FOURTH
ANNUAL REPORT

OF THE

PUBLIC UTILITIES COMMISSION

OF THE DISTRICT OF COLUMBIA

1916

WASHINGTON
GOVERNMENT PRINTING OFFICE
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LETTER OF TRANSMITTAL.

PUBLIC UTILITIES COMMISSION
OF THE DISTRICT OF COLUMBIA,
Washington, June 30, 1917.

To the Senate and House of Representatives of the United States of America in Congress assembled:

Pursuant to the provisions of paragraph 20 of section 8 of an act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June 30, 1914, and for other purposes, approved March 4, 1913, the Public Utilities Commission of the District of Columbia herewith submits for the information of Congress a report of its official proceedings for the year ended December 31, 1916, with other information relating to the regulation and operation of the public utilities in the District of Columbia coming under the jurisdiction of said commission.

Very respectfully,

C. W. KUTZ,
LOUIS BROWNLOW,
O. P. NEWMAN,
Public Utilities Commission of the District of Columbia.

THE COMMISSION.

The personnel of the commission during the year was as follows: Lieut. Col. Charles W. Kutz, chairman, Louis Brownlow and Oliver P. Newman, commissioners.

The organization by which the work of the commission is handled remained as it was during the preceding year and is shown in chart form in the report for 1914.

Maj. Julian L. Schley, executive officer of the commission was relieved from duty with the District of Columbia, and assigned to a new post in connection with his duties as an officer of the Corps of Engineers of the Army. Mr. Walter C. Allen, formerly electrical engineer of the District of Columbia, was appointed executive secretary as successor to Maj. Schley.

Mr. John G. Williams resigned as statistician and was succeeded by Mr. James H. Botz of the valuation bureau.

The public utilities law, published in full in the report for 1913, was amended by excluding from the operation of said law the Washington & Old Dominion Railway Co. and the Washington-Virginia Railway Co., excepting as to the regulation of their operations within the District of Columbia, and excluding entirely from the operation of said law express companies subject to the jurisdiction of the Interstate Commerce Commission. (Public Acts Nos. 23, 222, and 237, 64th Cong.)

No action was taken by Congress on the recommendation of the commission that paragraph 14 to the public utilities law be amended to require utilities to file their annual reports on or before the 1st day of April of each year instead of the 1st day of February. The experience of the commission has been that the period of time now allowed to the utilities to close their books and prepare the necessary data is insufficient.

JURISDICTION.

In addition to the utilities listed in previous annual reports, over which the commission has jurisdiction, there were added so-called "jitney" or motor-vehicle lines, some of which remained in existence only a short time.

By the amendments to the public utilities law referred to above, the commission has ceased to exercise jurisdiction over the following express companies: Adams Express Co., American Express Co., Southern Express Co., and Wells, Fargo & Co.

By the decision of the Supreme Court of the United States in the appeal of the Terminal Taxicab Co. from the jurisdiction of this commission, that portion of the business of such companies as partakes of the nature of private livery business not originating from public stands, is exempt from the authority of the commission. This order of the court affects the following taxicab companies: Auto Livery Co., Barnett Taxicab Co., Federal Taxicab Co., and Terminal Taxicab Co.

SERVICE.

The public utilities law provides that no person shall furnish, set, or put in use any electric meter, the type of which shall not have been approved by the commission. On December 27, 1916, the commission adopted regulations governing the testing and approval of all types of watt-hour meters for electric service, which follow closely those promulgated by the United States Bureau of Standards in their Circular No. 56.

After a careful study of the service rendered by the various street railway companies, based upon numerous observations of traffic under all conditions of operation, and after full public hearings in regard thereto, the commission adopted the standards contained in their Order No. 188, given in full on page 61. These regulations went into effect November 1, 1916, and their first application was productive of satisfactory results, showing the necessity for an increase of service on several lines during certain hours of the day, which increase the companies supplied. A more extended application of the rules is necessary before definite conclusions as to their sufficiency can be drawn.

EXTENSIONS OF STREET RAILWAY LINES.

The extension of the lines of the Washington Railway & Electric Co. on Nichols Avenue, southeast from Fourth Street to Upsal Street, begun during the year 1915, was completed, and a further extension on Portland Street SE., from Nichols Avenue to Fourth Street SW. was constructed.

An extension of the lines of the Capital Traction Co. on Eighteenth and Nineteenth Streets NW., south from Pennsylvania Avenue to Virginia Avenue, was authorized by Order No. 196. This extension is intended to furnish service to Potomac Park, as well as to several United States Government buildings in that vicinity. No construction work has yet begun on this extension.

RATES.

The Union Transfer Co. voluntarily reduced its rates effective August 1, 1916. The 35-cent territory was enlarged and the rate in the territory from Rock Creek to Cathedral Avenue was reduced from $1 to 75 cents per piece. There has always been more or less confusion regarding the interpretation of the rate in the case of a street which formed a boundary line between two rates. In order to avoid disputes the company filed, with the new rates, a rule which provides that the lower of two rates applies on both sides of streets which form boundary lines.

VALUATIONS.

As stated below in the report of Dr. E. W. Bemis, director of the valuation bureau, the valuation of the larger public utilities was completed during the year. Copies of the accounting and engineering reports were furnished the utilities preparatory to the hearings for taking of testimony. The first case to be heard was that of the Potomac Electric Power Co., which was opened on June 26, 1916, continued from time to time, and was in progress at the close of the year. Hearings were also begun during November, 1916, on the cases of the Capital Traction Co. and of the Washington Railway & Electric Co. and its subsidiary companies (the City & Suburban and the Georgetown & Tennallytown Railway). These cases were pending at the close of the year.

The valuations of the East Washington Heights Traction Co. and of the Union Transfer Co. were completed by the permanent force of the commission. A hearing was held on June 5, 1916, in the case of the former company, and Order No. 187 issued fixing the value of its property. Hearings were held on June 24 and July 1, 1916, in the case of the latter company, and Orders Nos. 189 and 204 were issued fixing its value.

ORDERS AND OPINIONS OF COMMISSION.

The orders and opinions issued by the commission appear on pages 30 to 42. A summary only is given of those orders and opinions which are a part of the formal cases.

INFORMAL CASES.

The ability of the commission to effect adjustment of difficulties between public-service corporations and the public without recourse to formal litigation has been most marked. Hundreds of informal complaints have been handled by the commission and it is a source of gratification that the public utilities evince a willingness to try to adjust matters in controversy with the public without the necessity of formal hearings.

The classification of the cases as informal and as formal cases is described in the report for the year 1913. The informal cases continued to be handled as described in the report for that year.

There appears on page 43 a tabulation showing the number of informal cases handled by the commission during the year, together with a list giving a brief statement of each case and its disposition.

FORMAL CASES.

Statements of the formal cases handled by the commission appear on pages 59 to 83 in the order in which action was taken.

GENERAL COUNSEL.

CONRAD H. SYME.

Opinions were rendered as to the legality of the acquisition of certain bonds and stocks of the Washington Interurban Railroad Co. by the Washington & Rockville Railway Co. of Maryland, and regarding the sale of certain bonds by the Potomac Electric Power Co. without previously having secured certificate of authority from the commission so to do.

An opinion was also rendered as to the right of the Georgetown Gas Light Co. to charge a penalty in case of failure to pay a gas bill within a specified time.

The matter of an application by the American Security & Trust Co., as trustees of a certain mortgage executed by the Chesapeake & Potomac Telephone Co., requesting permission to invest certain trust funds it holds as sinking funds in bonds of the Chesapeake & Potomac Telephone Co. of Virginia, was the subject of an opinion.

An opinion was rendered in regard to the charter of the Terminal Taxicab Co.

There appears on pages 84 to 86 the opinions of the general counsel rendered during the year.

As stated in the report for 1915, the Terminal Taxicab Co. appealed from the decision of the Supreme Court of the District of Columbia, sustaining the decision of the commission that the utility in question was a common carrier and as such under the jurisdiction of the commission, to the Supreme Court of the United States.

A decision was handed down by that tribunal on May 22, 1916, holding that all the business of the complainant company was subject to the jurisdiction of the commission, except that part done directly from the garage, commonly known as livery business. The various taxicab companies in the District were ordered to keep their accounts and render reports accordingly.

About December, 1915, the valuation bureau had practically finished the accounting and engineering reports on the Potomac Electric Power Co., and within the next three months the reports of the Washington Railway & Electric Co., the Chesapeake & Potomac Telephone Co., the City & Suburban Railway Co., the Georgetown & Tennallytown Railway Co., and the Capital Traction Co. were completed to such an extent as to enable a study to be made of them preliminary to the formal hearings on the valuations.

It was necessary, as to each of these reports, that studies should be made in order that the witnesses who were to testify as to the matters and things set forth therein might be intelligently examined and the witnesses produced by the utilities might be properly cross-examined, and when it is remembered that these reports embodied the accounting, over different systems and many years, of amounts involving millions of dollars; that engineering quantities of every kind and description had to be considered and understood, with reference to the cost of reproduction in each case; and that each of these studies involved legal questions of the most complex nature, it will be realized that much time was necessarily consumed in preparation for the valuation hearings. By the 1st of May, 1916, these reports had been studied with sufficient care to enable a course to be determined upon as to the procedure to be adopted in the valuation hearings.

The formal valuation hearings commenced in June, 1916, and extended over weeks and months. During this time the valuation of the Potomac Electric Power Co. was completed, so far as the testimony was concerned, by the examination and cross-examination of many witnesses through hearings, frequently taking place daily and occupying from a week to two weeks. Prior to December 31, 1916, the commisson had before it in process of being heard, besides the valuation of the Potomac Electric Power Co., also the valuations of the Washington Railway & Electric Co., the City & Suburban Railway Co., the Georgetown & Tennallytown Railway Co., and the Capital Traction Co., involving quantities running into millions of dollars.

The most serious contest was over the property of the Potomac Electric Power Co., and this case was actually on trial 43 days—from the 3d of August, 1916, until the close of the year. While the other cases did not consume as much time in the trial work, the amount of preparation necessary in preparing them for hearing was comparatively the same.

VALUATION BUREAU.

EDWARD W. BEMIS, *Director*.

During 1916 the appraisal work under charge of the director, covering all the lighting, street railway, and telephone companies of the District, was completed. The reports of the engineering and accounting sections, covering the estimated reproduction cost new, the depreciation, the recorded cost, and the investment history of these utilities, were submitted as follows:

Name of company.	Engineering volumes.	Accounting volumes.
Potomac Electric Power Co.	5	3
Washington Ry. & Electric Co.	5	2
City & Suburban Ry. of Washington	2	1
Georgetown & Tennallytown Ry. Co.	1	1
Capital Traction Co.	4	4
Washington Gas Light Co.	2	2
Georgetown Gas Light Co.	1	1
Chesapeake & Potomac Telephone Co.	1	[1]
Total	21	14

[1] The accounting and engineering work on the telephone company was combined.

Despite delays from exhaustion of appropriations and lack of full cooperation on the part of the Potomac Electric Power Co., the Washington Railway & Electric Co., and its two subordinate companies, the City & Suburban Railway of Washington and the Georgetown & Tennallytown Railway Co., the presentation of the investment history and of the recorded and reproduction cost and depreciation of all the public-utility properties of the District privately owned and combined into two street railway companies, two gas companies, one electric light and power, and one telephone company, is the most complete appraisal ever made for any American city.

EXECUTIVE DEPARTMENTS.

The principal offices of the commission are in the District Building. The office of the gas-inspection bureau is at Tenth and D Streets NW.

EXECUTIVE SECRETARY.

WALTER C. ALLEN.

The duty of the executive secretary is to oversee and coordinate the operation of the executive departments and to prepare and present to the commission the questions for its consideration.

OFFICE OF CHIEF CLERK.

E. B. HARTLEY, *Chief Clerk.*

The duties of this office are substantially the same as those set forth in the report for 1915.

PROPERTY ACCOUNTING.

As provided by the District appropriation act approved March 3, 1915 (Public, No. 268, 63d Cong.), report was made to the official in charge of all property expendable and unexpendable in use by all offices and bureaus of the commission.

REPORTING.

On account of the great amount of work involved, it was decided to have all hearings upon valuations of the different utilities reported by a firm of stenographic reporters. All other hearings were reported by employees of the commission. During the year 272 folios of transcripts of hearings were sold at cost, resulting in a revenue of $13.60, which sum was deposited with the collector of taxes, District of Columbia, as required by law.

APPROPRIATIONS AND EXPENDITURES.

The sum of $40,000 was appropriated by Congress in the "Act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, nineteen hundred and sixteen, and for other purposes," for salaries and for incidental and all other general necessary expenses authorized by law. This sum became available on July 1, 1915, and a portion thereof was expended during the last half of the calendar year 1915 and the remainder was available during the first half of the calendar year 1916.

The sum of $16,000 was appropriated in the "Act making appropriations to supply urgent deficiencies in appropriations for the fiscal year nineteen hundred and sixteen, and prior years, and for other purposes," approved February 28, 1916, which sum became immediately available "for completing the valuation of utilities as required by law." The expenditures from this appropriation are shown in the table below.

In the "Act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, nineteen hundred and seventeen, and for other purposes," there was appropriated the sum of $44,000 for salaries and for incidental and all other general necessary expenses authorized by law. This sum became available July 1, 1916, and continued available for the remainder of the calendar year 1916, and will be available also for expenses during the first half of the calendar year 1917.

Following is a statement of the expenditures from the above-mentioned appropriations during the calendar year 1915. This includes obligations for contingent expenses which were incurred but not paid prior to January 1, 1917.

Expenditures during calendar 1916 from appropriations indicated.

	From appropriations for year ended June 30, 1916.	From appropriations for year ending June 30, 1917.	For completion of valuation work for year ended June 30, 1916.	Total.
Salaries	$12,682.96	$15,157.22		$27,840.18
Stenographic services and notes	22.40	1,979.41		2,001.81
Car tickets		15.00		15.00
Books, periodicals, and references	55.03	11.35		66.38
Stationery and office supplies	912.88	518.54		1,431.42
Blank forms, printing, and planographing	1,233.90	111.17		1,345.07
Postage	105.00	45.00		150.00
Furniture and office equipment, adding machines and typewriting machines	511.47	49.24		560.71
Traveling expenses	515.81	132.45	$24.91	673.17
Expert services		4,159.40	15,975.09	20,134.49
Total	16,039.45	22,178.78	16,000.00	54,218.23

BUREAU OF STATISTICS AND ACCOUNTS.

JAMES H. BOTZ, *Statistician and Accountant.*

The duties of the bureau comprise the compiling of statistics, prescribing and auditing reports of the utilities to the commission, auditing the utilities' books and accounts, examining and filing the rates of utilities, and making special investigations into cases arising before the commission.

The appendix of this report contains statistics of the various utilities under the jurisdiction of the commission, which are taken from the annual reports of the utilities as submitted under oath to the commission.

In addition to the duties of the bureau as heretofore mentioned, a new line of investigation was inaugurated by the statistician in the latter part of the year, upon the completion of the valuations. Although in a somewhat embryonic stage at this time, the results to be obtained as the work progresses and more time can be allotted thereto will be a very complete and valuable analysis of the operations of each utility. This work consists principally of detailed analysis of the extensions to plant and equipment made each year, and as to the changes occurring during the year in all of the capital accounts. The purpose and ultimate aim in making this thorough analysis is that the valuations of 1914 may be continued and at all times be complete as to details.

The routine work of the bureau has been considerably retarded by extra work and special investigations in connection with the valuation hearings held almost constantly before the commission since July of this year. It is expected, however, that the valuation work will be completed during the first half of the coming year, and this will allow steady application to the task of bringing all of the valuations up to date.

The rate department is operated in conjunction with and as a part of this bureau. It is in charge of a tariff clerk, who handles all complaints as to inadequacy of service and investigates all overcharges and other complaints as to rates for service. He also compiles statistics in regard to rates as required by the various bureaus of the commission, and assists the statistician in various ways.

Reductions in rates were made during the year by the following taxicab companies which do a general private and public livery business: Terminal Taxicab Co., Federal Taxicab Co., Auto Livery Co., and Barnett Taxicab Co. The Union Transfer Co., which is engaged in a general baggage transfer business, also made a reduction in its rates. The Washington Gas Light Co. and the Georgetown Gas Light Co. were ordered by act of Congress to reduce their rates, effective October 1, 1916.

Order No. 187 was issued on August 24, 1916, finding the value of the East Washington Heights Traction Railroad Co.

Order No. 189 was issued on September 27, 1916, finding the value of the Union Transfer Co., and setting up the annual rate of depreciation to be followed by this utility.

Several applications were received during the year requesting permission to issue securities. Two of these were carried over until 1917 to await the outcome of the valuations now in progress. The following orders were issued authorizing security issues:

Order No. 176, February 19, 1916, Washington Interurban Railroad Co. To issue and sell capital stock, $50,000; first mortgage, 5 per cent, 30-year gold bonds, $150,000.

Order No. 177, March 8, 1916, Georgetown Gas Light Co. To issue and sell 5 per cent gold bonds, $150,000.

Applications pending before the commission at the close of the year are as follows:

Potomac Electric Power Co., to issue and sell $1,047,500 general improvement 6 per cent debenture bonds.

Georgetown Gas Light Co. to issue and sell $5,000 5 per cent gold bonds.

BUREAU OF TRANSIT AND EQUIPMENT INSPECTION.

J. KAPPEYNE, *Engineer*.

The duties of this bureau comprise supervision of the schedules of and service furnished by the transportation utilities, inspection of their equipment, tracks, and other construction, investigation of complaints of service and equipment, and investigation of accidents, and such other matters of an engineering nature as may be referred to it for report.

VALUATION REPORTS.

Supplementing the reports made by the valuation bureau, inventories were made of the physical properties of the Potomac Electric Power Co., the Capital Traction Co., and the Washington Railway & Electric Co. (and its subsidiary companies) outside of the District of Columbia, to be used in connection with the hearings on the valuation of those utilities.

In connection with the valuation of the East Washington Heights Traction Railroad Co. (Order No. 187), an inventory and valuation of the physical property of the company was made by this bureau. It made a similar estimate of the value of the property of the Washington Interurban Railroad Co. inside the District of Columbia in connection with the company's application for an issue of securities (Order No. 176).

TRAFFIC.

During the months of January and February a general traffic survey was made on the lines of the railway companies. Traffic counts were taken from 6.30 a. m. to 11.30 p. m., at two strategical points on each line. During the rush periods observations were made at additional locations.

The survey was made in order to establish a standard for electric-railway service, to compare the service furnished with the proposed standard, and to obtain miscellaneous data as to irregularity of headway, public demand for service, speed of cars, length and duration of peak load, etc.

From the results of this traffic survey a proposed standard for electric railway service was derived and after various conferences held with the officials of the railway companies, a somewhat modified form was determined upon resulting in the issuance of Order No. 188 after having held a public hearing in the matter.

Various traffic observations were made by this bureau to determine whether the railway companies were complying with the above order.

The total hours of traffic observed by this bureau during the year was 2,193 hours, subdivided as follows:

Morning rush traffic	400
Midday nonrush traffic	752
Evening rush traffic	475
Evening nonrush traffic	516
Special traffic	50
Total	2,193

TRACK AND ROADWAY.

This bureau has kept itself informed of the maintenance of the tracks operated over by the various railway companies by making track inspections at various times.

The total number of miles of tangent track inspected during the year was 68, and the total number of special track layouts inspected amounted to 133.

The Washington Railway & Electric Co. during the year completed its track extension on Nichols Avenue, constructed a terminal track loop at the foot of Portland Street, and a new track layout at the Bennings power plant, removing part of the then existing tracks.

The Capital Traction Co. during the year constructed a track loop around the G. A. R. monument at Seventh Street north of Pennsylvania Avenue, removing the crossover in that location to U Street near Portner Place, new tracks from Twenty-sixth Street and Pennsylvania Avenue over the new Pennsylvania Avenue Bridge to M Street, removing the tracks on Twenty-sixth Street and M Street rendered inoperative by this new routing of cars, and rebuilt its entire tracks on Fourteenth Street from Church Street to U Street.

Upon application by the Capital Traction Co. and after having held a public hearing on the matter, the commission issued Order No. 196, permitting the railway company to extend its tracks toward Potomac Park.

ROLLING STOCK.

This bureau has kept itself informed of the maintenance of the rolling stock operated by the various railway companies by making car inspections at various times either at the car barns or line terminals.

The total number of cars inspected during the year was 2,276, subdivided as follows:

Barn inspections	1,308
Street inspections	797
Miscellaneous inspections	171
Total	2,276

The Washington & Maryland Railway Co. purchased one single-truck cross-seat car which was put into operation during the year after approval by the commission.

The Washington Railway & Electric Co. provided seats for its conductors on all its prepayment cars effective January 1, 1917, and converted a single-truck closed car into a sand car.

SERVICE.

This bureau has kept itself informed of all interruptions of service. After conferences held with the officials of the electric-light company and the telephone company the records of the former company were put at the disposal of this bureau for inspection, and interruptions to service were noted at regular intervals, while the latter company was directed to report to the commission all interruptions to service of one-half hour or more affecting 100 subscribers or more.

The electric railway companies submitted daily reports of all interruptions to traffic of 10 minutes or more, which detentions were plotted and analyzed with a view of reducing the number of detentions, the cause of which it appeared to be possible to remedy.

The detentions so reported are subdivided as follows:

Washington Ry. & Electric Co	1,300
Capital Traction Co	660
Washington-Virginia Ry. Co	187
Washington, Baltimore & Annapolis Ry. Co	51
East Washington Heights Traction R. R. Co	2
Total	2,200

Detail summaries of traffic detentions of 10 minutes or more are shown on page 18, Table 1.

The commission, during the year, issued 11 orders permitting the operation of additional jitney lines within the District of Columbia.

ACCIDENTS.

During the year 1,792 accidents were reported to the commission in connection with the operation of the various utilities. Fifty-seven of these accidents were investigated by this bureau.

The accidents so reported are subdivided as follows:

Washington Ry. & Electric Co	931
Capital Traction Co	566
Washington-Virginia Ry. Co	2
Washington, Baltimore & Annapolis Ry. Co	7
Washington & Old Dominion Ry. Co	1
East Washington Heights Traction R. R. Co	1
Potomac Electric Power Co	33
Chesapeake & Potomac Telephone Co	108
Western Union Telegraph Co	27
Postal Telegraph-Cable Co	2
Washington Gas Light Co	103
Georgetown Gas Light Co	3
Terminal Taxicab Co	6
Auto Livery Co	2
Total	1,792

As a result of these accidents 14 persons were killed and 1,989 persons sustained injury.

