Patron	Denver	3c
740	July 29	D. & R. G. R. R.	Passenger rates	Montrose, Paonia, etc.	Bridgeport, etc.	Fare and one-fifth
741	July 29	C. M. Ry.	Bituminous coal	Cameo and Palisade	Rifle and Grand Valley	
742	July 31	D. & R. G. R. R.	Canning and bottling machinery	Colo. common points	Carbondale and Grand Junction	50c _s
743	July 31	D. & R. G. R. R.	Ore	Needleton	Silverton	\$1.00 ton
744	July 31	D. & R. G. R. R.	Coal rates	Cameo District	Cripple Creek	\$4.60 Wednesdays only
745	July 31	C. & S. Ry.	Round trip fare	Denver	Durango	25c
746	July 31	D. & R. G. R. R.	Automobiles	Silverton		
747	Aug. 3	C. M. Ry.	Canning and bottling machinery	Colo. common points	Grand Junction	50c
748	Aug. 7	U. P. R. R.	Rates on Ferris wheels	Denver	Rifle Range	30c for 30 or more
749	Aug. 11	D. & L. R. R.	Round trip rate	Bowie-Somerset and Baldwin Districts	Various points	
750	Aug. 10	D. & R. G. R. R.	Rates on coal	McGregor	Craig	70c ton
751	Aug. 14	D. & S. L. R. R.	Coal	Empire & Georgetown	Denver	\$15.00 n. g. car
752	Aug. 15	C. & S. Ry.	Sheep			

753	Aug. 15	D., B. & W. R. R.	Logs	Eldora	Boulder	6½c
754	Aug. 15	D. & R. G. R. R.	Passenger fares	Montrose, etc.	Grand Junction	1 1/5 per person
755	Aug. 19	Federal Gas Co.	Rate amendments			
756	Aug. 16	C. & S. Ry.	Ore	Robinson	Breckenridge	5c
757	Aug. 16	C. M. Ry.	Tourist fares	Various	Various	
758	Aug. 22	D. & S. L. R. R.	Flour	Steamboat Springs	Denver	40c
759	Aug. 22	C. & S. Ry.	Merry-go-round rates	Stations on n. g. lines.		50c mile
760	Aug. 22	I. Ry., L. & P. Co.	Schedule of rates.	Wiley		
761	Aug. 23	C. M. Ry.	Coke cinders	Cardiff	Silt	5c
762	Aug. 23	S. N. R. R.	Scrap iron	Eureka	Silverton	\$1.25 ton
763	Aug. 25	A., T. & S. F. Ry.	Brick and clay tile	La Junta	Big Bend, etc.	5c
764	Aug. 24	C. & S. Ry.	Sheep	Dillon	Denver	\$25.00 n. g. car
765	Aug. 25	C. C. & C. S. R. R.	Tabernacle material	Victor	Cripple Creek	2½c
766	Aug. 26	D. & R. G. R. R.	Lambs in crates	Carbondale	Antonito	\$1.50
767	Aug. 26	C. & S. Ry.	Canned goods	Lupton, Brighton, etc.	Hastings	23c
768	Aug. 28	D. & R. G. R. R.	Deciduous fruits	Palisade	Durango	60c
769	Aug. 31	A., T. & S. F. Ry.	Gravel	Pueblo	Canon City	4c
770	Sept. 2	D. & S. L. R. R.	Lumber	Rollinsville	Craig	18c
771	Sept. 6	D. & R. G. R. R.	Ore	Ouray	Durango	13¾c
772	Sept. 6	D. & R. G. R. R.	Mining machinery	Ouray	Denver	25c
773	Sept. 6	D. & R. G. R. R.	Pyrites	Red Cliff	Denver	\$2.75 ton
774	Sept. 9	C. & S. Ry.	Minimum on sheep.			
775	Sept. 9	D., B. & W. R. R.	One-way fares	Boulder	Ward	\$1.25