The number of persons killed are subdivided as follows:

Washington Ry. & Electric Co	6
Capital Traction Co	5
Washington, Baltimore & Annapolis Ry. Co	1
Georgetown Gas Light Co	1
Auto Livery Co	1
Total	14

The number of persons who sustained injury are subdivided as follows:

Washington Ry. & Electric Co	1,084
Capital Traction Co	612
Washington-Virginia Ry. Co	2
Washington, Baltimore & Annapolis Ry. Co	6
Washington & Old Dominion Ry. Co	1
East Washington Heights Traction R. R. Co	1

Potomac Electric Power Co	33
Chesapeake & Potomac Telephone Co	109
Western Union Telegraph Co	27
Postal Telegraph-Cable Co	2
Washington Gas Light Co	103
Georgetown Gas Light Co	2
Terminal Taxicab Co	6
Auto Livery Co	1
Total	1,989

Detail summaries of the number of all accidents reported, the number of persons killed, and the number sustaining injuries are shown in the accompanying Tables 2 and 3.

MISCELLANEOUS.

In its Order No. 179 the commission, authorized the Washington & Rockville Railway Co. to buy certain securities of the Washington & Interurban Railroad Co., which brought the operation of the latter company into the Washington Railway & Electric Co.'s system.

In its Order No. 193 the commission, after having held a public hearing, ordered the continuance of a transfer arrangement between the Washington & Old Dominion Railway Co. and the Capital Traction Co. at their terminal at Thirty-sixth and M Streets NW.

Upon the suggestion of the commission both the Washington Railway & Electric Co. and the Capital Traction Co. will honor coupon tickets in each direction of traffic at transfer points between their respective lines at Eighteenth Street and Columbia Road and Ninth and U Streets NW.

Table 1.—*Detail summary of traffic detentions reported by the electric railway companies for the year 1916.*

Companies.	Plows.								Other causes.															
	Grounded.	Pulled.	Leads burned.	Fuse blown.	Shoe pulled.	Spring broken.	Other defects.	Total.	Defective equipment.	Car off tracks.	Split switch.	Stopped in cut out.	Conductor rail down.	No current.	Other company's current off.	Collisions with cars.	Miscellaneous accidents.	Fire department.	Other company's cars.	Bridge draw open.	Miscellaneous obstructions.	Outside District of Columbia.	Total.	Grand total.
Washington Ry. & Electric Co	50	279	54	36	13	..	23	455	304	100	51	29	8	48	1	20	89	31	43	4	113	4	845	1,300
Capital Traction Co	16	79	22	35	20	48	19	239	112	13	14	15	2	14	1	2	55	29	94	..	70	....	421	660
Washington-Virginia Ry. Co	4	6	4	1	..	..	20	35	23	1	1	2	1	8	....	..	3	3	18	25	20	47	152	187
Washington, Baltimore & Annapolis Ry. Co	..	..	..	1	..	..	2	3	29	1	1	..	..	1	....	..	....	2	13	..	1	....	48	51
East Washington Heights Traction R. R. Co	..	..	..	..	..	..	..	..	..	..	..	..	..	1	....	..	....	..	..	..	1	....	2	2
Total	70	364	80	73	33	48	64	732	468	115	67	46	11	72	2	22	147	65	168	29	205	51	1,468	2,200

TABLE 2.—*Detail summary of accidents reported by the electric railway companies for the year 1916.*

Companies.	Collisions with pedestrians.			Collisions with vehicles.			Collisions with cars.			Derailment.	Electrical appliances.	Boarding cars.	
	By front of car.	By side of car.	By rear of car.	By front of car.	By side of car.	By rear of car.	Rear end.	Side.	Head-on.			Step.	Running board.
Washington Ry. & Electric Co	58	18	7	64	19	1	26	3	1	6	10	57	26
Capital Traction Co	48	31	1	48	9	2	6	....	2	2	10	61	7
Washington-Virginia Ry. Co	....	....	....	2	....	....	....	....	....	....	....	....	....
Washington, Baltimore & Annapolis Ry. Co.	4	....	....	1	....	....	....	....	....	....	....	1	....
Washington & Old Dominion Ry. Co	....	....	....	....	....	....	....	....	....	....	....	1	....
East Washington Heights Traction R. R. Co	....	....	....	1	....	....	....	....	....	....	....	....	....
Total	105	49	8	116	28	3	32	3	3	8	20	120	33

Companies.	Alighting from cars.		Riding on cars.		Miscellaneous.	Total.	Persons killed.				Persons injured.			
	Step.	Running board.	Falling from cars.	Falling within cars.			Passengers.	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.
Washington Ry. & Electric Co	110	105	13	73	339	931	1	....	5	6	608	282	194	1,084
Capital Traction Co	75	45	7	68	144	566	....	....	5	5	348	99	165	612
Washington-Virginia Ry. Co	....	....	....	....	....	2	....	....	....	....	....	....	2	2
Washington, Baltimore & Annapolis Ry. Co	1	....	....	....	....	7	....	....	1	1	3	....	3	6
Washington & Old Dominion Ry. Co	....	....	....	....	....	1	....	....	....	....	1	....	....	1
East Washington Heights Traction R. R. Co	....	....	....	....	....	1	....	....	....	....	....	....	1	1
Total	186	150	20	141	483	1,508	1	....	11	12	960	381	365	1,706

TABLE 3.—*Detail summary of accidents reported by various utilities other than electric railway companies for the year 1916.*

Companies.	At plant.	Overhead lines.	Underground lines.	Miscellaneous.	Total.	Persons killed.			Persons injured.		
						Employees.	Others.	Total.	Employees.	Others.	Total.
Potomac Electric Power Co	13	......	4	16	33	......	......	......	33	......	33
Chesapeake & Potomac Telephone Co	17	11	7	73	108	......	......	......	102	7	109
Western Union Telegraph Co	......	......	......	27	27	......	......	......	26	1	27
Postal Telegraph-Cable Co	......	......	......	2	2	......	......	......	2	......	2
Washington Gas Light Co	50	......	25	28	103	......	......	......	103	......	103
Georgetown Gas Light Co	2	......	1	......	3	1	......	1	2	......	2
Terminal Taxicab Co	......	......	......	6	6	......	......	......	......	6	6
Auto Livery Co	......	......	......	2	2	......	1	1	......	1	1
Total	82	11	37	154	284	1	1	2	268	15	283

GAS-INSPECTION BUREAU.

E. G. Runyan, *Inspector of Gas and Meters.*

The duties of this bureau comprise testing and sealing all gas meters to be installed by the gas utilities, inspecting and testing gas meters upon request of consumers of gas utilities, investigating the quality and pressure of the gas furnished, and verifying the statements of all gas meters in use in all buildings and offices occupied by the District government and certifying to the correctness of the accounts rendered for the use of gas.

During the year there has been no change in the location of the four testing stations of the bureau; nor in the gas holders and manufacturing plants of the gas utilities. These locations were given in detail in the report for 1914. The practice of former years of making daily tests of the gas at each testing station was continued during the year.

The gas supplied by the Georgetown Gas Light Co. was a mixture of coal gas and carbureted water gas, while the Washington Gas Light Co. distributed only carbureted water gas.

No change has been made in the commission's regulations relative to the quality and pressure of gas and the testing of gas meters since September 1, 1914. These regulations were given in detail in the report for 1914.

HEATING VALUE.

Washington Gas Light Co.—A total of 555 official calorimetric tests of the gas supplied by the Washington Gas Light Co. gave a mean heating value of 611.8 British thermal units per cubic foot of gas.

Georgetown Gas Light Co.—Three hundred and one official calorimetric tests of the gas supplied by this company gave a mean of 638.4 British thermal units per cubic foot of gas.

For the results by months of the tests of heating value, see Tables 4 and 5, page 22.

Although the regulations contain no requirements in regard to illuminating power of the gas, occasional tests for candlepower were made, giving a mean of 15.45 candles for the gas supplied by Washington Gas Light Co. and 18.41 candles for the Georgetown Gas Light Co.'s product.

PURITY.

Ammonia.—No ammonia was found during the year in the gas supplied by the Washington Gas Light Co., as this company's entire product was water gas. Tests of the gas supplied by the Georgetown Gas Light Co. showed the presence of more than 5 grains of ammonia in 100 cubic feet of gas on 13 days. These days occurred in the months of June, July, and August.

Total sulphur.—The tests for total sulphur in the gas supplied by both companies showed the amount of this impurity well below the legal maximum limit of 30 grains in 100 cubic feet.

Hydrogen sulphide.—On 24 days this impurity was found in the gas at some one or more stations supplied by the Washington Gas Light Co. Most of these occurrences were in the month of December. At no time during the year did the test show hydrogen sulphide in the Georgetown Gas Light Co.'s product.

For complete results of the tests for purity, see Tables 5, 6, 7, and 8, pages 22 and 23.

PRESSURE.

By means of automatic pressure recorders a continuous record of the gas pressure at each testing station was obtained. The means and extremes thus secured are as follows:

Testing station.	Mean.	Maximum.	Minimum.
	Inches.	*Inches.*	*Inches.*
Central	3.91	5.9	2.7
Southeast	4.20	6.4	2.8
Northwest	4.41	6.2	3.1
Georgetown	4.56	6.5	2.8

See Tables 9 and 10, pages 23 and 24, for complete pressure data.

METER TESTING.

During the year a total of 14,052 meter tests was made by the bureau, 13,122 being supervisory tests and 930 referee tests. Of the referee tests 49 were made at the request of the gas utilities and 881 at the request of consumers.

See Tables 11 and 12, pages 24 and 25, for the results of these meter tests.

The regulations direct that all gas meters shall be tested at least once in every five years by either this bureau or the gas utilities. In carrying out this provision for periodic tests, the gas companies reported to this office that during the year by their tests 7,225 meters were found to register correctly and again placed in service. Meters not registering correctly were sent to the repair shop and later tested as repaired meters by this office.

METER-TESTING FEES.

An inspection fee of 10 cents is collected for each new or repaired meter of designated 60-light or less capacity, 20 cents for each new or repaired meter of greater than 60-light capacity, 50 cents for each referee meter of 60-light or less capacity, and $1 for each referee meter larger than 60 light. The following tabulation shows the number of meters of each class tested and the amount of fees collected:

Kind and fee.	Number of meters.	Amount.
New meters, at 10 cents each	3,760	$376.00
Repaired meters, at 10 cents each	9,326	932.60
Repaired meters, at 20 cents each	36	7.20
Referee meters, at 50 cents each	926	463.00
Referee meters, at $1 each	2	2.00
Referee meters, Government, no fee	2	....
Total	14,052	1,780.80

This sum has been deposited with the collector of taxes, District of Columbia, as required by law.

TABLE 4.—*Heating value of the gas supplied by the Washington Gas Light Co., from Jan. 1 to Dec. 31, 1916.*

Month.	Number of days on which tests were made.	British thermal units. Mean.	British thermal units. Maximum.	British thermal units. Minimum.
January	25	628.3	638.6	616.9
February	24	621.9	633.4	611.9
March	27	620.0	630.1	607.0
April	25	610.4	633.9	594.4
May	26	604.0	630.0	588.2
June	26	601.0	619.7	587.4
July	25	610.4	622.1	598.5
August	27	602.6	620.8	579.6
September	25	605.6	624.0	582.6
October	26	608.3	625.3	587.9
November	25	610.4	623.2	595.4
December	25	620.0	645.6	605.8
For the year	306	611.8	645.6	579.6

TABLE 5.—*Heating value and purity of the gas supplied by the Georgetown Gas Light Co. from Jan. 1 to Dec. 31, 1916 (Georgetown testing station).*

Month.	Heating value. Number days tests were made.	Heating value. British thermal units. Mean.	Heating value. British thermal units. Maximum.	Heating value. British thermal units. Minimum.	Purity. Grains of ammonia in 100 cubic feet. Mean.	Purity. Grains of ammonia in 100 cubic feet. Maximum.	Purity. Grains of ammonia in 100 cubic feet. Minimum.	Purity. Grains of sulphur in 100 cubic feet. Mean.	Purity. Grains of sulphur in 100 cubic feet. Maximum.	Purity. Grains of sulphur in 100 cubic feet. Minimum.	Purity. Number of days hydrogen sulphide was present.
January	24	632.5	651.0	615.6	0.65	1.04	0.00	9.13	10.13	8.54	0
February	24	631.4	657.8	615.7	.58	.82	.41	8.94	10.27	7.83	0
March	27	629.6	646.6	606.5	.58	.88	.32	9.79	10.95	8.60	0
April	25	629.2	644.1	615.2	1.18	2.19	.73	10.19	12.04	9.11	0
May	26	643.2	668.7	620.8	1.74	2.60	1.06	10.83	13.51	6.50	0
June	24	645.9	665.0	630.3	6.03	9.65	3.17	10.18	11.83	9.06	0
July	25	641.2	663.1	623.1	8.44	9.88	6.54	11.37	12.56	10.53	0
August	26	641.6	664.9	617.9	5.27	7.07	3.80	9.52	11.67	7.59	0
September	25	634.1	655.7	607.4	2.51	2.95	2.08	8.81	9.84	7.95	0
October	25	642.7	669.7	610.9	1.86	2.94	.77	8.64	9.69	7.04	0
November	25	649.5	672.3	623.2	2.07	2.29	1.69	8.55	9.40	7.41	0
December	25	640.1	673.6	615.4	1.95	3.19	1.22	9.41	10.97	8.10	0
For the year	301	638.4	673.6	606.5	2.76	9.88	.00	9.67	13.51	6.50	0

TABLE 6.—*Purity of the gas supplied by the Washington Gas Light Co. from Jan. 1 to Dec. 31, 1916 (as tested at the central testing station).*

Month.	Grains of ammonia in 100 cubic feet. Mean.	Grains of ammonia in 100 cubic feet. Maximum.	Grains of ammonia in 100 cubic feet. Minimum.	Grains of sulphur in 100 cubic feet. Mean.	Grains of sulphur in 100 cubic feet. Maximum.	Grains of sulphur in 100 cubic feet. Minimum.	Number of days hydrogen sulphide was present.
January	0.00	0.00	0.00	11.62	16.14	9.86	0
February	.00	.00	.00	11.17	13.47	9.34	0
March	.00	.00	.00	12.64	13.53	12.11	0
April	.00	.00	.00	13.53	14.12	12.93	0
May	.00	.00	.00	15.04	17.14	11.40	0
June	.00	.00	.00	11.94	13.66	10.00	0
July	.00	.00	.00	10.91	12.60	9.93	0
August	.00	.00	.00	12.46	13.60	11.81	0
September	.00	.00	.00	11.93	13.07	9.50	0
October							1
November	.00	.00	.00	13.03	14.61	11.47	3
December	.00	.00	.00	9.47	10.56	8.40	5
For the year	.00	.00	.00	12.17	17.14	8.40	9

TABLE 7.—*Purity of the gas supplied by the Washington Gas Light Co. from Jan. 1 to Dec. 31, 1916 (as tested at the southeast testing station).*

Month.	Grains of ammonia in 100 cubic feet.			Grains of sulphur in 100 cubic feet.			Number of days hydrogen sulphide was present.
	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	
January	0.00	0.00	0.00	19.25	22.37	14.62	1
February	.00	.00	.00	14.72	17.09	12.58	3
March	.00	.00	.00	8.83	11.65	6.92	0
April	.00	.00	.00	7.59	10.79	5.66	0
May	.00	.00	.00	7.65	8.22	6.72	0
June	.00	.00	.00	7.75	8.58	6.64	0
July	.00	.00	.00	9.40	13.00	6.61	0
August	.00	.00	.00	9.41	13.05	6.61	0
September	.00	.00	.00	6.74	7.83	5.64	0
October	.00	.00	.00	7.39	8.48	6.41	2
November	.00	.00	.00	8.87	10.13	7.54	4
December	.00	.00	.00	8.66	9.39	6.91	10
For the year	.00	.00	.00	10.08	22.37	5.64	20

TABLE 8.—*Purity of the gas supplied by the Washington Gas Light Co. from Jan. 1 to Dec. 31, 1916 (as tested at the northwest testing station).*

Month.	Grains of ammonia in 100 cubic feet.			Grains of sulphur in 100 cubic feet.			Number of days hydrogen sulphide was present.
	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	
January	0.00	0.00	0.00	11.72	18.89	9.36	0
February	.00	.00	.00	7.85	9.30	6.52	0
March	.00	.00	.00	9.61	12.91	7.70	0
April	.00	.00	.00	11.47	12.10	9.72	0
May	.00	.00	.00	13.82	18.68	10.12	0
June	.00	.00	.00	11.37	14.76	8.74	0
July	.00	.00	.00	10.48	12.23	7.82	0
August	.00	.00	.00	11.08	12.10	9.83	0
September	.00	.00	.00	9.04	10.65	6.17	0
October	.00	.00	.00	9.49	12.81	6.85	0
November	.00	.00	.00	9.00	11.01	5.61	0
December	.00	.00	.00	7.31	8.00	6.18	0
For the year	.00	.00	.00	10.36	18.89	5.61	0

TABLE 9.—*Pressure of the gas supplied by the Washington Gas Light Co. from Jan. 1 to Dec. 31, 1916.*

Month.	Central testing station.			Southeast testing station.			Northwest testing station.		
	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Maximum.	Minimum.
	Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Inches.*
January	4.14	5.4	2.9	4.53	6.1	3.2	4.59	6.2	3.4
February	4.02	5.3	2.9	4.33	5.8	3.2	4.42	5.6	3.4
March	4.03	5.3	3.0	4.21	5.4	3.2	4.47	5.7	3.2
April	4.11	5.4	3.0	4.17	5.4	3.0	4.57	5.8	3.5
May	4.05	5.9	2.9	4.15	5.6	3.0	4.45	5.6	3.3
June	3.86	5.0	2.9	3.95	5.1	3.1	4.41	5.7	3.1
July	3.78	5.1	2.8	3.85	5.0	3.0	4.29	5.7	3.3
August	3.71	5.3	2.7	3.88	4.9	2.8	4.22	5.6	3.2
September	3.74	4.8	2.8	4.14	5.5	3.1	4.29	5.3	3.3
October	3.78	5.1	2.7	4.24	5.7	3.0	4.32	5.7	3.3
November	3.81	5.3	2.7	4.37	6.3	3.0	4.35	5.8	3.3
December	3.93	5.2	2.7	4.54	6.4	3.0	4.53	5.8	3.2
For the year	3.91	5.9	2.7	4.20	6.4	2.8	4.41	6.2	3.1

TABLE 10.—*Pressure of the gas supplied by the Georgetown Gas Light Co. from Jan. 1 to Dec. 31, 1916.*

Month.	Georgetown testing station. Mean.	Maximum.	Minimum.
	Inches.	*Inches.*	*Inches.*
January	4.73	6.5	3.0
February	4.71	6.3	2.8
March	4.72	6.4	3.1
April	4.63	6.2	3.1
May	4.46	6.1	3.0
June	4.54	6.2	3.1
July	4.49	6.1	2.9
August	4.52	6.0	3.1
September	4.36	5.8	2.9
October	4.37	6.0	2.8
November	4.53	6.1	2.9
December	4.60	6.0	3.1
For the year	4.56	6.5	2.8

TABLE 11.—*Meters inspected and proved for the Washington Gas Light Co. and for consumers of gas in Washington, from Jan. 1 to Dec. 31, 1916.*

Month.	Whole number of meters tested.	Supervisory tests. New meters. Number tested.	Fast. Number.	Fast. Per cent.	Slow. Number.	Slow. Per cent.	Number correct.	Repaired meters. Number tested.	Fast. Number.	Fast. Per cent.	Slow. Number.	Slow. Per cent.	Did not register.	Number correct.
January	1,110	12	0	......	0	......	12	892	5	6.20	18	6.44	....	869
February	1,377	309	0	......	1	9.00	308	983	9	4.67	12	5.00	....	962
March	1,555	211	1	3.00	0	......	210	1,279	15	5.40	13	6.23	....	1,251
April	1,417	220	0	......	0	......	220	1,089	5	6.00	12	5.75	....	1,072
May	874	64	0	......	0	......	64	766	5	4.20	13	6.23	1	747
June	1,063	275	1	4.00	1	5.00	273	725	8	5.75	14	5.07	....	703
July	798	14	0	......	0	......	14	727	2	6.00	4	7.50	....	721
August	812	106	1	3.00	0	......	105	681	0	......	0	......	....	681
September	736	349	0	......	2	5.00	347	372	1	3.00	5	5.80	....	366
October	1,009	680	0	......	0	......	680	271	0	......	0	......	1	270
November	852	230	0	......	0	......	230	584	0	......	2	7.50	....	582
December	1,692	1,026	0	......	0	......	1,026	589	0	......	1	9.00	....	588
Average	......	......	....	3.33	....	6.00	......	......	....	5.32	....	5.98	....	......
Total	13,295	3,496	3	......	4	......	3,489	8,958	50	......	94	......	2	8,812

Month.	Referee tests. Referee meters, consumer. Number tested.	Fast. Number.	Fast. Per cent.	Slow. Number.	Slow. Per cent.	Number correct.	Referee meters, company. Number tested.	Fast. Number.	Fast. Per cent.	Slow. Number.	Slow. Per cent.	Number correct	Failed to register.
January	198	78	5.51	5	4.60	115	8	3	9.67	0	......	5	0
February	81	37	6.41	1	9.00	43	4	2	6.50	0	......	2	0
March	64	32	6.22	4	4.75	28	1	0	......	0	......	1	0
April	104	48	5.54	8	4.75	48	4	1	4.00	1	3.00	2	0
May	39	15	5.80	2	4.00	22	5	0	......	0	......	5	0
June	54	10	5.90	7	3.86	37	9	2	4.00	1	3.00	6	0
July	52	18	4.83	4	4.50	30	5	1	4.00	0	......	4	0
August	24	5	5.20	1	3.00	18	1	0	......	1	4.00	0	0
September	14	4	4.25	2	4.50	8	1	0	......	0	......	1	0
October	56	20	4.95	8	3.88	28	2	0	......	1	3.00	1	0
November	35	18	4.94	4	4.75	13	3	0	......	0	......	3	0
December	73	36	5.75	4	3.12	33	4	1	3.00	0	......	3	0
Average	......	......	5.62	......	4.33	......	......	......	6.10	......	3.25	......	......
Total	794	321	......	50	......	423	47	10	......	4	......	33	

TABLE 12.—*Meters inspected and proved for the Georgetown Gas Light Co. and for consumers of gas in Georgetown, from Jan. 1 to Dec. 31, 1916.*

Month.	Whole number of meters tested.	Supervisory tests.											
		New meters.						Repaired meters.					
		Number tested.	Fast.		Slow.		Number correct.	Number tested.	Fast.		Slow.		Number correct.
			Number.	Per cent.	Number.	Per cent.			Number.	Per cent.	Number.	Per cent.	
January	47	0	0	....	0	....	0	33	0	....	0	....	33
February	85	18	0	....	0	....	18	49	0	....	0	....	49
March	90	6	0	....	0	....	6	72	0	....	0	....	72
April	54	0	0	....	0	....	0	47	0	....	0	....	47
May	60	12	0	....	0	....	12	44	0	....	0	....	44
June	37	4	0	....	0	....	4	29	0	....	0	....	29
July	54	24	0	....	0	....	24	25	0	....	0	....	25
August	28	0	0	....	0	....	0	26	0	....	0	....	26
September	78	46	0	....	0	....	46	32	0	....	0	....	32
October	100	67	0	....	0	....	67	15	0	....	0	....	15
November	64	42	0	....	0	....	42	19	0	....	0	....	19
December	60	45	0	....	0	....	45	13	0	....	0	....	13
Average	....	....	....	....	....	....	....	....	....	....	....	....	....
Total	757	264	0	....	0	....	264	404	0	....	0	....	404

Month.	Referee tests.												
	Referee meters, consumer.						Referee meters, company.						
	Number tested.	Fast.		Slow.		Number correct.	Number tested.	Fast.		Slow.		Number correct.	Failed to register.
		Number.	Per cent.	Number.	Per cent.			Number.	Per cent.	Number.	Per cent.		
January	13	9	5.78	0	......	4	1	0	....	1	5.00	0	0
February	18	11	5.27	0	......	7	0	....	....	....	......	....	....
March	12	7	7.00	0	......	5	0	....	....	....	......	....	....
April	7	4	5.75	1	3.00	2	0	....	....	....	......	....	....
May	4	2	4.00	0	......	2	0	....	....	....	......	....	....
June	4	1	3.00	0	......	3	0	....	....	....	......	....	....
July	5	1	6.00	1	3.00	3	0	....	....	....	......	....	....
August	2	1	2.50	0	......	1	0	....	....	....	......	....	....
September	0	....	......	....	......	....	0	....	....	....	......	....	....
October	18	2	5.00	3	4.00	13	0	....	....	....	......	....	....
November	2	1	4.00	0	......	1	1	....	....	....	......	1	....
December	2	2	5.50	0	......	0	0	....	....	....	......	....	....
Average	....	....	5.52	....	3.60	....	....	....	....	....	5.00	....	....
Total	87	41	......	5	......	41	2	0	....	1	......	1	0

ELECTRICAL INSPECTION BUREAU.

J. P. SCHRODT, *Inspector of Electric Meters.*

The duties of this bureau comprise the inspection of types of electric meters proposed to be used by the electric lighting company; testing and sealing all electric meters to be installed by the electric lighting company; ascertaining the accuracy of all apparatus for the testing of electric meters; inspecting and testing electric meters upon complaint of consumers with a view to having them corrected or removed from the premises by the electric lighting company; investigating the efficiency of the electric-supply system, the current supplied, and the lamps furnished by the electric lighting company; inspecting the types of taximeters proposed to be used by the various taxicab companies; testing, sealing, and marking all taximeters to be used by the taxicab companies; inspecting and testing taximeters upon complaint of consumers with a view to having them corrected or removed by the taxicab companies; all in accordance with the regulations of the commission.

The practice of testing electric meters as outlined in the annual report of 1915, pages 29 and 30, has been carried on with satisfactory results. The regulations for the approval of types of watt-hour meters, which were under consideration in 1915, were adopted December 27, 1916, becoming effective February 1, 1917. They appear in full as Order No. 197 in formal case No. 54, on page 72 of this report. The regulations follow closely those promulgated by the Bureau of Standards as they appear in their Circular No. 56.

The regulations apply to all new types of electric meters which are to be used by the Potomac Electric Power Co. on its lines and provide for the following examinations and tests:

(*a*) Design and construction.
(*b*) Effect of variation of voltage.
(*c*) Equality of current coils.
(*d*) Effect of external magnetic fields.
(*e*) Effect of variation of temperature.
(*f*) Effect of temporary overloads.
(*g*) Voltage drop or watt loss in current coils.
(*h*) Effect of variation of power factor.
(*i*) Effect of variation of frequency.
(*j*) Independence of elements.

Appendix, page 151, shows number of meters in use.

The following tables show a summary of the watt-hour meter tests made by the electric light and power utility and by the commission:

TABLE 13.—*Summary of tests of watt-hour meters made by the Potomac Electric Power Co. conforming to the requirements of the rules and regulations adopted by the commission.*

Registration.	Number of meters.								
	Test loads (request).			Test loads (inquiry).		Test loads (installation).		Test loads (periodic).	
	Light.	Normal.	Full.	Light.	Full.	Light.	Full.	Light.	Full.
Not recording	2	1	1	73	71	9	9	36	29
Less than 96 per cent	106	34	12	102	75	177	43	1,017	229
96 to 97.9 per cent	210	90	65	34	18	359	119	2,075	506
98 to 102 per cent	1,563	1,796	1,817	163	207	998	1,533	7,760	10,467
102.1 to 104 per cent	135	121	155	20	20	237	143	921	729
More than 104 per cent	57	30	22	4	3	88	21	247	89
Total	2,071			323		1,859		12,020	

Number of meters found creeping	128
Total number of meters tested	16,273

TABLE 14.—*Summary of tests of watt-hour meters made under the supervision of the commission.*

REFEREE TESTS.

Registration.	Number of meters.		
	Test loads (light).	Test loads (normal).	Test loads (full).
Not recording	0	0	0
Less than 96 per cent	4	2	1
96 to 97.9 per cent	4	1	1
98 to 102 per cent	28	35	36
102.1 to 104 per cent	5	4	4
More than 104 per cent	3	2	2

Number of meters found creeping	5
Total number of meters tested	44

Under the regulations for electric service the following fees were collected for the testing of meters:

Watt-hour meter testing fees.

	Number of meters.	Fees.
Referee tests:		
$1 each	40	$40
$2 each	2	4
Government, no fee	2	....
Total	44	44

This sum has been deposited with the collector of taxes, District of Columbia, as required by law.

VOLTAGE SURVEY.

The voltage survey which was in progress during 1915 was completed March 2, 1916, the purpose of this survey being to determine whether the Potomac Electric Power Co. was maintaining the voltage on its lines within the limits prescribed by the commission's regulations. In the course of the survey, readings were taken at 66 stations in various parts of the District of Columbia, and a total of 226 charts was made. These stations were selected with reference to substations, feeders, and distribution points and were located in any accessible building nearest the determined points. Each reading covered a period of at least three consecutive days and in some cases as much as four or five days, depending upon the variations shown by the charts.

The instruments used for making the observations were tested at least once in each location by a standard portable voltmeter.

In the calculation of the survey, section 15 of Order 139, which pertains to allowable limits for voltage variations, has been interpreted as follows:

(1) That the standard voltage of a station shall be the 24-hour average as shown by the chart.

(2) That the 3 per cent and 10 per cent variation allowed shall be calculated from this standard.

(3) That the period from sunset until 11 o'clock p. m. be termed as the period during lighting hours.

The results of the survey indicate that the voltage on a majority of the circuits in the District of Columbia is well maintained, and that the Potomac Electric Power Co. is practically complying with section 15, since but four stations were found to exceed the allowable limits. These stations were rechecked, and three practically came within the limits, but still showed a tendency to fall without.

On March 15, 1916, the commission directed that the attention of the Potomac Electric Power Co. be invited to the locations at which the regulations were not being complied with.

ELECTROLYSIS SURVEY.

During 1914 and 1915 it was learned that several cases of electrolysis had occurred in the District of Columbia and the damage confined chiefly to lead-covered cables and small gas and water services. The commission considered it advisable to determine the extent to which electrolysis existed, and on January 10 held a general conference preparatory to commencing an electrolysis survey. Representatives of the various utilities, Bureau of Standards, and District departments were present and discussed the subject.

The survey was started on January 18, 1916, and was in progress during the year, at the close of which the entire work had not yet been completed. A preliminary report was made on December 15, wherein only a certain portion of the District was considered, and a summary of this, with the recommendations contained therein, was furnished to the utilities concerned. The utilities' action thereon and a general summary of the entire survey will form a part of the 1917 report.

TAXIMETER INSPECTION.

The practice of inspecting and testing taximeters as outlined in the annual report of 1915, pages 32 and 33, has been carried on with satisfactory results. About March 1, 1916, the various taxicab companies put into effect a reduced meter rate for the first half mile. This required a readjustment of all the meters in use, but the nature of the readjustment was such as not to require a new test on all the meters.

TABLE 15.—*Summary of taximeter tests made under the supervision of the commission.*

Month.	Number of meters tested.			
	Terminal Taxicab Co.	Federal Taxicab Co.	Barnett Taxicab Co.	Total.
January	7	3	0	10
February	9	1	0	10
March	3	0	0	3
April	1	0	1	2
May	4	1	0	5
June	4	3	0	7
July	0	6	0	6
August	0	3	0	3
September	6	8	0	14
October	4	8	0	12
November	7	2	2	11
December	11	2	1	14
Total	56	37	4	97

Under the regulations for taximeter testing, the following fees were charged for the testing of meters:

Taximeter testing fees.

Taxicab companies.	Number of meters.	Fees.	
		Per test.	Amount.
Terminal Taxicab Co.	56	$0.50	$28.00
Federal Taxicab Co.	37	.50	18.50
Barnett Taxicab Co.	4	.50	2.00
Total	97	....	48.50

These sums have been charged to the various taxicab companies on vouchers prepared by the commission and paid directly to the collector of taxes of the District of Columbia, as required by law.

ORDERS AND OPINIONS OF THE COMMISSION.

The following are the orders and opinions of the commission issued during the year. In the case of orders and opinions which form part of a formal case, a summary only is given. Such orders and opinions appear in full on pages 59 to 83. The opinions of the general counsel appear on pages 84 to 86.

ORDER No. 176.

FEBRUARY 19, 1916.

In the matter of the application of the Washington Interurban Railroad Co. for authority to issue and sell capital stock to the amount of $50,000, and first mortgage, 5 per cent, 30-year gold bonds to the amount of $150,000. } P. U. C. No. 1888/4.

BROWNLOW, *Commissioner:* Application has been made to the Public Utilities Commission of the District of Columbia by the Washington Interurban Railroad Co., under the provisions of law creating the commission, for a certificate of authority to issue and sell $50,000 par value common stock, and $150,000 face value 5 per cent bonds, payable in 30 years from the 1st day of February, 1916, secured by a mortgage on the franchises and property to be acquired with the said securities.

It has been made to appear to the commission that the Washington Interurban Railroad Co. is a corporation duly organized, incorporated and existing under and by virtue of the laws of the State of Maryland; that it was incorporated for the purpose of acquiring title to and taking over the rights, franchises, and property until recently owned by the Washington Interurban Railway Co., sold at public auction on the 23d day of December, 1915, in pursuance of a decree of foreclosure and sale entered the 24th day of May, 1915, in the District Court of the United States for the District of Maryland, wherein the Railway Storage Battery Car Co. was the complainant and the said Washington Interurban Railway Co. was the defendant, the terms of which sale were ratified by the court on the 26th day of January, 1916.

It has been made to appear further to the commission that the said property was purchased at the aforesaid sale by one Gustave Herre of New York, for the nominal price of $25,000, in the interest of and for certain bondholders of the Washington Interurban Railway Co., who participated in the purchase, and further, that it is proposed to use the securities herein applied for, or the proceeds of the sale of so much thereof as is necessary, for the payment of the purchase price at the judicial sale and to distribute the remainder of the securities to the bondholders who elected to participate in the purchase.

A similar application on the part of the Washington Interurban Railroad Co. has been submitted to the Public Service Commission of the State of Maryland, and as a result of an appraisal made by that body the value of the property of the Washington Interurban Railway Co., located in the State of Maryland, as of February 1, 1916, actually used and useful for the convenience of the public at a fair value thereof at the time of said appraisal was found to be $118,000.

This commission estimates that the fair value of a road of this character and length within the District of Columbia is $50,000. Adding to the sum of these two amounts $5,000, which is agreed upon by both commissions as a fair allowance for working capital, $173,000 is obtained as the fair value of the utility. The approval of this application would result in a difference of only $27,000 between the face value of the securities and the estimate made by the commission of the fair value of the utility. The exact amount to be amortized can not be determined until the commission makes its valuation of this utility in compliance with law.

It is now the opinion of the commission:

That the transfer of the franchises, rights, and property formerly owned by the Washington Interurban Railway Co. to the Washington Interurban Railroad Co. is in the public interest and should be permitted; and

That the said securities of the Washington Interurban Railroad Co. to the amount of $50,000 par value common stock and $150,000 face value bonds are necessary to and reasonably required by said company for the purposes herein stated and in value are reasonably comparable to the value of the property for which they are exchanged.

It is, therefore,

Ordered, (1) That, under the provisions of paragraph 54 of the public utilities law, the commission hereby approves the transfer of the franchises, rights, and property heretofore owned by the Washington Interurban Railway Co., sold at judicial sale on the 23d day of December, 1915, and ratified by the District Court of the United States for the District of Maryland on the 26th day of January, 1916, to the Washington Interurban Railroad Co.

(2) That the commission does hereby authorize the issue and sale by the Washington Interurban Railroad Co. of $50,000 par value common stock, divided into shares of the par value of $50 each, and $150,000 face value first mortgage, 5 per cent, 30-year gold bonds, secured by first mortgage on the franchises and property to be acquired with the said securities (a copy of which mortgage is filed with the commission); and

(3) That the said issue and sale of securities is authorized upon the conditions following and not otherwise, to wit:

First. That the said Washington Interurban Railroad Co. shall use so much of the said securities or the proceeds of the sale of so much of said securities as are necessary for the payment of the purchase price at the aforesaid judicial sale; and

Second. That the remainder of the securities shall be apportioned among the bondholders who elected to participate in the aforesaid purchase.

Third. That the common stock hereby authorized to be issued and sold shall be sold or disposed of at not less than its par value or more.

Fourth. That all discounts and expenses in connection with the sale of the bonds hereby authorized to be issued, together with the difference between the face value of the securities herein authorized and the value of the utility hereafter to be determined by the commission in compliance with the public utilities law, shall be amortized out of the income of the company before the 1st day of January, 1945.

Fifth. That the said company shall keep separate, true, and accurate accounts showing the receipt and application in detail of the proceeds of sale or disposal of the securities hereby authorized to be issued and on or before the 15th day of July and the 15th day of January of each year, the company shall make verified reports to the commission until the securities shall have been sold or disposed of and the proceeds thereof expended, stating in each report the sale and disposal of securities during the previous period of six months, the terms and conditions of sale or disposal and, if sold, the moneys realized therefrom and the use and application of such moneys.

(4) That this order take effect immediately and continue in force until otherwise ordered by the commission.

ORDER NO. 177.

MARCH 8, 1916.

In the matter of the application of the Georgetown Gas Light Co. to issue and sell $150,000 5 per cent gold bonds. } P. U. C. No. 1771/2.

BROWNLOW, *Commissioner:* Application has been made to the Public Utilities Commission of the District of Columbia by the Georgetown Gas Light Co., under the provisions of law creating the commission, for a certificate of authority to issue and sell 50-year 5 per cent gold bonds, bearing date of August 1, 1911, to the amount of $150,000, the proceeds of the sale of said bonds to be used to pay off the indebtedness now due by said company for the cost of certain extensions, additions, betterments, and improvements already made to the property and for the further purpose of extending the mains of the company within its territory.

It has been made to appear to the commission:

That, of the said bonds for which certificate of authority of the commission is now sought, the amount of $100,000 had, prior to the creation of the commission, been deposited as collateral security for the payment of the company's notes for money borrowed and used by it for capital purposes under authority of a resolution of the board of directors of the company of July 1, 1912.

That, at the time said bonds were deposited with the bank as collateral, the formality of having the bonds authenticated by the trustee according to the terms of the mortgage had not been complied with.

That, after the enactment of the public utilities law requiring a certificate of authority from this commission for the issue of securities, the trustee under the mortgage refused to authenticate the said bonds until such a certificate of the Public Utilities Commission had been obtained.

It has been made to appear further that the Georgetown Gas Light Co. considered the said bonds as having been issued prior to the passage of the public utilities law and had so reported them under oath to the commission in answer to inquiries made by the commission concerning the securities of utilities outstanding on March 4, 1913.

The service furnished by the Georgetown Gas Light Co. in the territory in the vicinity of Woodley Park, D. C., has not been satisfactory. The company believes that this service will be improved by the construction of an additional main to this territory, and estimates that the cost of this improvement will be $25,000.

It is now the opinion of the commission:

First. That the said bonds to the amount of $100,000 were in good faith deposited as collateral security for moneys borrowed prior to the enactment of the public utilities law, that the company in good faith believed the said bonds to be issued and outstanding and acted upon that belief and that therefore the commission should grant its certificate of authority for the issuance of the said $100,000 in bonds in order that the company may complete the transaction as originally intended;

Second. That the money to be procured by the sale of the said bonds of the Georgetown Gas Light Co. to the amount of $25,000, face value, is necessary to and reasonably required by said company for the construction of a main to improve the service in the vicinity of Woodley Park, D. C.;

Third. That the expenditure of money for said purposes is not in whole or in part reasonably chargeable to operating expenses or to income; and

Fourth. That certain information which the commission will take into consideration in acting on the application for certificate of authority for the issue and sale of the remaining bonds, namely, $25,000, will not be in the hands of the commission before the completion of the valuation and investigation of the said Georgetown Gas Light Co. now in progress.

It is, therefore,

Ordered, (1) That the Public Utilities Commission of the District of Columbia does hereby authorize the issue and sale by the Georgetown Gas Light Co. of $125,000, face value, of the aforesaid 50-year, 5 per cent gold bonds, bearing date of August 1, 1911, of the said company; and

(2) That said issue and sale of bonds is authorized upon the conditions following and not otherwise, to wit:

First. That the said Georgetown Gas Light Co. shall sell the said bonds hereby authorized at the highest obtainable price under such details of sale as may be approved by the commission.

Second. That the proceeds thereof shall be used only for the following purposes and in the following amounts, to wit:

Payment of notes heretofore made and secured by the said $100,000 in bonds, and for moneys borrowed and used for the acquisition of property, and the construction, completion, and extension of the company's plant and equipment	$100,000
Construction of a supply main to serve the territory in the vicinity of Woodley Park, D. C	25,000

Third. That the said company shall keep separate, true, and accurate accounts showing the receipt and application in detail of the proceeds of the sale of the bonds herein authorized to be issued, and on or before the 15th day of July and the 15th day of January, the company shall make verified reports to the commission until the bonds shall have been sold and the proceeds thereof expended, stating the sale of bonds during the previous period of six months and the use and application of such moneys.

Fourth. That this certificate of authority for the issue and sale of said bonds is not to be construed as a certification by this commission of the sufficiency of the security for the said bonds, nor for any bonds issued by this company, but is understood to mean that the company may apply, and is required under the penalties prescribed in the organic act of the commission to apply, the proceeds from the sale of the said bonds to the purposes specified in this order and to no other purposes.

(3) That this order take effect immediately and continue in force until otherwise ordered by the commission.

ORDER NO. 178.

MARCH 8, 1916.

In the matter of the amendment of rules of procedure.	P. U. C. No. 1915/1.

Ordered, That the rules of procedure, attached to and made a part of Order No. 171 of this commission, be, and the same are hereby, amended by the addition thereto, after section 18, of the following:

FILING OF RATES AND TARIFFS.

19. Each public utility shall file with the commission schedules showing all rates, tolls, and charges which are in effect at the date of filing and all rules and regulations that in any manner affect the rates charged or to be charged for any service, such schedules to be printed or typewritten upon blank forms to be furnished by the commission and to be filed in triplicate.

Each schedule and each rule, regulation, special clause, or rider of a schedule shall be numbered or lettered to permit ready reference.

When any rate, tariff, or rules and regulations affecting any rate or tariff of any public utility are changed, the utility shall file with the commission within 10 days after receipt by it of the order or permission to make such change a revision of all the schedules affected, such revisions to be filed in triplicate and on forms as provided above, and in such a manner that an entire sheet may be substituted in the files of the commission for each sheet on which any change is made. In cases involving a change in the sheets on file, new sheets shall be substituted for such sheets, and on these new sheets shall appear the following in the upper right-hand corner:

"(1st) revision of sheet No. (1)."

ORDER NO. 179.

MARCH 16, 1916.

In the matter of the application of the Washington & Rockville Railway Co. of Montgomery County for permission to purchase $150,000, face value, of the 5 per cent, first mortgage, 30-year gold bonds, and 1,000 shares of the capital stock of the Washington Interurban Railroad Co.	P. U. C. No. 1922/3.

BROWNLOW, *Commissioner:* Under the provisions of law creating the Public Utilities Commission of the District of Columbia, petition has been made to the commission by the Washington & Rockville Railway Co. of Montgomery County, a corporation duly organized, incorporated, and existing under and by virtue of the laws of the State of Maryland, for an order authorizing and confirming the right of the said the Washington & Rockville Railway Co. of Montgomery County to acquire $150,000, face value, of the 5 per cent, first mortgage, 30-year gold bonds and 1,000 shares of the par value of $50 each of the capital stock of the Washington Interurban Railroad Co., also incorporated and existing under the laws of Maryland.

A similar petition was submitted to the Public Service Commission of Maryland, and by order approved March 1, 1916, that body gave its authority for the acquisition of the securities of the Washington Interurban Railroad Co. by the Washington & Rockville Railway Co. of Montgomery County.

The petition submitted to the commission of the District of Columbia was referred to its general counsel for opinion relative to the powers of the commission under sections 8 and 11 of the "Act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, nineteen hundred and fourteen, and for other purposes," approved March 4, 1913, commonly known as the public-utilities law and the antimerger law, to issue the order sought by the applicant.

By an opinion dated March 8, 1916, the general counsel submitted that since these two sections are parts of the same act of Congress, the prohibition in the antimerger law (sec. 11) relative to the disposition, ownership, voting or controlling by one public utility of the stock or bonds of another public utility exists only in case prior approval by the Public Utilities Commission, as provided in paragraph 54 of the public-utilities law (sec. 8), has not been obtained. The commission believes that this is a reasonable interpretation of these two sections of the act when read together, and concurs in the opinion of its general counsel of March 8, 1916.