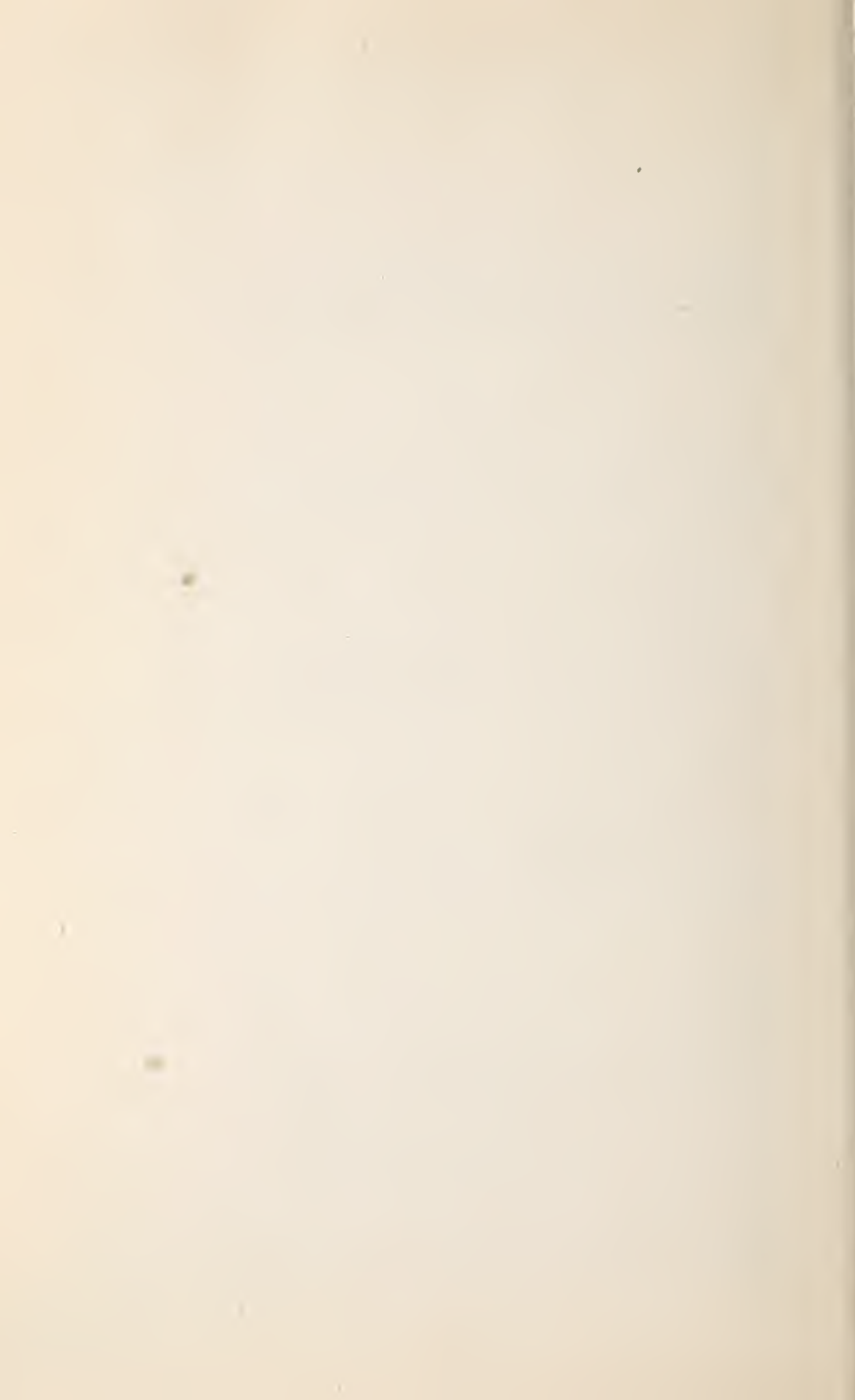
EMERGENCY ORDERS—Continued.

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776	Sept. 9	Wes. T. L. Com.	Tank car circular	Union	Brush	Proportional rate
777	Sept. 13	C., B. & Q. R. R.	Sugar beets	Silver Plume	Denver	\$29.75 n. g. car
778	Sept. 14	C. & S. Ry.	Sheep	Garland	Williams	\$25.00 36½-ft. car
779	Sept. 15	D. & R. G. R. R.	Cattle	Westcliffe	Salida	\$1.50 ton
780	Sept. 15	D. & R. G. R. R.	Ore	Manitou	Pike's Peak Summit	\$3.50 round trip
781	Sept. 19	M. & P. P. Ry.	Special rates	Denver	Bee Ilive	4c
782	Sept. 19	D. & I. R. R.	Straw	Walsenburg	Denver	25c
783	Sept. 19	D. & R. G. R. R.	2nd hand saloon fixtures.	Denver	Golden	
784	Sept. 21	D. & I. R. R.	Minimum on straw			
785	Sept. 21	C. S. Myers	Authority to file tariffs.			
786	Sept. 21	D. & S. L. R. R.	Mine props, caps, ties..	Various	Mines on C. & S. Ry.	Various
787	Sept. 23	C. & S. Ry.		Various	Aspen	Various
788	Sept. 23	D. & S. L. R. R.	Bituminous asphalt rock.	McGregor	Denver	\$2.00 ton
789	Sept. 26	C. & S. Ry.	Sheep	Denver	Various	Rates applying on cattle
790	Sept. 26	S. N. R. R.	Low grade crude ores...	Various	Waldheim	Various
791	Sept. 27	D. & R. G. R. R.	Cull and windfall apples.	Grand Junction	Montrose	\$20.00 car
792	Sept. 29	M. & P. P. Ry.	Passenger fares	Manitou	Pike's Peak	Various
793	Oct. 2	S. N. R. R.	Low grade crude ores...	Beyond Eureka	Silver Lake mill	Local rates
794	Oct. 4	C. M. Ry.	Fertilizer	Ilartsel	Palisade	7½c

EMERGENCY ORDERS—Concluded.

Auth. No.	Date (1916)	Granted To	Commodity	From or (Between)	To (And)	Rate in Cents per 100 lbs., except as noted.
817	Oct. 27	D. & R. G. R. R.	Coal	Various	Various	Various
818	Oct. 27	C. M. Ry.	Apples	Grand Junction & Aspen.	Colo. common points...	30c
819	Oct. 27	C. & S. Ry.	Lime rock	Ingherside	Brush, Ft. Morgan and Sterling	\$1.45 ton
820	Oct. 27	U. P. R. R.	Brick	Denver	Brighton	3c
821	Oct. 27	U. P. R. R.	Potatoes and vegetables.	Northern Colorado	Chemung	20c
822	Oct. 27	D. & R. G. R. R.	Cattle	Denver	Rulison	\$55.10 car
823	Oct. 28	D., B. & W. R. R.	Tungsten ore	Various	Salma	Various
824	Oct. 28	C. M. Ry.	Second-hand machinery.	Colorado City	Denver	10c
825	Oct. 30	Various	Demurrage	All points	All points	\$3.00 car
826	Nov. 1	D. & S. L. R. R.	Fares	Denver	Various points	Various
827	Nov. 1	West. Colo. Fr. Co.	Outside lighting, window lighting and sign lighting	.....	.....	.....
828	Nov. 1	D. & R. G. R. R.	Groceries, etc.	Ouray	.....	Various
829	Nov. 1	C. M. Ry.	Second-hand machinery.	Spring Gulch	.....	75c
830	Nov. 6	D. & R. G. R. R.	Alfalfa and sweet clover	Antonito, etc.	.....	42c
831	Nov. 6	C. & S. Ry.	Fares	Denver, Colo. Springs and Pueblo	Walsenburg	15c
832	Nov. 6	D. & R. G. R. R.	Fares	Denver, Colo. Springs and Pueblo	.....	Various
					.....	Various