It therefore remains to determine whether the acquisition by the Washington & Rockville Railway Co. of Montgomery County of the bonds and stock of the Washington Interurban Railroad Co. is in the public interest.

The Washington Interurban Railway Co. commenced operation on September 1, 1910, over a single track road running between Fifteenth and H Streets NE., in the District of Columbia, and the town of Bladensburg, Md. The line was later extended to Berwyn, Md. Observations made by the commission, after its creation, of the service furnished on this line showed the service to be of a low grade and the equipment used to be in a poor state of repair. Beginning October 6, 1913, the Washington Railway & Electric Co. furnished the necessary cars and equipment for the operation of this line on a car-mileage basis, and the service furnished underwent an improvement. The Washington Interurban Railway Co. later passed into the hands of receivers, and on December 23, 1915, the rights, franchises, and property were disposed of at judicial sale. The Washington Interurban Railroad Co. was then organized under the general laws of the State of Maryland and was authorized by the Public Service Commission of Maryland and by the Public Utilities Commission of the District of Columbia to issue $50,000 in stock and $150,000 in bonds for the purpose of taking over the property purchased at the foreclosure sale. The purchase of these stocks and bonds by the Washington & Rockville Railway Co. of Montgomery County is now the subject of petition.

The Washington Interurban Railroad Co. serves the territory in the District of Columbia adjacent to the Bladensburg Road and in addition serves a considerable suburban area in Prince George County, Md. A physical connection exists at Fifteenth and H Streets NE. between its tracks and the tracks of the Washington Railway & Electric Co., and it is a natural feeder of the Washington Railway & Electric Co.'s system. Since the Washington Railway & Electric Co. owns all the stock of the Washington & Rockville Railway Co. of Montgomery County and the latter company is in reality a part of the Washington Railway & Electric Co.'s system, the acquisition of the Washington Interurban Railroad Co. by the Washington & Rockville Railway Co. of Montgomery County will result in its operation as a part of the group of railways operated by the Washington Railway & Electric Co.

The commission is of the opinion that the purchase by the Washington & Rockville Railway Co. of Montgomery County of the stock and bonds of the Washington Interurban Railroad Co. is in the public interest, and it is therefore

Ordered, (1) That authority is hereby granted to the Washington & Rockville Railway Co. of Montgomery County to acquire $150,000 face value of the 5 per cent first mortgage 30-year gold bonds of the Washington Interurban Railroad Co. and 1,000 shares of the capital stock of the par value of $50 each of said company from the owners and holders thereof.

(2) That this order take effect immediately and continue in force until otherwise ordered by the commission.

ORDER No. 180.

MARCH 22, 1916.

In the matter of the application of James M. Swain to operate a motor-vehicle line. } P. U. C. No. 1650/1.

NEWMAN, *Commissioner:* The Public Utilities Commission has before it the application of James M. Swain, dated March 14, 1916, for permission to operate a motor vehicle line for the transportation of passengers as follows: South on Bowen Road from the District line to Alabama Avenue, south on Alabama Avenue to Pennsylvania Avenue, west on Pennsylvania Avenue to Second Street east, north on Second Street east to B Street north, west on B Street north to Third Street west, thence west on Pennsylvania Avenue to Sixth Street and Pennsylvania Avenue NW., and return.

After consideration of the application the commission is of the opinion that the application for permission to operate a motor-vehicle line over this route should be granted, and it is, therefore,

Ordered, (1) That the application of James M. Swain for permission to operate a motor-vehicle line for the transportation of passengers over the following route is approved: South on Bowen Road from the District line to Alabama Avenue, south on Alabama Avenue to Pennsylvania Avenue, west on Pennsylvania Avenue to Second Street east, north on Second Street east to B Street north, west on B Street north to Third Street west, thence west on Pennsylvania Avenue to Sixth Street and Pennsylvania Avenue NW., and return.

(2) That the rate of fare to be charged shall not exceed 5 cents per passenger for a continuous trip one way.

(3) That this order take effect upon the issuance by the assessor, District of Columbia, of the necessary license and remain in effect until otherwise ordered by the commission.

ORDER No. 181.

[See Formal Case No. 43, p. 59.]

APRIL 26, 1916.

Permitting the Chesapeake & Potomac Telephone Co. to amend its tariff P. U. C.–D. C.–No. 24, known as "telegram toll service."

ORDER No. 182.

MAY 18, 1916.

In the matter of a valuation of the property of the Potomac Electric Power Co. } P. U. C. No. 1987/1.

By the COMMISSION: The Public Utilities Commission of the District of Columbia having carefully considered the reports of its valuation bureau as to the amount of money expended in the construction and equipment of the Potomac Electric Power Co., as set forth in the three volumes entitled: "Potomac Electric Power Company, Report, July 1, 1914, Volume 1;" "Potomac Electric Power Company, Appendices to the Tables, Volume 2;" and "Potomac Electric Power Company, Schedules, Volume 3," adopts the same as its prima facie ascertainment of the amount of money expended in the construction and equipment of said company.

The commission having also carefully considered the report of its valuation bureau as to the amount of money it would require to reproduce all the physical properties of the Potomac Electric Power Co. used in or useful to the business of said company in the District of Columbia and to replace all the physical property belonging to said company in the District of Columbia, as set forth in five certain volumes designated "Report on Cost of Reproduction of Physical Property of Potomac Electric Power Company within the District of Columbia as of July 1, 1914," volumes 1 to 5, inclusive, adopts said report as its prima facie ascertainment of the amount of money it would require to reproduce and replace said property, as aforesaid.

The commission having also considered the rates of depreciation as set forth in said last-named volumes, adopts the same as its prima facie ascertainment of the rates of depreciation as therein set forth.

All of the ascertainments above referred to are to be considered prima facie ascertainments as made by the commission in accordance with its duty under paragraphs 6, 7, and 16 of the public-utilities law, and are adopted subject to such additions modifications, and alterations as may be jusified by any evidence adduced before it by the Potomac Electric Power Co. or any other person or corporation interested with reference to the same at the public hearing hereinafter provided for.

Under paragraph 7 of the public-utilities law, it is the duty of the commission to value the property of every public utility within the District of Columbia actually used and useful for the convenience of the public at the fair value thereof at the time of said valuation, and, under paragraph 8, it is provided that before final determination of such value the commission shall, after notice of not less than 30 days to the public utility, hold a public hearing as to such valuation.

It is, therefore, this 18th day of May, 1916,

Ordered, That a public hearing as to the valuation of the property of the Potomac Electric Power Co. within the District of Columbia actually used and useful for the convenience of the public at the fair value thereof at the time of said valuation be held in the board room (room 500) at the District Building, in the city of Washington, D. C., commencing on the 26th day of June, 1916, at 10 o'clock a. m., and that the Potomac Electric Power Co. be given due notice thereof by the service upon it of a copy of this order, which shall contain the following notice, and the delivery to it of the copies of reports designated in said notice, as follows, to wit:

"POTOMAC ELECTRIC POWER CO.,
"*231 Fourteenth Street NW.; Washington, D. C.*

"GENTLEMEN: Your attention is invited to the following extracts from the public-utilities law (act of Congress approved Mar. 4, 1913, sec. 8, Public, No. 435):

"'6. That the commission shall ascertain, as soon and as nearly as practicable, the amount of money expended in the construction and equipment of every public utility, including the amount of money expended to procure any right of way; also the amount of money it would require to secure the right of way, reconstruct any roadbed, track, depots, cars, conduits, subways, poles, wires, switchboards, exchanges, offices, works, storage plants, power plants, machinery, and any other property or instrument not included in the foregoing enumeration used in or useful to the business of such public utility, and to replace all the physical properties belonging to the public utility. * * *

"'7. That the commission shall value the property of every public utility within the District of Columbia actually used and useful for the convenience of the public at the fair value thereof at the time of said valuation.

"'8. That before final determination of such value the commission shall, after notice of not less than thirty days to the public utility, hold a public hearing as to such valuation in the manner hereinafter provided for a hearing, which provisions, so far as applicable, shall apply to such hearing. The commission shall, within ten days after such valuation is determined, serve a statement thereof upon the public utility interested, and shall file a like statement with the District Committees in Congress.

"'16. * * * The commission shall ascertain and determine what are the proper and adequate rates of depreciation of the several classes of property of each public utility. These rates shall be such as will provide the amounts required over and above the expense of maintenance to keep such property in a state of efficiency corresponding to the progress of the industry. * * * The commission shall provide for such depreciation in fixing the rates, tolls, and charges to be paid by the public. * * *'

"In the performance of the duties imposed upon it by paragraph 6, the public Utilities Commission of the District of Columbia on or about July 24, 1914, commenced its ascertainment of the amount of money expended in the construction and equipment of the Potomac Electric Power Co., and also the amount of money it would require to reproduce all of its property used in or useful to its business, and to replace all the physical properties belonging to it in the District of Columbia. At that time you were duly notified of the commencement of this work by the commission.

"On May 2, 1916, the commission furnished to you a copy of the summaries of its ascertainment of the cost of reproduction new and cost of reproduction less depreciation of the physical property of the Potomac Electric Power Co. used in and useful to its business in the District of Columbia.

"In compliance with paragraph 6 of the public-utilities law, the commission has ascertained the amount of money expended in the construction of the Potomac Electric Power Co., and such ascertainment is set forth in certain volumes designated as: 'Potomac Electric Power Company, Report, July 1, 1914, Volume 1'; 'Potomac Electric Power Company, Appendices to Tables, Volume 2'; 'Potomac Electric Power Company, Schedules, Volume 3.' Copies of these volumes are hereby made a part of this notice, as though set forth fully herein, and are furnished to you under separate cover.

"In further compliance with paragraphs 6 and 16 of the public-utilities law, the commission has ascertained the amount of money it would require to reproduce all the physical properties of the Potomac Electric Power Co. used in or useful to the business of said company in the District of Columbia, and to replace all the physical properties belonging to said company in the District of Columbia, including depreciation, and such ascertainment is set forth in five certain volumes designated 'Report on Cost of Reproduction of Physical Property of Potomac Electric Power Company within the District of Columbia as of July 1, 1914,' volumes 1 to 5, inclusive. Copies of these volumes are hereby made a part of this notice, as though set forth fully herein, and are furnished to you under separate cover.

"All of the ascertainments hereinbefore and hereinafter referred to are prima facie ascertainments of the commission made from all available information, and are subject to such additions, modifications, and alterations as may be justified by any evidence adduced before the commission by you, or any person or corporation interested.

"Under the provisions of paragraphs 7 and 8 of the public-utilities law, it is made the duty of the Public Utilities Commission to value the property of every public utility within the District of Columbia actually used and useful for the convenience of the public at the fair value thereof at the time of said valuation. In accordance with the duty thus imposed, the Public Utilities Commission of the District of the District of Columbia will, on the 26th day of June, 1916, at 10 o'clock a. m., in the board room (room 500) at the District Building in the city of Washington, D. C., hold a public hearing as to the fair value of the property of the Potomac Electric Power Co. within the District of Columbia actually used and useful for the convenience of the public at the time of said valuation.

"At said hearing, in connection with its own ascertainment of the amount of money expended in the construction and equipment of the Potomac Electric Power Co., as set forth in the volumes on that subject hereinbefore referred to, the commission will consider all evidence you may be advised to adduce and all evidence and information which you or any other person or corporation interested may desire to present with reference to the amount of money expended in the construction and equipment of the Potomac Electric Power Co.

"At said hearing, in connection with its own ascertainment of the amount of money it would require to reproduce all the physical property of the Potomac Electric Power Co. used in or useful to the business of said company in the District of Columbia, and to replace all the physical properties belonging to said company, including depreciation, as set forth in the volumes on such subject hereinbefore referred to, the commission will consider all evidence you may be advised to adduce and all evidence and information which you or any other person or corporation interested may desire to present with reference to the amount of money it would require to reproduce all the physical property of the Potomac Electric Power Co. used in or useful to the business of said company in the District of Columbia and replace all the physical properties belonging to the said company, including depreciation.

"In connection with the foregoing, the commission will also consider all evidence which may be adduced to show what changes in or additions to its prima facie ascertainments should be made by reason of the fact that said ascertainments have been made as of July 1, 1914.

"At the said hearing for the final determination of the fair value of the property of the Potomac Electric Power Co. within the District of Columbia actually used and useful for the convenience of the public at the time of said valuation, the commission will hear and consider all evidence and argument which you or any other person or corporation interested may present as to the foregoing matters and things, and also as to all other elements of value which should be taken into consideration by it in determining the fair value of the property of the Potomac Electric Power Co. in accordance with the duty of the commission as set forth in the public-utilities law, and also as to what rate of return based on fair value should be allowed to said company over and above the cost of conducting its business.

"The aforesaid valuation will be made as a basis for fixing the rates, tolls, and charges of the Potomac Electric Power Co. to be paid by the public, and the elements of value will be considered with especial reference to that purpose.

"During the time between the receipt of this notification by you and the hearing herein set forth for June 26, 1916, as aforesaid, and during the hearing, all of the records of the Public Utilities Commission and all of the reports, data, and other information obtained by its officers or agents, or any of them, are open to your inspection and examination, and any information which the commission or any of its agents or officers may have, and which you desire, will be furnished to you upon your application."

It is further ordered, That the following procedure be followed as far as practicable at said hearing:

First. The commission will hear all witnesses and consider all evidence adduced by the Potomac Electric Power Co. relating to the amount of money it would require to reproduce all the physical properties of the Potomac Electric Power Co. used in or useful to the business of said company in the District of Columbia, and to replace all the physical properties belonging to said company in the District of Columbia, including depreciation, and will thereafter hear such evidence as may be adduced by any other person or corporation interested on the same subject. The commission will then hear and consider any further evidence which may be adduced before it in reply to the evidence adduced by the said company or any other person or corporation.

Second. A similar method of procedure will be followed as far as practicable with reference to the determination of the amount of money expended in the construction and equipment of the Potomac Electric Power Co.

In connection with the foregoing, the commission will also consider all evidence which may be adduced to show what changes in or additions to its prima facie ascertainments should be made by reason of the fact that said ascertainments have been made as of July 1, 1914.

The commission will then hear and consider all evidence which may be adduced by the Potomac Electric Power Co. or any other person or corporation interested as to all other elements of value which should be taken into consideration by it in determining the fair value of the property of the Potomac Electric Power Co. Opportunity will be allowed for argument at appropriate stages of the proceeding.

The commission will also consider evidence and argument as to what rate of return based on fair value should be allowed to said company over and above the cost of conducting the business.

The aforesaid valuation will be made as a basis for fixing and determining the rates, tolls, and charges of the Potomac Electric Power Co. to be paid by the public, and the elements of value will be considered with especial reference to that purpose.

ORDER NO. 183.

JUNE 21, 1916.

In the matter of the application of William Biddison to operate a motor vehicle line. } P. U. C. No. 2031.

By the COMMISSION: The Public Utilities Commission has before it the application of William Biddison, dated June 9, 1916, for permission to operate a motor vehicle for the transportation of passengers from Wisconsin Avenue and the District line, south on Wisconsin Avenue to Massachusetts Avenue, east on Massachusetts Avenue to New Jersey Avenue, south on New Jersey Avenue to the east front of the Capitol, and return.

It is the purpose of the applicant to operate a motor vehicle line between Frederick, Md., and Washington, D. C., and to carry no local passengers in the District of Columbia.

After consideration of the application, the commission is of the opinion that permission to operate a motor vehicle over this route should be granted.

It is therefore

Ordered, (1) That the application of William Biddison to operate a motor vehicle for the transportation of passengers over the following route is approved: South on Wisconsin Avenue from the District line to Massachusetts Avenue, east on Massachusetts Avenue (following the north side of Mount Vernon Square) to New Jersey Avenue, south on New Jersey Avenue to the east front of the Capitol, and return.

(2) That this order take effect upon the issuance by the assessor, District of Columbia, of the necessary license, and remain in effect until otherwise ordered by the commission.

ORDER NO. 184.

JULY 12, 1916.

In the matter of the application of Beatrice A. Rudes to operate a motor vehicle line. } P. U. C. No. 2040.

By the COMMISSION: The Public Utilities Commission has before it the application of Beatrice A. Rudes, June 21, 1916, for permission to operate a motor vehicle line for the transportation of passengers as follows: From Fifteenth Street and Pennsylvania Avenue NW., south on Fifteenth Street and through the Monument Grounds to Potomac Park, east in Potomac Park to the point; thence west in Potomac Park to lower Water Street, east on lower Water Street to A Street, east on A Street to Seventeenth Street, thence north on Seventeenth Street and northeast through Executive Grounds to the starting point.

After consideration of the application, the commission is of the opinion that the application for permission to operate a motor vehicle line over this route should be granted, and it is therefore

Ordered, (1) That the application of Beatrice A. Rudes for permission to operate a motor vehicle line for the transportation of passengers over the following route is approved: From Fifteenth Street and Pennsylvania Avenue NW., south on Fifteenth Street and through the Monument Grounds to Potomac Park, east in Potomac Park to the point, thence west in Potomac Park to lower Water Street, east on lower Water Street to A Street, east on A Street to Seventeenth Street, thence north on Seventeenth Street and northeast through Executive Grounds to the starting point.

(2) That the rate of fare to be charged shall not exceed 25 cents per passenger for one continuous trip over the route defined.

(3) That this order is issued subject to the approval and supervision of the Office of Public Buildings and Grounds of such portion of the operations of the applicant as lies within the parks herein mentioned.

(4) That this order take effect upon the issuance by the assessor, District of Columbia, of the necessary license, and remain in effect until otherwise ordered by the commission.

ORDER No. 185.

JULY 27, 1916.

In the matter of the application of Semmes Motor Line (Inc.) to operate a motor vehicle line. } P. U. C. No. 2061.

By the COMMISSION: The Public Utilities Commission has before it the application of Semmes Motor Line (Inc.), dated July 8, 1916, for permission to operate a motor vehicle line for the transportation of passengers from 628 Pennsylvania Avenue SE. to the District line at Naylor Road by way of certain streets and avenues in the District of Columbia, and return.

The purpose of the application is to secure permission to operate a line of motor vehicles from Washington, D. C., to Leonardtown, La Plata, and Brandywine, Md. Permission is here sought to operate over such portion of these routes as lies within the District of Columbia.

After consideration of the application, the commission is of the opinion that permission to operate a motor vehicle line over this route should be granted, and it is therefore

Ordered, (1) That the application of Semmes Motor Line (Inc.) for permission to operate a motor vehicle line for the transportation of passengers over the following route is approved: From 628 Pennsylvania Avenue SE., east on Pennsylvania Avenue to Eighth Street, south on Eighth Street to M Street, east on M Street to Eleventh Street, south on Eleventh Street and Nichols Avenue to Good Hope Road, thence east on Good Hope and Naylor Roads to the District line, and return.

(2) That the rate of fare to be charged shall not exceed 5 cents for a continuous trip one way within the District of Columbia.

(3) That this order take effect upon the issuance by the assessor, District of Columbia, of the necessary license, and remain in effect until otherwise ordered by the commission.

ORDER No. 186.

AUGUST 2, 1916.

In the matter of the application of Henry Walter to operate a motor vehicle line. } P. U. C. No. 2088.

By the COMMISSION: The Public Utilities Commission has before it the application of Henry Walter, dated July 29, 1916, for permission to operate a motor vehicle for the transportation of passengers between Fifteenth and H Streets NE. and the navy yard.

After consideration of the application, the commission is of the opinion that the application for permission to operate a motor vehicle over the route set forth in the application should be granted.

It is therefore

Ordered, (1) That the application of Henry Walter to operate a motor vehicle for the transportation of passengers over the following route is approved: From Fifteenth and H Streets NE., on Maryland Avenue to Ninth Street, south on Ninth Street to M Street SE., west on M Street to the navy-yard gate, and return.

(2) That the rate of fare to be charged shall not exceed 5 cents per passenger for a continuous trip one way.

(3) That this order take effect upon the issuance by the assessor, District of Columbia, of the necessary license, and remain in effect until otherwise ordered by the commission.

ORDER No. 187.

[See Formal Case No. 45, p. 59.]

AUGUST 24, 1916.

Finding values of the property of the East Washington Heights Traction Railroad Co.

ORDER No. 188.

[Formal Case No. 38, p. 61.]

SEPTEMBER 25, 1916.

Prescribing regulations concerning standards of electric railway service in the District of Columbia.

ORDER No. 189.

[Formal Case No. 44, p. 66.]

SEPTEMBER 27, 1916.

Finding values of the property of the Union Transfer Co.

ORDER No. 190.

OCTOBER 11, 1916.

In the matter of the application of Ernest C. Eschinger to operate a motor vehicle line. } P. U. C. No. 2153.

By the COMMISSION: Application has been made to the commission by Ernest C. Eschinger, under date of September 28, 1916, for permission to operate a motor vehicle for the transportation of passengers from 1231 Good Hope Road to the District line at Bowen Road by way of Good Hope and Bowen Roads.

The purpose of the application is to secure permission to operate a motor vehicle from Washington, D. C., to Forestville, Md. Permission is here sought to operate over such portion of this route as lies within the District of Columbia.

After consideration of the application, the commission is of the opinion that permission to operate this motor vehicle should be granted.

It is therefore

Ordered, (1) That the application of Ernest C. Eschinger for permission to operate a motor vehicle for the transportation of passengers over the following route is approved: From 1231 Good Hope Road, east on Good Hope Road to Bowen Road, thence northeast on Bowen Road to the District line, and return.

(2) That the rate of fare to be charged shall not exceed 5 cents for a continuous trip one way within the District of Columbia.

(3) That this order take effect upon the issuance by the assessor, District of Columbia, of the necessary license, and remain in effect until otherwise ordered by the commission.

ORDER No. 191.

OCTOBER 11, 1916.

In the matter of the application of John A. Degrange and Clayton Dronenberg to operate a motor-vehicle line. } P. U. C. No. 2158.

By the COMMISSION: Application has been made to the commission by John A. Degrange and Clayton Dronenberg, under date of October 3, 1916, for permission to operate a motor vehicle line for the transportation of passengers from the District line at Wisconsin Avenue to the Raleigh Hotel, at Twelfth Street and Pennsylvania Avenue NW., by way of Wisconsin and Massachusetts Avenues and Twelfth Street.

The purpose of the application is to secure permission to operate a motor vehicle line from Frederick City, Md., to Washington, D. C., by way of Ridgeville, Gaithersburg, and Rockville. Permission is here sought to operate over such portion of this route as lies within the District of Columbia.

After consideration of the application, the commission is of the opinion that permission to operate a motor vehicle line over this route should be granted.

It is, therefore,

Ordered, (1) That the application of John A. Degrange and Clayton Dronenberg for permission to operate a motor vehicle line for the transportation of passengers over the following route is approved: From the District line at Wisconsin Avenue, south on Wisconsin Avenue to Massachusetts Avenue, east on Massachusetts Avenue to Twelfth Street NW., south on Twelfth Street to Pennsylvania Avenue, and return.

(2) That the rate of fare to be charged shall not exceed 5 cents for a continuous trip one way within the District of Columbia.

(3) That this order take effect upon the issuance by the assessor, District of Columbia, of the necessary license, and remain in effect until otherwise ordered by the commission.

ORDER No. 192.

OCTOBER 11, 1916.

In the matter of the application of Henry Sewell and Stewart A. Geibhart to operate a motor-vehicle line. } P. U. C. No. 2157.

By the COMMISSION: Application has been made to the commission by Henry Sewell and Stewart A. Geibhart, under date of October 3, 1916, for permission to operate a motor vehicle line for the transportation of passengers from the District line at Wisconsin Avenue to the New Willard Hotel, at Fourteenth Street and Pennsylvania Avenue NW., by way of Wisconsin and Massachusetts Avenues and Fourteenth Street.

The purpose of the application is to secure permission to operate a motor vehicle line from Frederick City, Md., to Washington, D. C., by way of New Market, Ridgeville, Gaithersburg, and Rockville. Permission is here sought to operate over such portion of this route as lies within the District of Columbia.

After consideration of the application, the commission is of the opinion that permission to operate a motor vehicle line over this route should be granted.

It is, therefore,

Ordered, (1) That the application of Henry Sewell and Stewart A. Giebhart for permission to operate a motor vehicle line for the transportation of passengers over the following route is approved: From the District line at Wisconsin Avenue, south on Wisconsin Avenue to Massachusetts Avenue, east on Massachusetts Avenue to Fourteenth Street NW., south on Fourteenth Street to Pennsylvania Avenue, and return.

(2) That the rate of fare to be charged shall not exceed 5 cents for a continuous trip one way within the District of Columbia.

(3) That this order take effect upon the issuance by the assessor, District of Columbia, of the necessary license, and remain in effect until otherwise ordered by the commission.

ORDER No. 193.

[Formal Case No. 52, p. 68.]

OCTOBER 23, 1916.

Ordering continuance of the transfer arrangement formerly existing between the Washington & Old Dominion Railway and the Capital Traction Co., at Thirty-sixth and M Streets NW.

ORDER No. 194.

NOVEMBER 25, 1916.

In the matter of the application of Ernest C. Eschinger to extend his motor-vehicle route. } P. U. C. No. 2153/1.

By the COMMISSION: Application has been made to the commission by Ernest C. Eschinger, under date of October 31, 1916, for permission to extend the motor-vehicle line now operated by him for the transportation of passengers from its present western terminus, at 1231 Good Hope Road, west to Ninth Street and Pennsylvania Avenue NW.

Permission has previously been given the applicant to operate a motor-vehicle line from 1231 Good Hope Road, east on Good Hope Road to Bowen Road, thence northeast on Bowen Road to the District line; the purpose of the applicant being to furnish transportation service between Washington, D. C., and Forestville, Md. The extension now sought would permit the applicant to bring patrons of his line to a downtown point.

After consideration of the application the commission is of the opinion that permission to extend this motor-vehicle line should be granted, provided the applicant is not permitted to operate his cars within the district of congested vehicular traffic.

It, is, therefore,

Ordered, (1) That the application of Ernest C. Eschinger for permission to extend his motor-vehicle line from 1231 Good Hope Road, west on Good Hope Road to Eleventh Street SE.; north on Eleventh Street to Pennsylvania Avenue; west on Pennsylvania Avenue to B Street south; thence west on B Street to First Street west; north on First to Pennsylvania Avenue; west on Pennsylvania Avenue to the small triangle on the north side of Pennsylvania Avenue between Eighth and Ninth Streets; thence returning over the same route without passing west of Ninth Street, is approved.

(2) That the rate of fare to be charged shall not exceed 5 cents for a continuous trip one way within the District of Columbia.

(3) That this order take effect from and after the date hereof and remain in effect until otherwise ordered by the commission.

ORDER No. 195.

NOVEMBER 25, 1916.

In the matter of the application of Louis Jackson to operate a motor-vehicle line. } P. U. C. No. 2200.

By the COMMISSION: Application has been made to the commission by Louis Jackson, under date of November 10, 1916, for permission to operate a motor vehicle for the transportation of passengers from Tenth Street and Louisiana Avenue NW., west on Louisiana Avenue to Twelfth Street, south on Twelfth Street to B Street SW., west on B Street to Thirteenth Street, south on Thirteenth Street to D Street, west on D Street to Fourteenth Street, and south on Fourteenth Street to the south end of the Highway Bridge.

The purpose of the application is to secure permission to operate a motor vehicle from Arlington, Va., to Washington, D. C. Permission is here sought to operate over such portion of this route as lies within the District of Columbia.

After consideration of the application the commission is of the opinion that permission to operate a motor vehicle over this route should be granted.

It is, therefore,

Ordered, (1) That the application of Louis Jackson for permission to operate a motor vehicle for the transportation of passengers over the following route is approved: From Tenth Street and Louisiana Avenue NW. west on Louisiana Avenue to Twelfth Street, south on Twelfth Street to B Street SW., west on B Street to Thirteenth Street, south on Thirteenth Street to D Street, west on D Street to Fourteenth Street, south on Fourteenth Street to the south end of the Highway Bridge, and return.

(2) That the rate of fare to be charged shall not exceed 5 cents for a continuous trip one way within the District of Columbia.

(3) That this order take effect upon the issuance by the assessor, District of Columbia, of the necessary license, and remain in effect until otherwise ordered by the commission.

ORDER No. 196.

[Formal Case No. 53, p. 70.]

DECEMBER 7, 1916.

Approving the application of the Capital Traction Co. to extend its tracks on Eighteenth and other streets south of Pennsylvania Avenue and to place additional special work at Fifteenth Street and New York Avenue.

ORDER No. 197.

[Formal Case No. 54, p. 72.]

DECEMBER 27, 1916.

Prescribing regulations for the approval of types of watt-hour meters for use in the District of Columbia.

ORDER No. 198.

DECEMBER 27, 1916.

In the matter of the application of Terry W. Tayman to operate a motor vehicle line. } P. U. C. No. 2227.

By the COMMISSION: Application has been made to the commission by Terry W. Tayman, under date of December 4, 1916, for permission to operate a motor vehicle for the transportation of passengers from Ninth Street and Louisiana Avenue NW., to the District line at Bowen Road and return, the purpose of the applicant being to supply a motor vehicle service between Washington, D. C., and Forestville, Md.

After consideration of the application, the commission is of the opinion that permission to operate a motor vehicle over this route should be granted, provided the applicant is not permitted to operate his car within the district of congested vehicular traffic.

It is, therefore,

Ordered, (1) That the application of Terry W. Tayman for permission to operate a motor vehicle for the transportation of passengers over the following route is approved: Beginning at the small triangle on the north side of Pennsylvania Avenue between Eighth and Ninth Streets NW., thence turning and proceeding east on Pennsylvania Avenue to the Peace Monument, through the Capitol Grounds to First and B Streets SE., east on B Street to Pennsylvania Avenue, east on Pennsylvania Avenue to the District line at Bowen Road, and return.

(2) That the rate of fare to be charged shall not exceed 5 cents for a continuous trip one way within the District of Columbia.

(3) That this order take effect upon the issuance by the assessor, District of Columbia, of the necessary license, and remain in effect until otherwise ordered by the commission.

INFORMAL CASES.

The following expressions have been used for brevity in the table and in the list to classify in a general way the disposition of the cases:

1. *Satisfied.*—Where the result accomplished substantially meets the desires of the complainant, as indicated either by his reply or his failure to reply within 20 days, or reasonably remedies the condition as developed by the investigation.
2. *No action advisable.*—Where, upon investigation, no definite defect which can be remedied by the commission has developed, or where the commission deems that the matter is not in the public interest.
3. *Ill founded.*—Where the complaint, in the opinion of the commission, is without proper foundation, or where investigation shows that the facts were not as stated by the complainant.
4. *Default of complainant.*—Where the complainant, upon request to submit further information necessary to a proper investigation of the matter, failed to do so, or where the complainant can not be located or the name given is fictitious.
5. *No jurisdiction.*—Where the commission has no jurisdiction in the matter.
6. *Dormant.*—Where the case is permitted to remain unclosed for a considerable period of time pending the conclusion of some related matter which may have bearing upon its final disposition.

TABLE 16.—*Number of informal cases, classified.*

Utilities.	Satisfied.	No action advisable.	Ill founded.	Default of complainant.	No jurisdiction.	Transferred to formal case.	Dormant.	Pending.	Total.
Street railway:									
Washington Ry. & Electric Co	68	21	3	1	2	2	15	21	133
Capital Traction Co	21	12	2		1	2	4	16	58
Washington & Old Dominion Ry	1	1			2	1		1	6
Washington-Virginia Ry. Co	1	1							2
East Washington Heights Traction R. R. Co		1							1
Total street railways	91	36	5	1	5	5	19	38	200
Street railway extensions:									
Washington Ry. & Electric Co							13		13
Capital Traction Co							10		10
Washington & Maryland Ry. Co							2		2
Miscellaneous							5		5
Total street railway extensions							30		30
Gas and electric: [1]									
Washington Gas Light Co	5	11	1		1			1	19
Georgetown Gas Light Co	12	3	1				1	1	18
Potomac Electric Power Co	12	13	2			1		2	30
Total gas and electric	29	27	4		1	1	1	4	67
Telephone: Chesapeake & Potomac Telephone Co	12	5	1						18
Express: Union Transfer Co	1	1				1			3
Taxicab:									
Terminal Taxicab Co	1	1	3						5
Federal Taxicab Co		1							1
Total taxicab	1	2	3						6
Miscellaneous		1			1				2
Grand total	134	72	13	1	7	7	50	42	326

[1] Exclusive of complaints of meters made directly to gas-inspection bureau.

SUMMARY OF INFORMAL CASES.

Street Railways.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
1	Brylawski—Washington Ry. & Electric Co.	Congestion of traffic on New York Avenue near Fifteenth Street NW.	Dormant.
16-3	Hadad—Washington Ry. & Electric Co.	Noise and vibration due to operation of Anacostia substation.	No further action advisable. Noise cannot be eliminated, and little vibration exists.
16-4	.....do	.....do	No further action advisable.
58-1	Citizens' Association of Chevy Chase et al.—Capital Traction Co.	Request for improved service to Chevy Chase, preferably express.	Pending.
169	Hall—Capital Traction Co.	Congestion of traffic on Fourteenth Street line.	Do.
197	Worthington—Washington Ry. & Electric Co.	Danger due to unsafe transfer facilities at Dupont Circle.	Do.
216	Dodd et al.—Washington Ry. & Electric Co.	Request for underground system on Georgia Avenue to Upshur Street.	Dormant.
241	Foley—Washington & Old Dominion Ry.	Delay of cars at south end of Aqueduct Bridge; irregularity of shuttle car.	No jurisdiction.
266	Scharf—Washington Ry. & Electric Co.	Request for stops in the vicinity of Mozart Street and Ontario Road.	Pending.
475	Washington Ry. & Electric Co., ex parte.	Request for authority to discontinue stop at Columbia Road and Twentieth Street.	Do.
482	Green—Washington Ry. & Electric Co. and Capital Traction Co.	Request for far-side stop at Eleventh and F Streets NW., eastbound, and far-side stops at all curves.	Do.
641	Short et al.—Capital Traction Co.	Request that westbound cars on Pennsylvania Avenue stop after rounding curve at Fifteenth Street.	Do.
764	Farr—Capital Traction Co.	Confusion between Chevy Chase cars bound for New York Avenue and those bound for Seventh Street wharves; suggests use of distinctive signs.	Do.
799-3	Kearney et al.—Washington Ry. & Electric Co.	Proposed discontinuance of through service on Tennallytown-F Street line after 6.05 o'clock p. m.	Answered by issuance of Order No. 188, establishing standards of street railway service.
880-1	Daly et al.—Washington & Old Dominion Ry.	Insufficient service	Satisfied. Service shown to be satisfactory.
959	Breckinridge—Washington Ry. & Electric Co. and Capital Traction Co.	Request for use of properly illuminated distinctive signs on cars.	Pending.
1020-3	Otterback—Washington Ry. & Electric Co.	Request for additional transfer points on Eleventh Street line.	Dormant.
1173	Lane—Washington Ry. & Electric Co.	Suggests changes in routing and trackage to alleviate congestion at Ninth and F Streets NW.	Do.
1194	Hill—Washington Ry. & Electric Co.	Transfer privileges at Wisconsin Avenue and P Street.	Do.
1383-1	Gwyer—Capital Traction Co.	Refusal of company to accept transfers southbound at Fourteenth and U Streets when issued from Fourteenth Street Chevy Chase cars; displaying of Seventh Street sign on Fourteenth Street Chevy Chase car.	No action advisable.
1395-2	Northeast Washington Citizens' Association—Washington Ry. & Electric Co. and Capital Traction Co.	Request for consolidation of two companies.	Dormant.
1494-1	Goodkey et al.—Washington Ry. & Electric Co. and Capital Traction Co.	Insufficient service on all lines.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1627	Rhoderick—Washington Ry. & Electric Co.	Request that Brightwood Ninth Street line cars stop at Westminster Street.	Pending.
1675	Gilmer—Washington Ry. & Electric Co.	Congestion of cars on Fourteenth Street west, between B Street south, and G Street north.	Satisfied. Conditions complained of remedied.

SUMMARY OF INFORMAL CASES—Continued.

STREET RAILWAYS—Continued.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
1675-1	Gilmer—Washington Ry. & Electric Co.	Request that more cars be routed via E Street NW., to relieve congestion at Fourteenth and G Streets and at Eleventh and G Streets.	No action advisable. Present method of routing cars deemed satisfactory.
1729	Le Clerc et al.—Washington Ry. & Electric Co.	Insufficient ventilation of cars on Brightwood Ninth Street line.	Satisfied. New ventilating system installed.
1760-1	Newton—Washington Ry. & Electric Co.	Insufficient service on Fourth Street line south of Bureau of Engraving and Printing to wharves.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1770	Curry—Capital Traction Co....	Noise due to defective condition of switch at Fourteenth Street car barn.	Satisfied. Repairs made and switch put in as good condition as can be generally expected of special work of that type.
1782-1	Boyd—Washington Ry. & Electric Co.	Insufficient service on all lines.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1815	Fishback—Capital Traction Co.	Insufficient service on Fourteenth Street line during theater rush period.	Pending.
1818	Ellis—Washington Ry. & Electric Co.	Insufficient ventilation of cars on Georgetown-Lincoln Park and Tennallytown lines.	Satisfied. Company taking steps to see that cars are properly ventilated.
1820	Bricker—Washington Ry. & Electric Co. and Capital Traction Co.	Insufficient service on all lines; poor condition of rolling stock.	Transferred to Formal Case No. 6.
1825	Rowe—Washington Ry. & Electric Co.	Insufficient heating and lighting of cars on Maryland line.	Satisfied. Company to install new system of lighting; insufficient heating of car satisfactorily explained by company.
1831	Cassassa—Washington Ry. & Electric Co.	Uncleanliness of cars on Maryland line.	Satisfied. Complainant informed that cars are kept in clean condition generally, and that car specifically complained of was probably tripper called into service on short notice.
1836	Northeast Washington Citizens' Association—Washington Ry. & Electric Co.	Congestion of traffic on G Street NW., between Thirteenth and Fourteenth Streets.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1838	Chase—Washington Ry. & Electric Co.	Failure of East Washington-Connecticut Avenue line car to stop on signal at Connecticut Avenue and R Street.	Satisfied. Matter satisfactorily explained by company.
1839	Church—Capital Traction Co..	Insufficient service on Pennsylvania Avenue line.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1840	Deane—Capital Traction Co...	Refusal of company to issue transfer upon transfer from Washington & Old Dominion Ry. north at Eighth Street and Pennsylvania Avenue SE.	No action advisable.
1841	Sterling, et al.—Washington Ry. & Electric Co.	Insufficient service on Brightwood-Ninth Street line.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1844	Mortimer—Capital Traction Co.	Insufficient ventilation of cars on Pennsylvania Avenue line.	Dormant.
1846	Benning Citizens' Association, et al.—Washington Ry. & Electric Co.	Request that speed of cars over Benning Bridge be reduced; overcrowding of cars.	Satisfied. Cars not operated at speed in excess of that allowed by law; matter of overcrowding answered by issuance of Order No. 188, establishing standards of street railway service.
1847	Bowie—Capital Traction Co...	Insufficient heating of cars....	No action advisable. Cars heated in accordance with regulations of commission.
1851	Hillsdale Citizens' Association—Washington Ry. & Electric Co.	Request for faster running time on Eleventh Street line from Anacostia.	Answered by issuance of Order No. 188, establishing standards of street railway service.

SUMMARY OF INFORMAL CASES—Continued.

STREET RAILWAYS—Continued.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
1853	West—Washington Ry. & Electric Co.	Placing of red flags in front of store by company.	Satisfied. Flags removed.
1855	Brown et al.—Washington Ry. & Electric Co.	Insufficient service from Mount Pleasant and Georgetown to Fourteenth and B Streets SW.	Satisfied. Additional cars placed in service.
1858	University Heights Citizens' Association, et al.—Washington Ry. & Electric Co.	Insufficient service on North Capitol Street line; request for express service to Brookland.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1860	Pardoe—Washington Ry. & Electric Co.	Insufficient heating of cars on East Washington-Connecticut Avenue line.	Satisfied. Heaters placed in good condition.
1862	White—Washington Ry. & Electric Co.	Smoking on platforms of cars and carrying lighted cigars and cigarettes into cars.	No action advisable. Complainant informed that commission believes regulations of company to be reasonable.
1864	Atkisson et al.—Capital Traction Co.	Insufficient service on F and G Streets line.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1865	Woods—Capital Traction Co...	Insufficient service between Georgetown and Capitol and Library.	Do.
1867	Clifford, et al.—Washington Ry. & Electric Co.	Request for use of more cross-seat cars to Forest Glen.	No action advisable.
1868	Montgomery—Washington Ry. & Electric Co.	Request for owl service on Columbia line.	No action advisable. Demand for owl service not deemed great enough to warrant action by commission.
1869	Potter—Washington Ry. & Electric Co.	Request for operation of Brightwood-Ninth Street line cars on "skip stop" basis during rush hours; also that half fare be charged standing passengers.	Pending.
1871	Otterback, et al.—Washington Ry. & Electric Co.	Insufficient service on Eleventh Street line to Anacostia.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1873	Clark—The Capital Traction Co.	Insufficient service on Chevy Chase line.	Do.
1876	Collamer—Washington Ry. & Electric Co.	Irregularity of headway on Brightwood-Ninth Street line.	Do.
1877	Sheil—Washington Ry. & Electric Co.	Failure of East Washington-Connecticut Avenue line cars to stop on signal at Connecticut Avenue at Q Street.	No action necessary.
1883	Wood—Washington Ry. & Electric Co.	Suggested changes to improve service on North Capitol, Fourth Street and Brightwood-Ninth Street lines.	Answered by issuance of Order No. 188, establishing standards of street railway service
1886	Thomson—Capital Traction Co.	Discontinuance of practice of switching back cars at Fourteenth Street and Park Road.	Pending.
1887	Thomson—Washington Ry. & Electric Co.	Request for routing of Eleventh Street line cars southbound via Eleventh and E Streets.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1889	Lord—Capital Traction Co.....	Refusal of conductor to permit passengers to occupy space railed off for him on rear platform; overcrowding of cars.	Do.
1895	Barker—Washington Ry. & Electric Co.	Insufficient service on Eleventh Street line, particularly between 9 and 10 a. m.	Do.
1898	Shuman et al.—Capital Traction Co.	Insufficient service on Fourteenth Street line.	Do.
1899	Congress Heights Public Improvement Association—Washington Ry. & Electric Co.	Insufficient service on Eleventh Street line.	Satisfied. Additional cars placed in service.
1908	Wardman et al.—Capital Traction Co.	Request that northbound Fourteenth Street line cars stop at south curb line of Clifton Street.	Pending.
1909	Hoyt—Washington Ry. & Electric Co. and Capital Traction Co.	Request for operation of trailer cars during the rush hours.	Answered by issuance of Order No. 188, establishing standards of street railway service.

SUMMARY OF INFORMAL CASES—Continued.

STREET RAILWAYS—Continued.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
1910	Pate—Washington Ry. & Electric Co.	Request for operation of early morning car to Brookland, at about 4 a. m.	No action advisable. Addition of car requested not warranted by number of persons expected to use same.
1911	Dore—Washington Ry. & Electric Co.	Insufficient service on Brightwood-Ninth Street and Eleventh Street lines; insufficient ventilation of cars on Ninth Street.	Complaint of insufficient service answered by issuance of Order No. 188, establishing standards of street railway service; question of ventilation pending.
1913	Simcox—Washington Ry. & Electric Co.	Refusal of company to issue transfer from westbound Georgetown-Lincoln line car to eastbound Columbia line car at Fourteenth Street and New York Avenue.	Transferred to Formal Case No. 21.
1917	Connecticut Avenue Citizens' Association—Capital Traction Co.	Request for operation of tripper service between Calvert Street loop and Cleveland Park during rush hours.	Satisfied. Company to inaugurate service between Seventh Street wharves and Cleveland Park.
1925	Barbee—Washington Ry. & Electric Co.	Refusal of company to issue transfer from Columbia line express car.	No action advisable. Practice of company of refusing to issue transfers from express cars approved by commission.
1928	Marsh—Washington Ry. & Electric Co.	Insufficient service on Eleventh Street line between Ninth Street and northern terminus.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1931	Sanborn—Washington Ry. & Electric Co.	Insufficient service on Eleventh Street line to Bureau of Engraving and Printing.	Satisfied. Additional cars placed in service.
1932	Washington Lodge No. 193, International Association of Machinists—Washington Ry. & Electric Co.	Insufficient service to plant of Washington Steel & Ordnance Co.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1936	Smith—Washington Ry. & Electric Co.	Insufficient ventilation and uncleanliness of car on Maryland line.	Dormant.
1938	Loughran—Washington Ry. & Electric Co.	Request for erection of waiting station at Wisconsin Avenue and Macomb Street.	No action advisable. Erection of station requested not deemed necessary.
1942	North Washington Citizens' Association — Washington Ry. & Electric Co.	Request for extension of underground system on North Capitol Street from W Street to Michigan Avenue.	Dormant.
1943	Hamilton—Washington Ry. & Electric Co.	Request for far-side stop for eastbound cars on G Street NW. at Eleventh Street.	Pending.
1945	Barrows—Washington Ry. & Electric Co.	Request for construction of crossovers just east of Fourteenth Street NW., on New York Avenue, and near Fourteenth Street NE., on H Street.	Dormant.
1950	Wegenast et al.—Washington Ry. & Electric Co.	Congestion of cars on Brightwood-Ninth Street line at Georgia Avenue and W Street and at Georgia and Florida Avenues.	Satisfied. Complainant informed that every possible step is being taken to facilitate moving of cars at points mentioned.
1952	Meeers et al.—Washington Ry. & Electric Co.	Insufficient ventilation of cars on Brightwood-Ninth Street line.	Satisfied. New ventilating system installed.
1958	Miceu—Washington Ry. & Electric Co.	Insufficient service on East Washington — Connecticut Avenue line.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1959	Merrill—Washington Ry. & Electric Co. and Capital Traction Co.	Request to have cars stop in front of Union Station so that two or three can be loaded at the same time.	Pending.
1961	Wales—Washington Ry. & Electric Co.	Failure of Georgetown-Lincoln Park line car to wait for transfer passengers at Wisconsin Avenue and O Street.	No action advisable. Matter satisfactorily explained by company.
1962	Petworth Citizens' Association—Washington Ry. & Electric Co. and Capital Traction Co.	Request that conductors be required to announce all street crossings.	No action advisable. Conductors required at present time to announce all transfer points, railroad depots, theaters, etc.