833	Nov. 6	D. & R. G. R. R.	Cattle	Mack	De Beque	\$15 car
834	Nov. 6	D. & R. G. R. R.	Second-hand machinery..	Ophir and Telluride..	Denver	\$7 ton
835	Nov. 11	D. & R. G. R. R.	Fares	Grand Junction	Gunnison	Various
836	Nov. 13	D. & R. G. R. R.	Coal	Somerset, Bowie and various points	Silverton	\$4.50 ton
837	Nov. 15	C. M. Ry.	Second-hand machinery..	Guleh	Minnequa	42c
838	Nov. 15	Uintah Ry.	Horses, mules and cattle	Mack	Atchee	\$8 car
839	Nov. 15	D. & R. G. R. R.	Lime rock	Wellsville	Longmont and various..	\$2.85 ton
840	Nov. 16	Colo. Mid. Ry.	Cattle	Carbondale	Grand Valley	\$25 car
841	Nov. 16	D. & R. G. R. R.	Cattle	Carbondale	Grand Valley	\$25 car
842	Nov. 17	D. & R. G. R. R.	Coal	Baldwin and Kubler Spur	Alma and Fairplay.....	\$4.25 ton
843	Nov. 17	C. & S. Ry.	Cattle	Baldy	Granger	\$15 car
844	Nov. 20	D. & R. G. R. R.	Second-hand machinery..	Florence & Canon City..	Denver	\$3 ton
845	Nov. 20	D. & R. G. R. R.	Manure	Mack	Palisade	\$1 ton
846	Nov. 20	D. & R. G. R. R.	Apples	Austin	Montrose	\$15 car
847	Nov. 20	D. & R. G. R. R.	Ice	Norrie	Basalt	\$1 ton
848	Nov. 28	C. M. Ry.	Excess baggage	All points	All points	Various
849	Nov. 28	U. P. R. R.				



Section IV

Appeals from Commission's Decisions

APPEALS

Six appeals from orders and decisions of the Commission in formal cases were taken to the State Supreme Court on writs of review during the biennial period just ended. Of these cases, three were consolidated for hearing before the Commission and in reality, therefore, constitute only one appeal.

None of the appeals stayed the operation of the decision and order in any case, and none has been heard by the Supreme Court. The cases in which appeals were taken are:

Case No. 6, The Consumers League of Colorado vs. The Colorado & Southern Railway Company, *et al.*, in which the Commission reduced the freight rates on coal from the Northern Colorado fields to Denver.

Case No. 24, An investigation on the Commission's own motion into the reasonableness of all rates and charges and into the adequacy of service and into the reasonableness of rules, regulations and practices affecting the same of The Colorado Springs Light, Heat & Power Company, in which the Commission ordered material reductions in rates for electric power and lighting.

Case No. 31, An investigation on the Commission's own motion into the reasonableness of the rates and charges and into the adequacy of the service and into the rules, regulations and practices affecting the same of The Cripple Creek Water Company, in which the Commission ordered a horizontal reduction of 10%.

Case No. 33, The Denver & Salt Lake Railroad Company vs. Chicago, Burlington & Quincy Railroad Company; a petition for the Commission to establish proper divisions of freight rates on coal as fixed by the Commission in case No. 10. The Commission prescribed divisions and a writ of review was filed in the Supreme Court by The Denver & Salt Lake Railroad Company.

Case No. 34, The Denver & Salt Lake Railroad Company vs. The Chicago, Rock Island & Pacific Railway Company; a petition for the Commission to establish proper divisions of freight rates on coal as fixed by the Commission in case No. 10. The Commission prescribed divisions and a writ of review was filed in the Supreme Court by both carriers.

Case No. 35, The Denver & Salt Lake Railroad Company vs. Union Pacific Railroad Company; a petition for the Commission to establish proper divisions of freight rates on coal as fixed by the Commission in case No. 10. The Commission prescribed divisions and a writ of review was filed in the Supreme Court by The Denver & Salt Lake Railroad Company.

Section V

- a.* List of Public Utilities
- b.* Mileage of Steam Railroads

a. LIST OF UTILITIES

The Public Utilities Act, as originally effective August 12, 1914, specifically defined the public utilities subject to the jurisdiction of the Commission as follows:

Section 3. (Ch. 127, Session Laws 1913.) The term "public utility," when used in this act, includes every common carrier, pipe line corporation, gas corporation, electrical corporation, telephone corporation, telegraph corporation, water corporation, person or municipality operating for the purpose of supplying the public for domestic, mechanical or public uses, and every corporation or person now or hereafter declared by law to be affected with a public interest, and each thereof, is hereby declared to be a public utility and to be subject to the jurisdiction, control and regulation of the commission and to the provisions of the act; Provided, that nothing in this act shall be construed to apply to irrigation systems, the chief or principal business of which is to supply water for the purpose of irrigation.