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SUMMARY OF INFORMAL CASES—Continued.

STREET RAILWAYS—Continued.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
1963	Petworth Citizens' Association—Washington Ry. & Electric Co.	Irregularity of headway on Brightwood-Ninth Street line.	Answered by issuance of Order No. 188, establishing standards of street railway service.
1968	Columbia Heights Citizens' Association—Capital Traction Co.	Insufficient service on New Jersey Avenue line, southbound, in morning rush hours.	No action advisable. Present service adequate.
1970	Buckholdt—Washington Ry. & Electric Co.	Failure of Fourth Street line car to allow ample time for complainant to board same.	No jurisdiction. Redress with courts.
1973	Federation of Citizens' Associations—Washington Ry. & Electric Co. and Capital Traction Co.	Request for general extension of express service.	Pending.
1976	Fox—Washington-Virginia Ry. Co.	Difficulty with which doors of center-entrance cars are opened; request that doors on both sides of cars be used at Twelfth Street terminal.	No action advisable. Company reports that due to failure of plow to make contact electro-pneumatic door mechanism could not be operated.
1977	Chevy Chase Citizens' Association—Washington Ry. & Electric Co. and Capital Traction Co.	Request for installation of system of numbered route signs.	No action advisable. Present signs considered adequate and reasonably satisfactory.
1980	Vale—Washington Ry. & Electric Co.	Refusal of company to issue transfer from Georgetown-Lincoln Park line car to East Washington-Connecticut Avenue line car upon receipt of transfer from Brightwood-Ninth Street line car.	Pending.
1991	Central Citizens' Association—Washington Ry. & Electric Co.	Failure of express cars to stop at street crossings; also failure to issue transfers.	No action advisable. Practices complained of approved by commission.
1992	Collier—Washington Ry. & Electric Co.	Insufficient service on Columbia and North Capitol Street lines at about 12.30 a. m.	Default of complainant.
2000	Morrison—Washington Ry. & Electric Co.	Noise due to operation of cars over switch at Fifth and F Streets NW.	Ill founded.
2002	Menefee—Washington Ry. & Electric Co.	Nuisance attending operation of plow pit at Third and T Streets NE.	Satisfied. Company to take steps to remedy conditions complained of.
2014	Rappaport—Capital Traction Co.	Irregularity of headway and detention of cars on New Jersey Avenue line.	Satisfied. Company states that every effort is being made to reduce detentions to a minimum.
2020	Siggers—Washington Ry. & Electric Co. and Capital Traction Co.	Insufficient service on Pennsylvania Avenue line; standing of passengers between seats.	Satisfied. Additional cars placed in service.
2021	Magee et al.—Washington & Old Dominion Ry.	Insufficient service on Great Falls line.	No jurisdiction except to south side of river. Operation of more cars over bridge would not relieve conditions complained of.
2032	Columbia Heights Citizens' Association—Capital Traction Co.	Poor condition of tracks and roadbed on Fourteenth Street line.	Satisfied. Company to rebuild tracks between Riggs and U Streets and K and H Streets, and to repair rail joints south of Park Road.
2033	Capital Yacht Club—Washington Ry. & Electric Co.	Insufficient service on Fourth Street line.	Answered by issuance of Order No. 188, establishing standards of street railway service.
2036	Lawton et al.—Washington Ry. & Electric Co.	Refusal of company to accept commutation tickets from Capital Traction Co. on northbound cars at Ninth and U Streets.	Satisfied. Company agrees to accept commutation tickets both northbound and southbound at Ninth and U Streets.
2039	Wells—Washington Ry. & Electric Co. and Capital Traction Co.	Request for faster running time on all lines.	Pending.
2045	Tennant—Capital Traction Co.	Refusal of company to issue transfer upon transfer from the Washington & Old Dominion Ry. north at Eighth Street and Pennsylvania Avenue SE.	No action advisable.

SUMMARY OF INFORMAL CASES—Continued.

STREET RAILWAY—Continued.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
2049	Allen—Washington Ry. & Electric Co.	Insufficient service on Georgetown-Lincoln Park line during nonrush hours, particularly at about 11.30 p. m.	Answered by issuance of Order No. 188, establishing standards of street railway service.
2050	Boyd—Washington Ry. & Electric Co. and Capital Traction Co.	Insufficient service on Georgetown-Lincoln Park and Chevy Chase lines.	Do.
2058	Citizens' Northwest Suburban Association et al.—Washington Ry. & Electric Co.	Insufficient service on Cabin John line west from Thirty-sixth Street and Prospect Avenue during evening rush hours.	Do.
2059	Stose—Washington Ry. & Electric Co.	Operation of car on Brightwood-Ninth Street line with defective motor.	Satisfied. Repairs to be made by company.
2066	Kinney—Washington Ry. & Electric Co.	Insufficient ventilation of center-entrance cars.	No action advisable. Present system of ventilation approved by commission.
2071	Florida Avenue Baptist Church—Capital Traction Co.	Request for operation of cars at reduced speed during hours of Sunday morning service to lessen noise.	Satisfied. Company to reduce speed of cars as requested.
2076	Murray—Washington Ry. & Electric Co.	Request for far-side stop for southbound cars at Fourteenth and B Streets SW.	Pending.
2079	Ralston—Washington Ry. & Electric Co.	Insufficient service on Bladensburg line.	Answered by issuance of Order No. 188, establishing standards of street railway service.
2080	Hafelfinger—Washington Ry. & Electric Co.	Insufficient service on Eleventh Street line.	Do.
2082	Boyd—Washington Ry. & Electric Co.	Insufficient service on Columbia line to accommodate Chesapeake Beach crowds.	Satisfied. Arrangements made to have inspectors send Fifteenth and H Streets cars through to District line when necessary.
2090	Nolte—Washington Ry. & Electric Co.	Noise due to operation of cars over crossing at Eleventh Street and New York Avenue.	Satisfied. Company to take steps to reduce noise complained of.
2098	Stephens—Washington Ry. & Electric Co. and Capital Traction Co.	Condition of tracks at First Street and Maryland Avenue NE.	Pending.
2100	Chance—Washington Ry. & Electric Co. and Capital Traction Co.	Noise due to operation of cars over crossing at North Capitol Street and Massachusetts Avenue.	Satisfied. Company directed to repair paving and to remove corrugations in tracks.
2102	South Washington Citizens' Association—Capital Traction Co.	Reduction of service on Seventh Street south of Pennsylvania Avenue.	Satisfied. Complainant informed that no reduction of service is contemplated, and that service is up to standards adopted by commission.
2103	Eiker—Washington Ry. & Electric Co.	Failure of Columbia line express car to display express sign; refusal of conductor to issue transfer at Eleventh Street and New York Avenue.	No action advisable. Company states that sign was displayed; practice of company of refusing to issue transfers from express cars authorized by commission.
2104	Scharf—Washington Ry. & Electric Co. and Capital Traction Co.	Request that cars be equipped with safety screens along sides.	No action advisable. Complainant informed that request is not practicable.
2106	Linkins et al.—Capital Traction Co. and Washington & Old Dominion Ry.	Discontinuance of transfer arrangement formerly existing between companies at Thirty-sixth and M Streets NW.	Transferred to Formal Case No. 52.
2107	Fletcher—Washington Ry. & Electric Co.	Failure of conductors to announce stops; request for express service to Cabin John Bridge in evening rush hours; request that southbound Fourth Street line cars stop at south side of Fourteenth and B Streets SW.	Pending.
2111	Harris—Capital Traction Co...	Insufficient service on Pennsylvania Avenue line to southeast during morning rush hours.	Satisfied. Schedules rearranged so as to provide service requested.
2112	Burnham—Washington Ry. & Electric Co.	Danger incident to boarding cars at Fourteenth Street and New York Avenue.	Satisfied. Orders issued by company which will eliminate danger complained of.

SUMMARY OF INFORMAL CASES—Continued.

STREET RAILWAYS—Continued.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
2113	Ulke et al.—Capital Traction Co.	Request for removal of switch on U Street NW., between Fourteenth Street and Portner Place.	Satisfied. Crossing repaired by company.
2120	Buehler—Washington Ry. & Electric Co.	Request for extension of underground system on Columbia line from Fifteenth and H Streets NE. to west end of Benning Bridge.	Dormant.
2121	Clinton—Washington Ry. & Electric Co.	Request for erection of waiting station at Forty-eighth Street and Deane Avenue on the Columbia line.	Do.
2122	Penney—Washington Ry. & Electric Co.	Request for extension of underground system on Eleventh Street line to Congress Heights.	Do.
2129	Thomas—Capital Traction Co..	Proposed change in routing of Florida Avenue line cars.	No action advisable. Commission believes that service on Seventh Street south of Pennsylvania Avenue will be adequate with the omission of the Florida Avenue line cars.
2131	Brigham—Washington Ry. & Electric Co.	Refusal of company to issue transfer from express car on Brightwood-Ninth Street line.	No action advisable. Practice of company of refusing to issue transfers from express cars approved by commission.
2132	Carter et al.—Washington Ry. & Electric Co.	Request for erection of waiting station at Fourteenth and B Streets SW.	Dormant.
2133	.....do........................	Insufficient service on Fourteenth Street to Bureau of Engraving and Printing.	Answered by issuance of Order No. 188, establishing standards of street railway service.
2134	Kappler—Capital Traction Co.	Noise due to defective condition of rolling stock on Chevy Chase line.	Satisfied. Noise due to tar on tracks and improper operation of cars, which conditions have been remedied.
2135	MacLennon—Washington Ry. & Electric Co.	Request that southbound cars on Fourteenth Street stop in front of Auditor's Building.	Pending.
2139	Sabine—Capital Traction Co...	Danger to passengers due to carrying newspapers on front platforms of cars.	No action advisable.
2150	Litsau—Washington Ry. & Electric Co.	Insufficient service on North Capitol and Brightwood-Ninth Street lines.	Satisfied. Additional cars placed in service.
2151	Dickinson—Washington Ry. & Electric Co.	Refusal of conductor to issue transfer from express car on Columbia line to Brightwood-Ninth Street line.	No action advisable. Practice of company of refusing to issue transfers from express cars approved by commission.
2155	Coyne—Washington Ry. & Electric Co.	Insufficient service on Columbia line during evening rush hours.	Answered by issuance of Order No. 188, establishing standards of street railway service.
2160	Jenkins—Washington Ry. & Electric Co.	Request that car leave Takoma Park earlier than 5.40 a. m.	Satisfied. Request complied with.
2162	Jones—Washington Ry. & Electric Co.	Excessive speed of cars on Brightwood-Ninth Street line; dust raised by speeding cars; delay of motormen in leaving Soldiers' Home terminus; flat wheels on cars.	Satisfied. Steps taken by company to remedy conditions complained of.
2164	Woodward—East Washington Heights Traction R. R. Co.	Request for erection of waiting station at Seventeenth Street and Pennsylvania Avenue SE.	No action advisable. Erection of station at point indicated not deemed necessary under present conditions.
2170	Sabine—Washington Ry. & Electric Co. and Capital Traction Co.	Request for the adoption of some method of designating street car stops.	Pending.
2174	Baur—Washington Ry. & Electric Co. and Capital Traction Co.	Request that companies be required to sprinkle their rights of way.	No jurisdiction. Matter referred to Commissioners of the District of Columbia.
2175	Jones—Washington Ry. & Electric Co.	Insufficient service on East Washington-Connecticut Avenue line.	Answered by issuance of Order No. 188, establishing standards of street railway service.

SUMMARY OF INFORMAL CASES—Continued.

STREET RAILWAYS—Continued.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
2176	Warner—Washington Ry. & Electric Co.	Congestion of bureau cars at Eleventh and G Streets and at Fourteenth and F Streets.	Pending.
2180	Ricketts—Washington Ry. & Electric Co.	Failure of cars on Maryland line to stop upon signal; also excessive speed of cars.	Satisfied. Company to see that rules are strictly observed in future.
2181	DeLashmutt—Washington & Old Dominion Ry.	Insufficient service over the Aqueduct Bridge.	No action advisable.
2185	Baker—Washington Ry. & Electric Co.	Dust raised by operation of cars of Georgetown-Lincoln Park line; also dirty condition of cars.	Satisfied. Company explains that a great amount of sand has to be used on account of leaves on tracks.
2192	White—Washington Ry. & Electric Co.	Insufficient service on Cabin John line.	Answered by issuance of Order No. 188, establishing standards of street railway service.
2201	Boyd—Washington Ry. & Electric Co.	Poor lighting of cars...........	Pending.
2204	Turner—Washington Ry. & Electric Co. and Capital Traction Co.	Request that transfers be issued by the companies good for northbound and westbound passage at Fourteenth Street and Pennsylvania Avenue.	Dormant.
2209	Woodward — Washington-Virginia Ry. Co.	Dust due to cleaning of cars at Twelfth Street station.	Satisfied. Instructions issued by company that three or four windows be opened when cars are cleaned.
2210	South Washington Citizens' Association — Capital Traction Co.	Failure of company to issue transfers to Florida Avenue line cars at Seventh Street and Louisiana Avenue NW.	No action advisable. Practice of company sustained by commission.
2211	Jackson et al.—Washington Ry. & Electric Co., Capital Traction Co., and Washington & Old Dominion Ry.	Joint use of tracks on bridge to replace the Aqueduct Bridge.	Pending.
2212	France—Washington Ry. & Electric Co.	Request that a 6-minute headway be established on the Fourth Street line during nonrush hours.	No action advisable. Present service during nonrush hours considered adequate.
2217	Hoyt—Washington Ry. & Electric Co.	Request that cars operating on Wisconsin Avenue be required to stop at Emery Place to receive and discharge passengers.	Ill founded. Company states that cars already stop at the point mentioned to receive and discharge passengers.
2220	Coleman—Capital Traction Co.	Insufficient service on all lines, particularly the Fourteenth Street line.	Satisfied. Additional cars placed in service.
2228	Landvoigt—Washington Ry. & Electric Co.	Insufficient service on Brightwood-Ninth Street line.	Answered by issuance of Order No. 188, establishing standards of street railway service.
2233	Small et al.—Washington Ry. & Electric Co.	.....do........................	Do.
2234	Smith—Washington Ry. & Electric Co.	Congestion of cars at Eleventh and F Streets, due to operation of ash cars.	Satisfied. Company to restrict operation of ash cars to nonrush hours.
2235	Nelson—Capital Traction Co...	Refusal of company to accept, at Fifteenth and G Streets NW., 2-cent transfers issued by the Washington Ry. & Electric Co. at Fourteenth Street and Pennsylvania Avenue.	Ill founded. Transfers mentioned can only be used at point of issue.
2236	Boyd—Washington Ry. & Electric Co.	Insufficient service on East Washington-Connecticut Avenue line.	Answered by issuance of Order No. 188, establishing standards of street railway service.
2238	Reese—Washington Ry. & Electric Co.	Insufficient service to Bureau of Engraving and Printing.	Satisfied. Additional cars placed in service.
2239	.....do........................	Request that northbound cars be required to slow down and ring gongs when passing standing southbound cars at the western entrance to the Agricultural Department.	Satisfied. Instructions issued by company to motormen to observe rule of commission that gongs must be rung and the speed of cars reduced when passing standing cars.
2241	LeClerc—Washington Ry. & Electric Co.	Insufficient ventilation of cars on Brightwood-Ninth Street line.	Satisfied. New ventilating system installed.
2242	Griffin—Washington Ry. & Electric Co.	Insufficient service on East Washington-Connecticut Avenue line.	Answered by issuance of Order No. 188, establishing standards of street railway service.
2243	Coffman—Washington Ry. & Electric Co.	.....do........................	Do.

SUMMARY OF INFORMAL CASES—Continued.

Street Railways—Continued.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
2244	Burroughs—Washington Ry. & Electric Co. and Capital Traction Co.	Insufficient ventilation of cars.	Pending.
2246	McCoy—Washington Ry. & Electric Co. and Capital Traction Co.	Request that smoking on rear platforms of cars be prohibited.	No action advisable.
2247	Melton—Washington Ry. & Electric Co.	Insufficient service on Georgetown-Lincoln Park line.	Answered by issuance of Order No. 188, establishing standards of street-railway service.
2248	O'Neal—Washington Ry. & Electric Co.	.....do........................	Do.
2249	Williamson—Capital Traction Co.	Failure of car to wait for transfer passengers at "layover" at Seventh Street and Louisiana Avenue NW.	Ill founded. Investigation shows that if car had stopped the street crossing would have been blocked and the car possibly caught in the cut-out.
2253	James et al.—Washington Ry. & Electric Co.	Insufficient service on Georgetown-Lincoln Park and Cabin John lines.	Answered by Order No. 89, "In the matter of operation of express service on street railways."
2255	Clayton—Washington Ry. & Electric Co. and Capital Traction Co.	Request for erection of shelters at principal transfer points.	Dormant.
2259	Creel—Washington Ry. & Electric Co.	Insufficient service on East Washington-Connecticut Avenue line.	Ill founded. Service in accordance with standards of service adopted by the commission.
2263	Works—Washington Ry. & Electric Co.	Discourteous action of conductor on Cabin John line.	Satisfied. Disciplinary action taken by company.

Street Railway Extensions.

File No.	Petitioner and utility.	Location.	Statement of disposition.
58	Capital Traction Co., ex parte........	South from U Street on Seventeenth or Eighteenth Street to Potomac Park.	Dormant.
78	.....do................................	East on M Street from Twenty-sixth Street to New Jersey and Massachusetts Avenues.	Do.
249	Washington Land & Mortgage Co. et al.—Washington Ry. & Electric Co.	North on Rock Creek Church Road from Upshur Street to North Capitol Street, thence to Nicholson Street.	Do.
297	East Washington Citizens' Association—Capital Traction Co.	Cross-town line from northeast to southeast Washington.	Do.
488	Washington & Maryland Ry. Co., ex parte.	Replace tracks laid on Colorado Avenue by Baltimore & Washington Transit Co.	Do.
492	Minnesota Avenue Improvement Association—Capital Traction Co.	Across Pennsylvania Avenue Bridge at Seventeenth Street SE., thence to Anacostia via Minnesota Avenue.	Do.
513	District of Columbia Suffrage League—Washington Ry. & Electric Co.	Southwest on Maryland Avenue from Fifteenth and H Streets, past the Capitol to Pennsylvania Avenue at the Peace Monument.	Do.
548	Ferguson—Washington Ry. & Electric Co	South on Eleventh Street from E Street to B Street NW.	Do.
572	Love—Washington Ry. & Electric Co. and Capital Traction Co.	Use of subway to relieve congested traffic conditions.	Do.
595	Brightwood Citizens' Association, et al., ex parte.	Through Rock Creek Park...........	Do.
631	Wiley, et al.—Washington Ry. & Electric Co.	Florida Avenue east from Eighth Street to Fifteenth Street NE.	Do.
690	Connecticut Avenue Citizens' Association, ex parte.	Miscellaneous extensions throughout the city.	Do.
780	Armat, et al.—Washington Ry. & Electric Co.	Mount Pleasant line via Newton, Nineteenth, and Kilbourne Streets.	Do.
784	Lincoln Park Citizens' Association—Washington Ry. & Electric Co. and Capital Traction Co.	South from H Street NE., via Fourteenth and Fifteenth Streets and Potomac Avenue to navy yard; from Eighth Street to Water Street, SE., on L or M Street.	Do.

SUMMARY OF INFORMAL CASES—Continued.

STREET RAILWAY EXTENSIONS.

File No.	Petitioner and utility.	Location.	Statement of disposition.
797	Marsch et al., ex parte	On Seventeenth Street past the Continental Hall and Pan American Building.	Dormant.
804	Northeast Washington Citizens' Association—Washington Ry. & Electric Co.	Miscellaneous extensions throughout the city.	Do.
876	Wells—Capital Traction Co	North on Fifteenth Street from New York Avenue to Vermont Avenue, thence north on Vermont Avenue to Thomas Circle.	Do.
935	Southeast Washington Citizens' Association—Washington Ry. & Electric Co. and Capital Traction Co.	Miscellaneous extensions throughout the city.	Do.
1280	Parks—Washington Ry. & Electric Co.	Rerouting of Eleventh Street cars south to E Street, thence east to Ninth Street.	Do.
1380	Petworth Woman's Club et al.—Washington Ry. & Electric Co.	On Park Road, to connect Mount Pleasant, Eleventh Street, and Ninth Street lines.	Do.
1396	West End Citizens' Association—Capital Traction Co.	From Eighteenth Street and Florida Avenue via Florida Avenue, Twentieth Street, Virginia Avenue, and B Street to Seventh and B Streets NW.	Do.
1411	Sternberg, ex parte	To serve vicinity of South Capitol Street between K and P Streets.	Do.
1443	Washington & Maryland Ry. Co., ex parte.	From Third and Kennedy Streets NW. over various streets to Ohio Avenue and Thirteenth Street NW.	Do.
1468	Simmons, ex parte	To serve vicinity of Montello Avenue and Ivy City.	Do.
1897	Mann—Washington Ry. & Electric Co.	On H Street NW., from Fourteenth Street to Thirteenth Street, and on Thirteenth Street from H Street to F Street.	Do.
1905	Wertz—Washington Ry. & Electric Co.	Miscellaneous changes in trackage to eliminate congestion of cars.	Do.
1965	Jones—Capital Traction Co	On Seventeenth Street NW., south from U Street to L Street.	Do.