Section 2 (e). The term "common carrier," when used in this act, includes every railroad corporation; street railroad corporation; express corporation, dispatch, sleeping car, dining car, drawing room car, freight, freight-line, refrigerator, oil, stock, fruit, car loaning, car renting, car loading, and every other car corporation or person, their lessees, trustees, receivers, or trustees appointed by any court whatsoever, operating for compensation within this State.

By an amendment of the Act, effective July 8, 1915, the following wording was added to Section 2 (e):

and every other corporation or person affording a means of transportation, by automobile or other vehicle whatever, similar to that ordinarily afforded by railroads or street railways, and in competition therewith, by indiscriminately accepting, discharging and laying down either passengers, freight or express between fixed points or over established routes.

On December 15, 1915, *In re Rates and Service of the Colorado Springs Light, Heat & Power Company*, the Commission rules that it has no jurisdiction over heating.

The laws of Colorado pertaining to public utilities and the regulation thereof by the Public Utilities Commission of the State of Colorado enumerate by name all public utilities which shall be under the jurisdiction of this Commission, and we have come to the conclusion that we are without jurisdiction in the regulation of the sale of steam. 1 Colo. P. U. C. 159 (193).

A further ruling in reference to its jurisdiction over utilities was made in the Case of *Ramona Townsite Company vs. Board of Commissioners of Colorado Springs*, decided August 4, 1916. 2 Colo. P. U. C. 198.

The Commission is of the opinion that it has jurisdiction over municipally-owned utilities, owned and operated by Home Rule Cities.

By the provisions of the Act, all utilities are required to file with the Commission schedules of all rates and rules, together with all contracts. The Act further provides that the Commission may require the utilities to render reports of their operations at such time and in such form as the Commission may require. As the carriers subject to the jurisdiction of the Interstate Commerce Commission are required to keep their accounts in accordance with the classifications of that body, this Commission adopted and prescribed for use within the State of Colorado all of the existing I. C. C. Uniform Systems of Accounts, Classifications of Employees and Their Compensation, and Regulations to Govern the Destruction of Records, of steam railroads, electric railways, express companies, sleeping car companies, telephone companies and telegraph companies.

Up to this time all carriers have been required to render reports for annual periods ending June 30th of each year. The Interstate Commerce Commission has been petitioned by the various carriers throughout the country to change the reporting period to calendar years and from the unanimity of opinion, both on behalf of the carriers and the various state and other regulating bodies, that the Interstate Commission will change the period of the reports to calendar years. If such action is taken this Commission will without doubt issue an order effective the same date, in order that the reports may be uniform.

The annual period of reporting for electric, gas and water utilities has been prescribed as the calendar year, so no change will be necessary for such utilities. As the first annual report of the electric, gas and water utilities will be for the calendar year 1916, it will be impossible to compile any statistics as to the operations of such utilities. The reports of the carriers for the fiscal year ended June 30, 1916, are now on file with the Commission, but it has been impossible to complete the tabulation of the returns therein up to the present time.

Schedules of rates and rules of practically all of the utilities have been filed with the Commission, although constant revision of such schedules is made necessary by the fact that the rules of the Commission have in some cases been misinterpreted by the filing utility. All schedules received are carefully checked by the Commission and suggestions made for the simplification or clarifying of any ambiguous terms.

The following is a list of the utilities as at present in the State of Colorado, both privately owned and municipally owned. In the case of the electric, gas, telephone and water utilities, the various communities served thereby have been shown, with the location of the general office shown in parentheses where the same is different than the community served. Revision will, of course, be necessary in this list from time to time, due to the change in control of utilities, or to inaccuracies which may exist. It is requested that the Commission be advised of any changes necessary in this list.

STEAM ROADS

(The correct corporate names are given.)

<i>Class</i>	<i>Operating Roads</i>
C	The Argentine & Grays Peak Railway Co.
A	The Atchison, Topeka & Santa Fe Railway Co.
C	The Beaver, Penrose & Northern Railway Co.
A	Chicago, Burlington & Quincy Railway Co.
A	The Chicago, Rock Island & Pacific Railway Co., Jacob M. Dickinson, Receiver.
B	The Colorado & Southeastern Railroad Co.
A	The Colorado & Southern Railway Co.
B	The Colorado & Wyoming Railway Co.
C	The Colorado Kansas Railway Co.
A	The Colorado Midland Railway Co., George W. Vallery, Receiver.
A	The Cripple Creek & Colorado Springs Railroad Co.
B	The Colorado, Wyoming & Eastern Railway Co.
C	The Crystal River Railroad Co.
C	The Crystal River & San Juan Railroad Co.
E	The Denver & Inter-Mountain Railroad Co.
A	The Denver & Rio Grande Railroad Co.
A	The Denver & Salt Lake Railroad Co.
C	The Denver, Boulder & Western Railroad Co.
B	The Denver, Laramie & Northwestern Railroad Co., Marshall B. Smith, Receiver.
S	The Denver Union Terminal Railway Co.
B	The Great Western Railway Co.
B	The Manitou & Pikes Peak Railway Co.
B	The Midland Terminal Railway Co.
A	The Missouri Pacific Railway Co., B. F. Bush, Receiver.
S	The Northwestern Terminal Railway Co.
B	The Rio Grande Southern Railroad Co.
S	The Pueblo Union Depot & Railroad Co.
C	The San Luis Central Railroad Co.
C	The San Luis Southern Railway Co.
C	The Silverton Railway Co.
C	The Silverton Northern Railroad Co.
B	The Uintah Railway Co.
A	Union Pacific Railroad Co.

Explanation of classes.

A—Roads with annual operating revenues above \$1,000,000.

B—Roads with revenue from \$100,000 to \$1,000,000.

C—Roads with revenue under \$100,000.

S—Switching and terminal companies.

E—Classed as Electric Railway.

Lessor Companies. Non-operating.

The Colorado Railroad Co.
 The Colorado Springs & Cripple Creek District Railway Co.
 The Georgetown & Grays Peak Railway Co.
 The Greeley Terminal Railway Co.
 The Rio Grande Junction Railway Co.

 ELECTRIC RAILWAYS

The Arkansas Valley Railway, Light & Power Co.
 The Castle Rock Mountain Railway & Park.
 The Colorado Springs & Interurban Railway Co.
 The Denver & Crown Hill Railway Co.
 The Denver & Inter-Mountain Railroad Co.
 The Denver & Interurban Railroad Co.
 The Denver & Northwestern Railway Co.
 The Denver & South Platte Railway Co.
 The Denver Tramway Co.
 The Durango Railway & Realty Co.
 The Funicular Railway.
 The Grand River Valley Railway Co.
 The Greeley & Denver Railroad Co.
 The Manitou Electric Railway & Casino Co.
 The Mount Manitou Park & Incline Railway Co.
 The Trinidad Electric Transmission Railway & Gas Co.
 The Western Light & Power Co.

 EXPRESS COMPANIES

The Adams Express Co.
 The American Express Co.
 Wells Fargo & Co.

 SLEEPING CAR COMPANIES

The Pullman Co.

ELECTRIC UTILITIES

(Location of general office shown in parenthesis.)

- Aguilar Light & Power Co., (214 First National Bank Bldg., Denver). Aguilar.
- Akron Electric Light & Power Co., (900 South Wabash Ave., Chicago). Akron.
- Arapahoe Electric Light & Power Co., (1008 Gas & Electric Bldg., Denver). Englewood, Littleton and Sheridan.
- Arkansas Valley Electric Co., (1623 Glenarm St., Denver). Coal Creek, Florence and Rockvale.
- Arkansas Valley Railway, Light & Power Co., (Pueblo). Altman, Anaconda, Avondale, Canon City, Cripple Creek, Elkton, Florence (wholesale), Fowler, Goldfield, Independence, La Junta, Manzanola, Ordway, Pueblo, Rocky Ford, Sugar City (wholesale), Swink, Victor and Vineland.
- Arvada Electric Co., (1008 Gas & Electric Bldg., Denver). Arvada.
- Austin Electric Light & Wood Working Plant, Austin.
- Brighton Ice, Light & Water Co., Brighton.
- Brush Light & Water Co., (1623 Glenarm St., Denver). Brush.
- Buena Vista Electric Light & Power Co., Buena Vista.
- Carbondale Light & Power Co., Carbondale.
- Cardiff Light & Water Co., (Glenwood Springs). Cardiff.
- Coleman, C. S. Moffat.
- Colorado Power Co., (828 Symes Bldg., Denver). Alamosa, Denver (wholesale), Garfield, Gilman, Iliiff, Leadville, Monarch, Nederland, Red Cliff, Salida and Sterling.
- Colorado Springs Light, Heat & Power Co., (Colorado Springs). Colorado City, Colorado Springs, Green Mountain Falls and Manitou.
- Colorado Yule Marble Co., Marble.
- Conejos Co-Operative Mining & Milling Co., (Antonito). Antonito and Conejos.
- Creede Trinne Mines Co., Creede.
- Crested Butte Light & Water Co., Crested Butte.
- Custer Power & Water Co., Westcliffe.
- Denver Gas & Electric Light Co., (Gas & Electric Bldg., Denver). Arvada (wholesale), Aurora (wholesale), Denver, Golden (wholesale) and Littleton (wholesale).
- Farmers' Electric & Power Co., (Eaton). Ault, Eaton, Lucerne, and Pieree.
- Fort Lupton Light & Power Co., (1008 Gas & Electric Bldg., Denver). Fort Lupton, Johnstown, Milliken and Platteville.
- Garfield Mines Leasing Co., (1115 Foster Bldg., Denver). New Castle (wholesale).
- Gem Electric Co., (Idaho Springs). Empire and Idaho Springs.
- Gilpin County Light, Heat & Water Co., (1623 Glenarm St., Denver). Black Hawk and Central City.
- Glenwood Light & Water Co., (Glenwood Springs). Cardiff (wholesale) and Glenwood Springs.

ELECTRIC UTILITIES, Continued.

Grand Junction Electric, Gas & Manufacturing Co., (Grand Junction).
 Grand River Valley Railway Co., (Grand Junction). Fruita.
 Hayden Light & Power Co., Hayden.
 Hinsdale Mining & Development Co., (1623 Glenarm St., Denver).
 Lake City.
 Home Gas & Electric Co., (Greeley). Evans, Greeley, Kersey and
 La Salle.
 Hotchkiss Paeking & Power Co., Hotchkiss.
 Intermountain Railway, Light & Power Co., (Colorado Springs).
 Lamar, Las Animas and Wiley.
 Jefferson County Power & Light Co., Golden.
 La Jara Electric Light & Creamery Co., La Jara.
 La Veta Light, Heat & Power Co., La Veta.
 Lieber, John. Hugo.
 Meeker Electric Co., Meeker.
 Montezuma Electric Co., Maneos.
 Moore Light & Power Co., Pagosa Springs.