GAS AND ELECTRIC.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
1439-1	Buehler—Potomac Electric Power Co.	Excessive price asked by company for extension of service main.	Satisfied. New regulations covering extensions of service mains issued by company and approved by commission.
1707	Fidelity Storage Co.—Potomac Electric Power Co.	Excessive and discriminatory rates.	Pending.
1722	Peet—Georgetown Gas Light Co.	Insufficient pressure of gas	Satisfied. Pressure increased.
1727	Norton—Georgetown Gas Light Co.	....do	Do.
1741	Stephenson—Georgetown Gas Light Co.	....do	Do.
1743	Hawley—Georgetown Gas Light Co.	....do	Do.
1745	Citizens' Association of Chevy Chase—Georgetown Gas Light Co.	Poor quality and insufficient pressure of gas.	Satisfied. Quality improved and pressure increased.
1755	Richardson—Georgetown Gas Light Co.	Insufficient pressure of gas	Satisfied. Pressure increased.
1765	Sosman—Georgetown Gas Light Co.	....do	Do.
1766	La Garde—Georgetown Gas Light Co.	....do	Do.
1778	Cochrane—Georgetown Gas Light Co.	....do	Do.
1788	Steerman—Georgetown Gas Light Co.	....do	Do.
1806	Northeast Temple & Market Co.—Potomac Electric Power Co.	Charges made for current at incorrect rate.	Satisfied. Correction made in base rate and corrected bills rendered.

SUMMARY OF INFORMAL CASES—Continued.

GAS AND ELECTRICITY—Continued.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
1829	Copeland—Potomac Electric Power Co.	Excessive charges for current.	No action advisable. Increase not due to cause over which commission has jurisdiction.
1848	Finnacom—Potomac Electric Power Co.	....do	Do.
1850-26	Collins—Potomac Electric Power Co.	....do	Do.
1861	Curtin—Potomac Electric Power Co.	Charging of penalty for nonpayment within specified time.	Ill founded.
1863	Northeast Temple & Market Co.—Washington Gas Light Co.	Excessive charges for gas	Satisfied. Complaint withdrawn.
1866	Taylor—Potomac Electric Power Co.	Excessive charges for current.	No action advisable. Increase not due to cause over which commission has jurisdiction.
1900	White—Washington Gas Light Co.	Excessive charges for gas	Do.
1906	Water Department, D. C.—Georgetown Gas Light Co.	....do	Pending.
1907	Schoenfeld—Georgetown Gas Light Co.	Excessive charges for gas; charging of penalty for nonpayment within specified time.	No action advisable. Increase not due to cause over which commission has jurisdiction; charging of penalty for nonpayment within specified time authorized by commission.
1912	Morris et al.—Potomac Electric Power Co.	Request that Government clerks receive current at same rates as Army and Navy officers.	No action advisable. Reduced rates to Army and Navy officers not deemed discriminatory.
1930	Hacker—Potomac Electric Power Co.	Failure to maintain proper voltage in vicinity of 1825 Adams Mill Road.	Ill founded. Tests show that voltage is well maintained.
1940	Franklin et al.—Georgetown Gas Light Co.	Request extension of main to serve residences along Conduit Road.	Pending.
1941	Althoff—Potomac Electric Power Co.	Refusal of company to extend wires through vault in front of premises to premises proper without extra charge.	Satisfied. Matter satisfactorily explained by company.
1953	Plant—Washington Gas Light Co.	Excessive charges for gas	No action advisable. Increase not due to cause over which commission has jurisdiction.
1957	Coffin—Potomac Electric Power Co.	Refusal of company to furnish current to garage.	Satisfied. New regulations covering extensions of service mains issued by company and approved by commission.
1967	Gasaway—Washington Gas Light Co.	Excessive charges for gas	No action advisable. Increase not due to cause over which commission has jurisdiction.
1969	Taylor—Washington Gas Light Co.	....do	Satisfied. Refund made.
1972	Gunn—Washington Gas Light Co.	Excessive charges for gas due to leak in meter.	No action advisable. Leak complained of located in bottom of meter and consequently company's and not consumer's loss.
1978	Daish—Washington Gas Light Co.	Opening of premises by employees with skeleton keys for the purpose of reading or removing meters.	No jurisdiction. Company states, however, that action of employee was entirely unauthorized.
1998	Gurney—Potomac Electric Power Co.	Refusal of company to extend conduit to serve premises.	Satisfied. New regulations covering extensions of service mains issued by company and approved by commission.
2003	Cross—Washington Gas Light Co.	Excess charges for gas; refusal of company to install slot meter.	No action advisable. Increase not due to cause over which commission has jurisdiction; company satisfactorily explains its refusal to install slot meter.
2030	Guthrie—Washington Gas Light Co.	Excessive charges for gas	No action advisable. Increase not due to cause over which commission has jurisdiction.
2038	Manning—Georgetown Gas Light Co.	Charging of penalty for nonpayment within specified time, nonpayment being due to loss of check in mails.	No action advisable.

SUMMARY OF INFORMAL CASES—Continued.

GAS AND ELECTRICITY—Continued.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
2046	Matera—Potomac Electric Power Co.	Excessive charges for current.	Satisfied. Refund made.
2051	McClenon—Potomac Electric Power Co.	Increase in monthly minimum charge for current.	No action advisable. Minimum charge prorated over period longer than month due to readjustment of meter-reading routes of company.
2053	Hunt—Washington Gas Light Co.	Excessive charges for gas......	No action advisable. Increase not due to cause over which commission has jurisdiction.
2054	Young—Potomac Electric Power Co.	Increase in monthly minimum charge for current.	No action advisable. Minimum charge prorated over period longer than month due to readjustment of meter-reading routes of company.
2056	Waldeck—Potomac Electric Power Co.	Excessive charges for current.	No action advisable. Increase not due to cause over which commission has jurisdiction.
2057	Millette—Washington Gas Light Co.	Excessive charges for gas......	Do.
2060	Peyton—Washington Gas Light Co. and Georgetown Gas Light Co.	.....do........................	Do.
2062	Borland—Potomac Electric Power Co.	Excessive charges for current.	Satisfied. Refund made.
2064	Newman—Potomac Electric Power Co.	.....do........................	No action advisable. Bill found to be correct.
2069	Borland—Washington Gas Light Co.	Excessive charges for gas......	No action advisable. Increase not due to cause over which commission has jurisdiction.
2074	Joseph Gawler's Sons—Potomac Electric Power Co.	Refusal of company to extend conduit to serve premises.	Satisfied. New regulations covering extensions of service mains issued by company and approved by commission.
2085	Groesbeck—Potomac Electric Power Co.	Prorating of minimum charge when bill covers period of more than a month.	No action advisable. Action of company in prorating minimum charge to cover period in excess of month sustained by commission.
2089	Roche—Potomac Electric Power Co.	Excessive charges for current...	Satisfied. Matter satisfactorily explained by company.
2099	McLane—Potomac Electric Power Co.	.....do........................	No action advisable. Increase not due to cause over which commission has jurisdiction.
2105	Schoenfeld—Potomac Electric Power Co.	Complaint that bill was rendered for amount already paid.	Pending.
2117	Washington Central Labor Union, et al.—Washington Gas Light Co.	Practice of company of engaging in business other than the manufacture and sale of gas.	Ill founded.
2136	Taylor—Georgetown Gas Light Co.	Leak in service pipe between main and house.	Satisfied. Leak repaired.
2141	Dodge—Georgetown Gas Light Co.	Insufficient pressure of gas....	Ill founded. Tests show that pressure of gas is up to standard.
2149	Andrews—Georgetown Gas Light Co.	Poor quality and insufficient pressure of gas.	Satisfied. New service pipe installed which remedies conditions complained of.
2156-1	Colson et al.—Washington Gas Light Co.	Disagreeable odors emanating from plant of company near Twenty-sixth Street.	Pending.
2166	Clements—Washington Gas Light Co.	Excessive charges for gas......	No action advisable. Bill found to be correct.
2182	Johnson—Potomac Electric Power Co.	Complaint that company installed current in leased apartment and left lights burning for several days.	Satisfied. Matter satisfactorily explained by company and bill paid in full.
2188	Waudby—Washington Gas Light Co.	Excessive charges for gas; poor quality and insufficient pressure of gas.	Satisfied. Trouble due to old appliances which needed adjustment.
2190	Mueller—Washigton Gas Light Co.	Protest against removal of meter by company without explanation and of failure of company to furnish reading of removed meter.	Satisfied. Matter satisfactorily explained by company.
2202	Williams & Allen—Potomac Electric Power Co.	Request that lower rate for current be charged.	No action advisable. Rate in accordance with tariff.

SUMMARY OF INFORMAL CASES—Continued.

GAS AND ELECTRICITY—Continued.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
2208	Crane—Potomac Electric Power Co.	Excessive charges for current.	Satisfied. Inspection of company's records shows bills to be correct.
2219	Staples—Potomac Electric Power Co.	do.	No action advisable. Inspection shows wiring and appliances to be in good condition and that consumption during period complained of appears to be normal.
2221	Bobee—Potomac Electric Power Co.	Request that minimum charge be made $12 per year instead of $1 per month.	Transferred to Formal Case No. 4.
2224	White—Potomac Electric Power Co.	Excessive charges for current; charging of penalty for nonpayment while bill was in dispute.	Satisfied. Inspection shows that meters were read correctly and that wiring is in good condition; matter of penalty for nonpayment within specified time satisfactorily explained by company.
2245	Wienecke—Washington Gas Light Co.	Excessive price asked by company for extension of service main.	Satisfied. Company agrees to make extension at own expense.

TELEPHONE.

[Chesapeake & Potomac Telephone Co.]

File No.	Complainant.	Subject matter.	Statement of disposition.
1753-1	Totten	Refusal of company to make telephone connection with phone on its exchange temporarily disconnected.	No action advisable.
1776	Federation of Citizens' Associations.	Request for insertion of clause in contracts that service can not be discontinued without written notice to subscriber.	Do.
1975	Stevens	Failure of company to install phone promptly.	Satisfied. Phone installed.
1988	Kebesky	Refusal of company to charge residence rates for phone in residence used also for business.	No action advisable. Rate charged in accordance with tariff.
1995	Connor	Request that company furnish service on a definitely and accurately metered basis.	No action advisable.
2025	Marlow	Change in rate due to remeasurement of mileage lines.	Ill founded. Charge in accordance with revised schedule.
2063	Marschalk	Failure of company to install phone promptly.	Satisfied. Phone installed.
2073	Sheetz	Refusal of company's agent to disclose amount of money in coin box when counted.	Satisfied. Agent's action unauthorized by company.
2077	Star Laundry Co.	Inadequate telephone service.	Satisfied. Service improved.
2115	MacAdam	Excessive charges for service.	Satisfied. Matter satisfactorily explained by company.
2118	Slattery	Refusal of company to install phone.	Satisfied. Company agrees to install phone.
2161	France	Request for regulation prohibiting the carrying of lighted cigars, cigarettes, or pipes into and smoking same in telephone booths.	Satisfied. Company to place following sign in telephone booths: "Please note: Smoking or carrying lighted cigars, cigarettes, or pipes into this booth is prohibited."
2178	Calderon	Refusal of company to install unlimited service; excessive charges for service.	Satisfied. Unlimited service installed; matter of excessive charges satisfactorily explained by company.
2198	Warrington Motor Car Co.	Inadequate telephone service.	Satisfied. Service improved.
2199	Wm. James & Son	Request for adjustment of phone bill.	No action advisable.
2206	Robinson	Failure of company to install phone promptly.	Satisfied. Matter satisfactorily explained by company.
2225	Shields	Inadequate telephone service.	Do.
2226	Severns	Protection of subscriber against unauthorized long-distance calls.	Satisfied.

SUMMARY OF INFORMAL CASES—Continued.

EXPRESS.

[Union Transfer Co.]

File No.	Complainant.	Subject matter.	Statement of disposition.
1668	Sandoz	Discriminatory charge for service.	No action advisable. Charge in accordance with tariff on file with the commission.
2026	Kearney	Excessive rate to Cleveland Park.	Transferred to Formal Case No. 24.
2189	.....do	Excessive charge for service	Satisfied. Refund made.

TAXICAB.

File No.	Complainant and utility.	Subject matter.	Statement of disposition.
1920	Cunningham—Terminal Taxicab Co.	Excessive charge for service	Satisfied. Charge satisfactorily explained.
1933	Burch—Terminal Taxicab Co. and Federal Taxicab Co.	Excessive charges for service: failure to have meters so placed that passengers may read them.	No action advisable. Charge of Terminal Taxicab Co. in accordance with tariff; no record of trip complained of found at offices of Federal Taxicab Co.; inspection of meters shows that they can be easily read by passengers.
1944	Powell—Terminal Taxicab Co.	Excessive charge for service	Ill founded. Charge in accordance with tariff.
1964	Bailey—Terminal Taxicab Co.	.....do	Ill founded. Distance charged for substantially correct.
2143	France—Terminal Taxicab Co.	.....do	Ill founded. Charge in accordance with tariff.

MISCELLANEOUS.

File No.	Complainant.	Subject matter.	Statement of disposition.
1916	Ford	Request for operation of jitney service on Sixteenth Street.	No action advisable. Commission without power to require desired service.
1949	Jones	Charging 10 cents for local telephone messages by the Shoreham Hotel.	No jurisdiction. Switchboard operated by hotel.

TABLE 17.—*Summary of informal cases for 1913, 1914, 1915, and 1916.*

Utilities.	Year.	Satisfied.	No action advisable.	Ill founded.	Default of complainant.	No jurisdiction.	Transferred to formal case.	Dormant.	Pending.	Total.
Street railways	1913	70	13	15	9	5	2	9	33	156
	1914	84	72	2	12	1	7	5	53	236
	1915	69	67	7	8	2	2	4	25	184
	1916	91	36	5	1	5	5	19	38	200
Total for 4 years	......	314	188	29	30	13	16	37	149	776
Motor bus	1915	7	9	......	2	......	......	......	......	18
Street railway extensions	1913	......	......	......	......	......	5	11	......	16
	1914	......	1	......	......	......	2	21	......	24
	1915	......	......	......	......	......	1	27	......	28
	1916	......	......	......	......	......	......	27	......	27
Total for 4 years	......	......	1	......	......	......	8	86	......	95
Gas and electric	1913	5	8	1	1	1	1	......	5	22
	1914	15	7	......	4	4	8	......	1	39
	1915	18	26	2	1	3	3	......	14	67
	1916	29	26	4	......	1	1	1	4	66
Total for 4 years	......	67	67	7	6	9	13	1	24	194
Telephone	1913	8	5	1	......	......	......	2	2	18
	1914	14	6	......	2	......	2	......	2	26
	1915	9	3	2	1	......	1	......	1	17
	1916	12	5	1	......	......	......	......	......	18
Total for 4 years	......	43	19	4	3	......	3	2	5	79
Express	1914	1	1	......	......	......	1	......	......	3
	1915	2	......	......	......	......	1	......	1	4
	1916	1	1	......	......	......	1	......	......	3
Total for 3 years	......	4	2	......	......	......	3	......	1	10
Taxicab	1914	......	1	1	......	1	......	......	......	3
	1915	......	......	......	......	......	1	......	......	1
	1916	1	1	3	......	......	......	......	......	5
Total for 3 years	......	1	2	4	......	1	1	......	......	9
Miscellaneous	1916	......	1	......	......	1	......	......	......	2
Grand total	......	436	289	44	41	24	44	126	179	1,183

FORMAL CASES.

FORMAL CASE No. 43.

APRIL 26, 1916.

In the matter of the application of the Chesapeake & Potomac Telephone Co. for authority to amend its tariff P. U. C.–D. C.–No. 24, known as "telegram toll service." } Order No. 181.

BROWNLOW, *Commissioner:* A formal petition was made to the Public Utilities Commission by the Chesapeake & Potomac Telephone Co. on March 24, 1916, for authority to file certain revised tariffs, numbered as follows:

P. U. C.–D. C.–No. 24, first revision of sheet No. 1, canceling original sheet No. 1.
P. U. C.–D. C.–No. 24, first revision of sheet No. 2, canceling original sheet No. 2.
P. U. C.–D. C.–No. 24, first revision of sheet No. 3, canceling original sheet No. 3.
P. U. C.–D. C.–No. 24, first revision of sheet No. 4, canceling original sheet No. 4.

The tariffs originally filed with the commission and designated P. U. C.–D. C.–No. 24, provide a schedule of rates less than the regular telephone toll charges for sending and receiving telegraph messages by telephone after the telegraph office has closed for the night or for other reasons. The proposed revised tariffs contemplate changing these rates to conform with the regular telephone toll charges.

After notice a formal public hearing to consider the petition was held on Wednesday, April 19, 1916, at which the telephone company appeared by its attorney and general commercial superintendent and submitted arguments supporting its application. No representatives of the telegraph companies appeared nor was any objection made to the filing of the amended tariff.

The telephone company submitted to the commission at the hearing that the service known as "telegram toll service" applies only to sections where offices of the telegraph company are closed at various times, necessitating the transmission of telegrams during such times over telephone toll wires, and that the telegraph offices in Washington are always open for the receipt of messages. The amended tariff, it was stated, would provide the same service to the telegraph companies at the regular telephone toll charges.

The telephone company also stated that no application has been made by any telegraph company in the District of Columbia for service under this tariff.

It is the opinion of the commission that the discontinuance of the charges provided in the foregoing tariff and the substitution of a revised tariff therefor, is reasonable, fair, and just, and should be permitted.

It is, therefore,

Ordered, That the Chesapeake & Potomac Telephone Co. be, and the same is hereby, permitted to file revised tariffs, numbered as follows:

P. U. C.–D. C.–No. 24, first revision of sheet No. 1, canceling original sheet No. 1.
P. U. C.–D. C.–No. 24, first revision of sheet No. 2, canceling original sheet No. 2.
P. U. C.–D. C.–No. 24, first revision of sheet No. 3, canceling original sheet No. 3.
P. U. C.–D. C.–No. 24, first revision of sheet No. 4, canceling original sheet No. 4.

FORMAL CASE No. 45.

AUGUST 24, 1916.

In the matter of a valuation of the property of the East Washington Heights Traction Railroad Co. } Order No. 187.

KUTZ, *Chairman:* In compliance with paragraphs 6, 7, and 8 of the public-utilities law the commission made an inventory and valuation of the property of the above-named utility as of November 1, 1914.

A copy of the inventory and valuation was furnished the utility on April 27, 1916, together with a notice that a public hearing as to such valuation would be held on June 5, 1916.

The hearing was held in accordance with the notice; all parties concerned were given an opportunity to be heard.

The utility persented its objections to the valuation in the form of a letter which is quoted in full:

JUNE 5, 1916.

PUBLIC UTILITIES COMMISSION,
Washington, D. C.

GENTLEMEN: According to the Annual Report of the East Washington Heights Traction Railroad Co. to the Public Utilities Commission for year ending December 31, 1915, the total cost of the construction and equipment of the East Washington Heights Traction Railroad Co. was $58,444.12. This does not include payment for the services of the president and other officers of the company from its inception for a period of at least 15 years. One thousand dollars a year would be a conservative estimate of the value of these services, or $15,000 for that period. This added to the cost of the construction, which was as essential as payment to the laborer who drove the spikes in building the road would amount to $73,444.12 for the construction and equipment of the road.

Since you have the right to fix the value at any figure, it follows that your valuation must, of necessity, be an arbitrary one. Our valuation is fixed by actual cost; your valuation is simply a theoretical estimate and does not even include the miscellaneous expenses incurred during the construction of the road amounting to $6,334.74. Besides all your estimates are excessively low.

We are most respectfully,

EAST WASHINGTON HEIGHTS TRACTION RAILROAD CO.
J. E. MELTON, *Vice President.*

(1) It is stated that in the company's annual report to the commission for the year 1915 "the total cost of the construction and equipment of the utility was $58,444.12." The commission finds the amount to be $58,020.46. The total of these expenditures is one of the factors to be considered by the commission in determining the fair value of the company. The amount and the circumstances attending the expenditures have been duly considered.

(2) It is claimed that $15,000 should be added to the cost shown by the company's books for services of the president and other officers of the company during the period of 15 years since the beginning of the enterprise.

For such services as were paid for in cash by the utility, entries have been made on the utility's books allocating the charges to their proper accounts. All such charges after operation began are operating expenses and have no place in this valuation.

Accompanying the cost of reproduction new, there is allowed in the percentage for overhead charges an amount to cover superintendence during construction.

(3) It is claimed that $6,334.74 should also be added to cover miscellaneous expenses incurred during construction. This amount is shown in the expenditures of the company for original cost and accompanying the cost of reproduction new there is allowed in the percentage for overhead charges an amount to cover miscellaneous expenditures during construction.

In this, as in previous cases the commission is of the opinion that there should be allowed a reasonable amount of working capital.

The commission therefore finds the following values:

	Reproduction cost	Reproduction cost less depreciation.
1. Land	$3,192.00	$3,192.00
2. Way and structures	21,979.14	17,537.58
3. Equipment	5,154.00	3,427.89
4. Power	....	....
Total items 1, 2, 3, and 4	30,325.14	24,157.47
5. General and miscellaneous (see note)	3,942.26	3,140.47
Total items 1 to 5, inclusive	34,267.40	27,297.94
6. Material and supplies	211.19	211.19
7. Additional working capital	500.00	500.00
Total	34,978.59	28,009.13

NOTE.—Item 5 includes engineering and superintendence, legal and organization expenses, interest, insurance and taxes during construction, omissions, and contingencies.

In addition to the above values the commission finds the following:

Expended in the construction and equipment of the utility, as shown by the utility's records		$58,020.46
Subscribed by stockholders	$14,800.00	
Proceeds of bonds sold	16,000.00	
Proceeds of notes issued	27,220.46	
		58,020.46
Accrued depreciation as shown by the utility's records		0
Accrued depreciation as found by the commission		6,969.46

In accordance with paragraph 16 of the act creating the commission, the commission finds that the following annual rates of depreciation are proper and adequate for the several classes of property, and it is, therefore,

Ordered, That the East Washington Heights Traction Railroad Co. conform its depreciation account to these rates of depreciation and that in the case of property on hand November 1, 1914, these rates be based on the cost of reproduction new of the property, and in the case of property acquired subsequent to that date, the rates of depreciation be based on the original cost new.