Municipal:

Del Norte, Town of.
 Erie, Town of.
 Firestone, Town of.
 Fort Morgan, City of.
 Gunnison, Town of.
 Holly, Town of.
 Holyoke, Town of.
 Julesburg, Town of.
 Lyons, Town of.
 Longmont, City of.
 New Castle, Town of.
 Paonia, Town of.
 Yuma, Town of.

Mutual Light, Heat & Power Co., Glenwood Springs.
 Oak Creek Service Co., (1635 17th St., Denver). Oak Creek.
 Ordway Electric Light & Power Co., (1635 17th St., Denver).
 Ordway.
 Palisade Service Co., (1635 17th St., Denver). Palisade.
 Rico Mining Co., Rico.
 Rifle Light, Heat & Power Co., Rifle.
 Roaring Fork Electric Light & Power Co., Aspen.
 Schumm Electric Light & Power Co., (Gypsum). Eagle and
 Gypsum.
 Silverton Electric Co., Silverton.
 Stanley Power Department. Estes Park.
 Steamboat Service Co., Steamboat Springs.
 Stevens-Barr Lumber Co., (1225 First National Bank Bldg., Den-
 ver). Fraser.
 Suburban Light & Power Co., Aurora.

ELECTRIC UTILITIES, Concluded.

- Summit County Power Co., (1008 Gas & Electric Bldg., Denver).
Dillon and Montezuma.
- Tonopah Placers Co., Breckenridge.
- Trinidad Electric Transmission Railway & Gas Co., (Trinidad).
Aguilar (wholesale), Augusta, Bowen, Cameron, Delagua,
Forbes, Grey Creek, Hastings, Lester, Ludlow, McNally, Pic-
tout, Piedmont, Robinson, Rugby, Sopris, Starkville, Trinidad
and Walsenburg.
- United Hydro Electric Co., (828 Symes Bldg., Denver). Black
Hawk (wholesale), Central City (wholesale), Georgetown,
Idaho Springs, Lawson and Silver Plume.
- Western Colorado Power Co., (Montrose). Animas Forks, Cas-
cade Lake, Delta, Durango, Gladstone, Montrose, Olathe,
Ophir, Ophir Loop, Ouray, Pandora, Red Mountain, Ridgway,
San Miguel, Silverton (wholesale), and Telluride.
- Western Light & Power Co., (Boulder). Berthoud, Boulder,
Brighton (wholesale), Broomfield, Canfield, Dacona (whole-
sale), Eastlake, Erie (wholesale), Evans (wholesale), Fire-
stone (wholesale), Fort Collins, Fort Lupton (wholesale),
Frederick (wholesale), Gilerest (wholesale), Greeley (whole-
sale), Johnstown (wholesale), Lafayette, Longmont (whole-
sale), Louisville, Loveland, Marshall, Mead, Milliken (whole-
sale), Niwot, Platteville (wholesale), Rinn, Severance, Supe-
rior, Timnath, Wellington and Windsor.
- Wray Light & Power Co., Wray.

GAS UTILITIES

(Location of general office shown in parenthesis.)

- Burlington Gas & Electric Co., (769 Gas & Electric Bldg., Denver).
Burlington.
- Canon Gas Co., (Pueblo). Canon City.
- Castle Rock Light, Heat & Power Co., Castle Rock.
- Center Gas & Light Co., Center
- Colorado Springs Light, Heat & Power Co., (Colorado Springs).
Colorado City and Colorado Springs.
- Denver Gas & Electric Light Co., (Gas & Electric Bldg., Denver).
Denver.
- Federal Gas Co., Boulder.
- Grand Junction Electric, Gas & Manufacturing Co., Grand Junction.
- Greeley Gas & Fuel Co., Greeley.
- Otero County Gas Co., (La Junta). La Junta, Rocky Ford and Swink.
- Poudre Valley Gas Co., Fort Collins.
- Pueblo Gas & Fuel Co., Pueblo.
- Rifle-DeBeque Oil & Gas Co., (Glenwood Springs). DeBeque.
- Saguache Gas & Electric Co., Saguache.
- Trinidad Electric Transmission Railway & Gas Co., Trinidad.

WATER UTILITIES

Location of general office shown in parentheses.

Altman Water Co., (Cripple Creek). Altman and Anaconda.
 Brookside Water Co., (504 Bennett Bldg., Colorado Springs).
 Brookside.
 Buffalo Park Association (608 Boston Bldg., Denver). Buffalo
 Park.
 Cardiff Light & Water Co., (Glenwood Springs). Cardiff.
 Castle Creek Water Co., Aspen.
 Coal Creek Water & Light Co., (Florence). Coal Creek.
 Colorado City Water Co., Colorado City.
 Crested Butte Light & Water Co., Crested Butte.
 Cripple Creek Water Co., Cripple Creek.
 Crystal Springs Pipe Line & Water Co., Fowler.
 Denver Union Water Co., (Denver). Aurora, Denver and Engle-
 wood.
 East Wray Water Co., Wray.
 Estes Park Water Co., Estes Park.
 Gilman Water Co., (703 Symes Bldg., Denver). Gilman.
 Leadville Water Co., Leadville.
 Mesa Water Works Co., Mesa.

Municipal:

Aguilar, Town of.
 Akron, Town of.
 Alamosa, City of.
 Animas, Town of.
 Antonito, Town of.
 Arvada, Town of.
 Ault, Town of.
 Austin, Town of.
 Basalt, Town of.
 Bayfield, Town of.
 Berthoud, Town of.
 Black Hawk, City of.
 Boulder, City of.
 Breckenridge, Town of.
 Brighton, Town of.
 Brush, Town of.
 Buena Vista, Town of.
 Burlington, Town of.
 Canon City, City of.
 Carbondale, Town of.
 Castle Rock, Town of.
 Cedaredge, Town of.
 Central City, Town of.
 Cheyenne Wells, Town of.
 Collbran, Town of.
 Colorado Springs, City of.
 Cortez, Town of.

WATER UTILITIES, Continued.

Craig, Town of.
De Beque, Town of.
Del Norte, Town of.
Delta, City of.
Dolores, Town of.
Durango, City of.
Eagle, Town of.
Eaton, Town of.
Empire, Town of.
Erie, Town of.
Evans, Town of.
Fairplay, Town of.
Firestone, Town of.
Florence, City of.
Fort Collins, City of.
Fort Lupton, Town of.
Fort Morgan, City of.
Fountain, Town of.
Fruita, Town of.
Georgetown, Town of.
Glenwood Springs, Town of.
Globeville, Town of.
Golden, City of.
Grand Junction, City of.
Grand Valley, Town of.
Greeley, City of.
Gunnison, Town of.
Gypsum, Town of.
Hartman, Town of.
Haxtun, Town of.
Hayden, Town of.
Holly, Town of.
Holyoke, Town of.
Hotchkiss, Town of.
Hugo, Town of.
Idaho Springs, City of.
Johnstown, Town of.
Julesburg, Town of.
Kersey, Town of.
Lafayette, Town of.
La Junta, City of.
Lake City, Town of.
Lamar, City of.
Las Animas, City of.
La Veta, Town of.
Limon, Town of.
Littleton, Town of.
Longmont, City of.
Louisville, Town of.
Loveland, City of.

WATER UTILITIES, Continued.

Lyons, Town of.
Mancos, Town of.
Manitou, Town of.
Manzanola, Town of.
Meeker, Town of.
Milliken, Town of.
Minturn, Town of.
Montrose, City of.
Monument, Town of.
New Castle, Town of.
Norwood, Town of.
Oak Creek, Town of.
Olathe, Town of.
Ophir, Town of.
Ordway, Town of.
Ouray, City of.
Pagosa Springs, Town of.
Palisade, Town of.
Palmer Lake, Town of.
Paonia, Town of.
Poncha Springs, Town of.
Portland, Town of.
Pueblo, City of. Water Works District No. 1.
Pueblo, City of. Water Works District No. 2.
Red Cliff, Town of.
Rico, Town of.
Ridgway, Town of.
Rifle, Town of.
Rockvale, Town of.
Rocky Ford, City of.
Saint Elmo, Town of.
Salida, City of.
Silver Cliff, Town of.
Silver Plume, Town of.
Silverton, Town of.
Steamboat Springs, Town of.
Sterling, City of.
Sugar City, Town of.
Sulphur Springs, Town of.
Swink, Town of.
Telluride, Town of.
Trinidad, City of.
Victor, City of.
Walden, Town of.
Walsenburg, Town of.
Ward, Town of.
Wellington, Town of.
Westcliffe, Town of.
Westminster, Town of.

WATER UTILITIES, Concluded.

Windsor, Town of.

Wray, Town of.

Yampa, Town of.

Yuma, Town of.

Northfield Land & Water Co., (Colorado Springs). Roswell.

Olney Springs Pure Water Co., Olney Springs.

Plateau City Water Co., Plateau City.

Pure Springs Water Supply Co., (Fowler). Ordway and Rocky
Ford.

TELEPHONE UTILITIES

Briggsdale Telephone Co., Briggsdale.
 Brooks Telephone Co., Haxtm.
 Burlington Telephone Co., Burlington.
 Cache & Beaver Creek Telephone Co., Grand Valley.
 Cherry Creek Telephone Co., Parker.
 Cheyenne County Telephone Co., Cheyenne Wells.
 Delta County Co-Operative Telephone Co., Delta.
 Edwards-Avon Telephone Co., Edwards.
 Enterprise Telephone Co., Grand Valley.
 Fairplay Mutual Telephone Co., Fairplay.
 Farmers' Mutual Telephone Association, Nucla.
 Hobart, S. E. Nunn.
 Hollandville Telephone Co., Grand Junction.
 Interurban Telephone Co., Hooper.
 La Garita Telephone Co., Center.
 La Jara Telephone Co., La Jara.
 McCone-Clark Telephone Co., Julesburg.
 Moffat Telephone Co., Moffat.
 Montezuma County Telephone Co., Cortez.
 Mountain States Telephone & Telegraph Co., (Denver). Operates
 throughout the State.
 Redd-Bayles Telephone Co., Dolores.
 Rifle Creek Telephone Co., Rifle.
 Roekland Telephone Co., Golden.
 Sawpit Telephone & Telegraph Exchange, Sawpit.
 San Luis Valley Telephone Co. Blanca.
 Sedalia Telephone Co., Sedalia.
 South Reservation Telephone Association, Julesburg.
 Springfield-Lamar Telephone Co., Springfield.
 Trinchera Telephone Co., Trinidad.
 Uintah Railway Co., Mack.
 Union Telephone Co., Hasty.
 Wray Telephone Co., Wray.
 Wright, E. N. Calhan.

 TELEGRAPH UTILITIES

Colorado Wyoming Telegraph Co., (Boston Bldg., Denver). Trin-
 idad.
 Mountain Telegraph Co., (Third Floor E. & C. Bldg., Denver).
 Hastings.
 Postal Telegraph-Cable Co.
 Western Union Telegraph Co.

B. MILEAGE OF STEAM ROADS ON JUNE 30, 1916

	LINE OWNED								LINE OPERATED (Includes duplications on account of trackage rights and other jointly operated mileage.)					
	Main Track		Second Main Track		Yark Track & Sidings		Total		Main Track		Other Tracks		Total	
	Miles	Increase or Decrease	Miles	Increase or Decrease	Miles	Increase or Decrease	Miles	Increase or Decrease	Miles	Increase or Decrease	Miles	Increase or Decrease	Miles	Increase or Decrease
Argentine & Grays Peak Ry. Co.									15.90				15.90	
Atchison, Topeka & Santa Fe Ry. Co.	505.94	6.20	16.41	.09	275.11	7.73	797.46	13.84	506.21	6.15	322.17	4.22	828.38	10.37
Beaver, Penrose & Northern Ry. Co.	6.49				1.55		8.04		6.49		1.55		8.04	
Chicago, Burlington & Quincy R. R. Co.	394.36				140.88	3.47	535.24	3.47	429.33		140.88	3.47	570.21	3.47
Chicago, Rock Island & Pacific Ry. Co.	165.52				25.80		191.32		374.90		55.86		430.76	
Colorado Railroad Company	107.47				20.69	5.55	128.16	5.55						
Colorado & Southeastern R. R. Co.	7.52				9.63	.14	17.15	.14	20.78		9.63	.14	30.41	.14
Colorado & Southern Ry. Co.	808.37	1.31	6.33	3.67	301.68	6.16	1,116.38	11.74	875.09	1.08	321.75	2.06	1,196.85	.98
Colorado & Wyoming Railway Co.	36.70				106.16	1.25	142.86	1.25	37.14	1.68	106.16	1.25	143.30	2.93
Colorado-Kansas Railway Co.	22.20				1.80		24.00		22.20		1.80		24.00	
Colorado Midland Railway Co.	261.10				76.50	.19	337.60	.19	337.64		113.48	9.31	451.12	9.31
Colorado Springs & Cripple Creek D. Ry. Co.	74.25				12.83	.52	87.08	.52						
Cripple Creek & Colorado Springs R. R. Co.	12.40				11.01	.42	23.41	.42	86.65		23.84	.10	110.49	.19
Colorado, Wyoming & Eastern Ry. Co.	43.88				4.34		48.22		43.88		4.34		48.22	
Crystal River R. R. Co.	32.43				3.20		35.63		20.60		3.20		23.80	
Crystal River & San Juan R. R. Co.	7.40				.50		7.90		10.90		.50		11.10	
Denver & Rio Grande Railroad Company	1,578.77		120.83		481.22	5.34	2,180.82	5.34	1,628.08		619.27	1.85	2,247.35	1.85
Denver & Salt Lake Railroad Company	252.35				18.63	.50	300.98	.50	255.16		56.09	1.35	311.55	1.35
Denver, Boulder & Western R. R. Co.	15.99				3.92		49.91		46.79		6.21		53.00	
Denver, Laramie & Northwestern R. R. Co.	52.00				7.98		59.98		56.59		9.01		65.60	
Georgetown & Grays Peak Railway Co.	15.90						15.90							
Great Western Railway Company	57.00				20.00		77.00		57.00		20.00		77.00	
Manitou & Pikes Peak Ry. Co.	8.70				.30		9.00		8.70		.30		9.00	
Midland Terminal Ry. Co.	29.40				15.59	.04	44.99	.04	29.40		15.59	.04	44.99	.04
Missouri Pacific Ry. Co.	152.12				36.38	.33	188.50	.33	152.12		36.38	.33	188.50	.33
Rio Grande Junction Ry. Co.	62.08				11.49		73.57							
Rio Grande Southern R. R. Co.	182.27				25.82		208.09		179.79		25.82		205.61	
San Luis Central R. R. Co.	12.21				1.00		13.21		15.21		1.00		16.21	
San Luis Southern Ry. Co.	31.53				1.88		33.41		31.53		2.63		34.16	
Silverton Railway	17.00						17.00		17.00				17.00	
Silverton, Gladstone & Northerly R. R. Co.		7.20				.50		7.70						
Silverton Northern R. R. Co.	20.80	7.20			4.11	.50	24.91	7.70	20.80		4.11		24.91	
Utah Railway Company	50.80	.06					50.80	.06	50.80	.06			50.80	.06
Union Pacific R. R. Co.	591.22	1.01	13.19	.18	210.90	.03	815.61	.80	591.59	1.01	224.57	.03	816.16	.98
Totals	5,646.17	3.82	157.06	3.58	1,860.90	1.29	7,663.63	1.05	5,928.57	5.68	2,126.10	17.01	8,054.72	22.69

Bold type denotes decrease.

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