Land	No depreciation.
Way and structures	2.86 per cent.
Equipment	3.87 per cent.

FORMAL CASE NO. 38.

SEPTEMBER 25, 1916.

In the matter of regulations concerning standards of electric railway service in the District of Columbia. } Order No. 188.

By the COMMISSION: From the time the commission commenced its supervision of electric-railway service, the necessity was felt for a measure of that service and for a standard to be applied thereto. Previous to the enactment of the public-utilities law the regulation of this service in the District of Columbia was under the control of the Interstate Commerce Commission. That commission promulgated orders fixing maximum headways on most of the lines during rush hours. When the jurisdiction was transferred to this commission, the electric railways made request that these orders be revoked during the summer months, since they called for too much service during that period, and requested changes in headway on certain lines as prescribed in orders on account of changed conditions. Prescribing headway, while a feasible method of requiring satisfactory service, lacks flexibility. For this reason, several commissions have made exhaustive studies with a view to establishing standards of service in order that the service furnished will vary with the demand for service, as it should, and in order to place on the electric railways the burden of changing service with the demand, where such burden should be placed. It is believed that the general principles herein embodied are sound and that their application will be successful where the cooperation of the electric railways exists, but, on account of the complexity of the problem, where such cooperation is lacking it may be found necessary to revert to the less flexible and more drastic form of supervision by prescribing headway.

Having in mind the possible adoption of standards of service for the District of Columbia, studies of the application to this service of the principles involved were made and a public hearing was held on October 26, 1914. After additional studies, a second public hearing was held on June 19, 1916. Further studies were then made and many conferences held with representatives of the electric railways. A complete draft of a proposed order was finally made and furnished to all interested parties and another hearing held on September 6, 1916.

In determining what standards should be applied, the commission has refrained from changing materially the service which is being furnished on the average by the electric railways in the District of Columbia. A close relation naturally exists between the service and the price to be paid therefor. The valuations of the electric railways will be completed in the near future, at which time the commission will be in a position to determine what is fair and adequate service and what are fair and reasonable rates therefor.

The purpose of the present proceedings is to set forth a means of measuring service and, by that measure, to standardize the service in the District of Columbia. Observations showed that the service being furnished in the District of Columbia consists in general in furnishing a seat per passenger during nonrush traffic and in furnishing seats and standing area during rush traffic. Studies made of many observations showed that uncomfortable crowding results if less than 3 square feet of standing area per standing passenger are furnished; that this does not vary materially with the type of cars in use in the District of Columbia; that, on account of the great variety of types of cars operated, it is not practicable to express a rush traffic standard in a number of seats per 100 passengers, but such standard can best be expressed in a number of square feet of standing area per standing passenger; that a standard of service should be based on service furnished on the average over a period of time, such as a half hour for rush traffic and an hour for nonrush traffic; that, due to variation in the demand for service and irregularity of headway between cars under service conditions in the District of Columbia, it is necessary to furnish 25 per cent more seats than passengers on the average during an hour of nonrush traffic and two and one-third times 3 square feet of standing area per standing passenger on the average during a half hour of rush traffic in order that the number of cars with standing passengers during nonrush traffic and the number of cars carrying standing passengers furnished with less than 3 square feet of standing area will be reduced to a reasonably small number; that the resulting standards of 100 seats per 80 passengers during nonrush traffic and 7 square feet of standing area per standing passenger during rush traffic are now practically complied with on the large majority of lines in the District of Columbia during most of the day.

In computing the number of square feet of standing area of each car, front platforms with no rail behind motormen are not considered as standing area; only such space of front platforms equipped with a rail behind motorman, as is located behind the rail, assumed extended transversely across platform when not completely isolating motorman, is considered as standing area; the total unencumbered floor area of the car body, exclusive of 10 inches knee room alongside of each logitudinal seat, is considered as standing area; the total unencumbered floor area of back platform is considered as standing area, except for cars of the pay-as-you-enter type having a swinging exit door, where the area behind the conductor's railing is excluded to permit opening exit door. In computing the seating capacity of cars equipped with continuous longitudinal seats, approximately 17 inches is allowed per passenger. Only such seats as are simultaneously available are included.

In order to reduce the amount of labor involved in compiling the results of traffic observations, it is found desirable to have the half-hourly rush periods and hourly nonrush periods commence only at the quarter-hour points of the hour.

While it is realized that an intermediate standard for transition periods has been found advisable in some instances, yet these periods in the District of Columbia are somewhat abnormal on account of the simultaneous opening and closing of many large offices and the application of the standards is simplified by having only two standards. For these reasons, such an intermediate standard is omitted and the periods defined as rush traffic are extended to include these possible transition periods.

The matter of schedules is of importance in connection with compliance with the standards of service. In order to enforce the standards, it is essential that all cars be operated according to schedules on file with the commission.

The matter of the application of the standards has been given careful consideration. In general when standards for public service are established the obligation to furnish service conforming therewith rests on the utilities. There appears to be no reason why this should not be the case in electric-railway service. Therefore it would be the duty of the electric railways to make observations to prevent the service from lagging behind the demand. As a matter of convenience and in order to obtain uniformity of records, specific observation points should be established. It is found advisable in order to eliminate variations of demand from day to day to consider the average result of observations made on a stated number of consecutive days.

Because the anticipation of future traffic can not always be accurately estimated it is realized that a reasonable amount of time should be granted to the electric railways, in case of noncompliance, to permit of rearranging schedules so as to conform with the standards.

At the hearings the Washington Railway & Electric Co. took the position that there is no authority in the public-utilities act for adopting any measurement or standard of electric-railway service; that the establishment of such a standard involves the question of rate of fare; that there are no complaints of the existing service; that standards would interfere with interstate traffic; and that the commission has no authority to require the electric railways to make observations of traffic nor to require the procedure outlined in connection with noncompliance notice. Changes have been made in the original draft relative to making observations of traffic in order to remove legally technical objections. With these changes made, it is believed that the objections of this company to the regulations are without foundation.

The Capital Traction Co. recognized the desirability of such standards from the commission's point of view and directed its attention to the functioning of the proposed order. The company suggested that the commission go no further than the establishment of a rush standard at present; that this be given a trial for a definite period of time before formal adoption; it argued that the order should exempt traffic covering periods of unusual demand occurring at more or less frequent intervals, such as baseball games, and unusual and extraordinary demands which cover periods of days, such as inauguration exercises, and should also exempt cases where track capacity has been reached; that the periods defining rush traffic and nonrush traffic should not be the same for all lines and for all points on a line; and that more allowance should be made for the rush-carrying value of open cars. The commission believes that the most thorough trial of the regulations would result from their formal adoption and that there is no danger of serious injury to the electric railways from such procedure since the application of the standards has been carefully studied in connection with traffic observations, and, as was planned at the outset, it was found that the standards as here adopted standardize rather than increase the service which is being furnished in the District of Columbia. And it seems advisable to adopt standards for both nonrush and rush periods so that the electric railways and the commission will the sooner be able to agree on any modifications of the regulations which may be advisable. The commission has found it impracticable to include in the regulations a general clause exempting from the operation of the standards the special classes of traffic referred to without practically nullifying the effect of the whole order. Special provision has been made in the order for modifications and exemptions and such cases as they arise may then be considered on their own merit.

The commission realizes that the periods of rush traffic are not the same for all lines nor for all points on a line. For this reason and for the additional reason that periods of transition from rush to nonrush traffic are not to be especially provided for by a different standard, in fairness to the electric railways the rush periods have been made long enough to include rush traffic on all parts of all lines, as well as transition periods. It is recognized that the use in this city of the running boards and the space between seats on open cars by standing passengers is objectionable. If such space be excluded, open cars have very little overload capacity, as we might call the difference between the rush and the nonrush carrying capacities of a car. The application of the figures which were used in arriving at the carrying values of other types of cars gives a much lower value for open cars than that which is now being objected to. It developed during the conferences that such a low value would result in eliminating open cars from the service, and for this reason the value was raised to the seating capacity of the car. The commission does not feel justified, however, in raising still further this latter value.

It is, therefore,

Ordered, (1) That, under the authority of section 8 of the District of Columbia appropriation act, approved March 4, 1913, creating the Public Utilities Commission, the following regulations concerning standards of electric railway service in the District of Columbia be, and the same are hereby, made and prescribed, and obedience thereto and compliance therewith are hereby required of and enjoined upon all corporations and persons furnishing electric railway service in the District of Columbia, their officers, agents, and employees.

(2) That, on application to the commission and for sufficient cause shown, such modifications and exceptions may be made with reference to these regulations as the facts in each case shall warrant. Failure to comply with any of these regulations will constitute a violation of the law unless exception has been specifically authorized by the commission.

(3) That these regulations shall take effect November 1, 1916, and shall continue in force until modified by an order of the commission.

Regulations.

DEFINITIONS.

(4) Nonrush traffic is hereby defined as that existing from 9.15 a. m. to 3.45 p. m. and from 6.30 p. m. to 10.45 p. m. on midweek days, and from 9.15 a. m. to 12 noon and from 6.30 p. m. to 10.45 p. m. on Saturdays.

Rush traffic is hereby defined as that existing from 6.30 a. m. to 9.15 a. m. on midweek days and Saturdays, and from 3.45 p. m. to 6.30 p. m. on midweek days.

(5) Midweek days are hereby defined as Monday to Friday, inclusive, legal holidays excepted.

(6) A traffic report is hereby defined as a report on prescribed forms of service rendered, indicating the time at which the cars of a line pass an observation point in a given direction, the carrying values of these cars, and the number of passengers carried thereon.

(7) An observation point is hereby defined as a location where observations of service shall be made. These locations shall be prescribed from time to time by the commission for the several electric railway systems.

STANDARDS.

(8) For nonrush traffic, on the average 100 seats per 80 passengers carried during a period of 1 hour, the hour period to be measured commencing on the hour and on the quarter hour points of the hour.

(9) For rush traffic, on the average 7 square feet of available standing floor area per passenger carried above the number for which seats are furnished during a period of one-half hour, the half hour period to be measured commencing on the hour and on the quarter hour points of the hour.

(10) The tables attached to and hereby made a part of these regulations indicate the seating capacity and the available standing floor area of the passenger cars now being operated in the District of Columbia.

EXCEPTIONS FROM STANDARDS.

(11) The following traffic is specifically excepted from the application of the standards set forth in sections 8 and 9 hereof: Traffic during all periods of week days not included in section 4 hereof and all traffic during Sundays and legal holidays. During these periods and days excepted, the commission will require reasonably adequate and satisfactory service.

SCHEDULES.

(12) Electric railways shall operate all passenger cars in the District of Columbia in accordance with schedules on file with the commission. This shall not be construed to prevent additional cars from being placed in service for special demands.

(13) Schedules shall be filed with the commission not later than the date on which they are to become effective. However, schedules reducing any service during periods of week days not included in section 4 hereof and on Sundays shall not be filed unless accompanied by a traffic report as defined in section 6 hereof of service rendered on two consecutive days of similar character and covering the same period of day as covered by the reduction in service, and shall not become effective until approved in writing by the commission.

OBSERVATIONS.

(14) Each electric railway operating in the District of Columbia will be expected to make such observations as will keep it in touch with the demand for service in the District of Columbia. The bureau of transit and equipment inspection will make such observations from time to time as may be advisable.

REPORTS.

(15) Each electric railway operating in the District of Columbia shall submit periodically traffic reports of service rendered in January, April, July, and October of each year at specified observation points. These reports shall cover the service rendered at each such observation point in specified directions and during specified periods of three consecutive days. In interpreting "three consecutive days," periods and days specifically excluded from the application of the standards, as stated in paragraph 11 hereof, will be omitted. These reports shall be submitted not later than the 10th day of the month following.

(16) Each electric railway operating in the District of Columbia shall submit in addition to those required in paragraph 15 hereof, such traffic reports as the commission may direct in writing from time to time.

PROCEDURE IN CASE OF NONCOMPLIANCE.

(17) When it comes to the knowledge of the commission through traffic reports submitted either by an electric railway or by the bureau of transit and equipment inspection covering observations made on three consecutive days, omitting periods and days specifically excluded from the application of the standards as stated in paragraph 11 hereof, averaged over identical hour periods in the case of nonrush traffic, and over identical half-hour periods in the case of rush traffic, that the service furnished

at certain observation points is below the standards, the commission may serve on the electric railway involved a noncompliance notice. Within seven days after the receipt of such notice, the electric railway shall file with the commission a schedule which provides for service complying with the standards when compared with the results of the reports submitted, which schedule shall then become effective immediately.

(18) If a noncompliance notice is based on traffic reports submitted by the bureau of transit and equipment inspection, the commission will submit with the notice a copy of these traffic reports, and, if the electric railway submit within the seven-day period referred to in section 17 hereof similar traffic reports differing materially in the opinion of the commission from the commission's reports, joint reports shall be submitted by representatives of the commission and of the electric railway and the results of such joint reports shall then be substituted for those determined by the previous reports in question. If the submission of such joint reports is authorized by the commission, such authorization shall act as a stay of the noncompliance notice so far as it refers to the period and line in question.

HEADWAY.

(19) The commission recognizes the fact that frequency of service is also an element of reasonably satisfactory service. The commission may therefore require a change in any schedule in which the frequency of service is found to be not reasonably satisfactory.

Company and car numbers.	Number of cars.	Square feet of standing area.	Seating capacity.	Passenger-carrying value for one-half hour rush.	Passenger-carrying value for 1 hour nonrush.
Capital Traction Co.:					
1-20	20	127	44	62	35
21-25	5	132	44	63	35
101-103	3	91	40	53	32
104-106	3	89	40	53	32
107-131	25	94	40	53	32
132-143	12	113	34	50	27
151-170	20	141	33	53	26
171-189	19	120	34	51	27
601-620	20	106	40	55	32
621-750	130	105	40	55	32
801-821	21	....	63	63	50
Trains of 2 sst., 8 b., open cars	60	....	80	80	64
Washington Ry. & Electric Co.:					
1 and 50	2	94	40	53	32
2-49	48	110	37	53	30
51-66, 68-71, 73-100	48	101	35	49	28
67 and 72	2	112	38	54	30
121, 122, 131, 134, 137, 140, 141, 143, 148, 149, 152, 157	12	44	24	30	19
251-253, 255-299, 304-322, 331-393	130	80	34	45	27
254	1	79	36	47	29
400-409	10	69	40	50	32
410-419	10	77	40	51	32
420-424	5	69	40	50	32
425-449	25	90	38	51	30
500	1	72	44	54	35
501-509	9	80	44	55	35
575-584	10	97	56	70	45
585-599	15	104	48	63	38
600-649, 651-660	60	87	48	60	38
650	1	95	52	66	42
1600-1699	100	....	68	68	54
Washington-Virginia Ry. Co.:					
13	1	74	44	55	35
14	1	72	48	58	38
15	1	79	52	63	42
17, 18	2	74	44	55	35
16, 19-31	14	72	52	62	42
209	1	86	44	56	35
210	1	77	44	55	35
211-216	6	86	44	56	35
217-222, 224-226	9	94	40	53	32
228	1	60	40	49	32
229	1	55	40	48	32
230-234	5	107	64	79	51
Trailers 103 and 105	2	99	40	54	32
104, 106-112	8	94	44	57	35
113-119	7	97	52	66	42

Company and car numbers.	Number of cars.	Square feet of standing area.	Seating capacity.	Passenger-carrying value for one-half hour rush.	Passenger-carrying value for 1 hour nonrush.
Washington & Old Dominion Ry.:					
1-5	5	84	44	56	35
6	1	95 or 64	46 or 32	60 or 41	37 or 26
9	1	43	24	30	19
11	1	81	52	64	42
12, 14, 15	3	82	44	56	35
41-44	4	68 or 50	38	48 or 45	30
71-76	6	92	52	65	42
Trailers, 200-205	6	63	42	51	34
Washington & Maryland Ry. Co.:					
54	1	53	24	32	19
324, 597, 598	3	41	24	30	19
East Washington Heights Traction R. R. Co.:					
25 and 27	2	33	22	27	18

FORMAL CASE NO. 44.

SEPTEMBER 27, 1916.

In the matter of a valuation of the property of the Union Transfer Co. } Order No. 189.

KUTZ, *Chairman:* The Union Transfer Co. is engaged in the business of hauling baggage. The main offices are in Philadelphia, Pa., and the business is conducted through branches located in several cities. The District of Columbia branch was established after the company had been organized and was in operation in other cities.

In compliance with paragraphs 6, 7, and 8 of the public-utilities law, an inventory of the property of the utility was made as of August 1, 1915, a reproduction new value and a reproduction new less depreciation value was made thereof, and the amount of money was ascertained which had been expended in the construction and equipment of the utility used in or useful to its business. Copies of these values were furnished to the utility on April 27, 1916, together with a notice of formal public hearing as to such values. Hearings were held on June 24, and July 1, at which all parties concerned were given an opportunity to make claim for any additional values, physical or otherwise, that may have been omitted from the tentative valuation, to make objection to any values tentatively found by the commission's representatives, and to make claim that other values be substituted therefor, and also to make any arguments as to the method by which a fair value of the property of the utility, for the purpose of fixing rates, should be determined.

The utility adopted without objection the tentative valuation of the purely physical property with certain exceptions, as follows:

LAND.

This utility owns 18,207 square feet of land in square 257 and 16,506 square feet in square 755. On lots 6 and 7 and the property immediately south thereof in square 257 there is located a large building, used, according to evidence introduced by the utility, as a stable in connection with the conduct of its business, and there are located on lots A, B, C, and D four small houses. The evidence indicates that these four small houses and the lots on which they are located are not now used by the utility for the conduct of its business in the service of the public, and that they were bought for possible use in case of extension of the business. The land in square 755 is unimproved. The inclusion in the tentative valuation of four structures valued new at $8,100 total, located on this land is an error. These structures are located on land adjacent to that owned by this utility. Representatives of the utility testified that the land in square 755 was purchased because of rumors for many years that all the property south of Pennsylvania Avenue would be taken by the Government, which would deprive the utility of the property in square 257. The land in square 755 was selected because of its proximity to the Union Station. The board of assessors of the District of Columbia placed values on these properties as follows: In square 257, an average of $3.35 per square foot; in square 755, an average of $1 per square foot. The utility introduced real estate experts who testified to values of the land in square 257 of an average of between $5.25 and $6 per square foot and of the land in square 755 of an average of between $1.75 and $2 per square foot.

The land in square 755 is not used and useful in the conduct of the business of this utility. It is clearly a duplication of property, and should therefore be excluded from this valuation. The utility states that lots A, B, C, and D were acquired in 1895 and 1898 to provide for growth of the business and a possible extension into other classes of business. This property has not yet been needed to take care of the growth of the business and there appears to be no prospect of such need in the near future. The inclusion of this land would not be justified for possible extension into other classes of business. It therefore appears that the land in square 755 and the land and improvements in lots A, B, C, and D must be excluded from this valuation.

It appears further that $3.70 per square foot on the average is a fair value of the 12,707 square feet of land in square 257 (exclusive of the 5,500 square feet in lots A, B, C, and D), making a total value of land $47,015.90.

BUILDINGS.

The utility introduced evidence to show that the large building in square 257 used as a stable should have a reproduction value new of $37,251.06 instead of $21,500, as shown in the tentative valuation. Further investigation has been made and it appears that $21,500 is a liberal amount.

As stated above, the two structures on lots A, B, C, and D of square 257 are not actually used and useful for the convenience of the public and must therefore be excluded.

As is also stated above, the inclusion in the tentative valuation of four structures valued new at $8,100 total located in square 755 is an error.

ELECTRIC TRUCKS.

Evidence was introduced by the utility to show that the nine electric trucks given in the tentative valuation at $2,095 each are practically identical with the three trucks given at $2,410; that the amount $2,095 would be a fair value for each truck exclusive of the body, the condition in which they were purchased, but that bodies had been put on by the utility; that a fair average reproduction new value for the trucks would be $2,380 each. This amount is accepted.

ELECTRIC BATTERIES.

The utility introduced evidence to the effect that electric batteries Nos. 15, 16, 33, and 34 were in service on August 1, 1915; that Nos. 15 and 16 should be given a scrap value at that time; and that Nos. 33 and 34 should be given a value on that date of $65 each. It was also testified that the experience of the utility has shown that the life of the batteries is about 30 months. The utility claimed, therefore, that the cost of reproduction less depreciation should be $5,413.28 instead of $4,251.74.

The claim for the inclusion of the four batteries referred to above is sound, Nos. 15 and 16 at $15 each, and Nos. 33 and 34 at $65 each.

The question of the life of batteries of this kind has been further investigated and it appears that a life of 30 months as claimed is reasonable.

HORSES.

Evidence was introduced to show that horse No. 4 was the property of the utility on August 1, 1915, and that same value should be given therefor though the horse died on August 11. It appears that a value of $60 would be fair.

The utility also made claim for $20,000 for general costs, $1,500 for material and supplies, and $5,000 for working capital. It appears that the addition of 11 per cent for general costs is fair and reasonable. The utility's claim of $1,500 for material and supplies is accepted. A study of the records of this utility shows that $5,000 for working capital is excessive. The business of this utility is conducted in general on a cash basis and a need for more than a small amount of working capital has not been shown. It appears that $1,500 is a liberal amount.

No objection was made by the utility to the amount of money found to have been expended in the construction and equipment of the utility used in or useful to its business.

The commission therefore finds the following values as of August 1, 1915:

Cost of reproduction new and cost of reproduction new less depreciation.

Classification.	New.	New less depreciation.
1. Land	$47,015.90	$47,015.90
2. Buildings	21,500.00	19,000.00
3. Electrical work and other building equipment	1,537.95	1,288 94
4. Furniture and fixtures	2,003.80	1,399.98
5. Electric trucks	28,560.00	19,728.75
6. Electric batteries	8,716.92	3,540.92
7. Garage equipment	122.05	102.04
8. Wagons, wagon fixtures, busses, buggies, and baggage trucks	7,377.00	3,484.92
9. Horses	2,395.00	1,260.55
10. Harness and harness material	1,781.60	770.13
Total items 1 to 10 inclusive	121,010.22	97,592.13
11. Add 11 per cent (see note below)	13,311.12	10,735.13
Total items 1 to 11 inclusive	134,321.34	108,327.26
12. Material and supplies	1,500.00	1,500.00
13. Additional working capital	1,500.00	1,500.00
Total	137,321.34	111,327.26

NOTE.—Item 11 includes omissions, contingencies, legal work, engineering and superintendence, insurance, taxes, and interest.

Accrued depreciation as shown by the utility's records (except land and buildings)	$21,659.68
Accrued depreciation as found by the commission	25,994.08
Expended in the construction and equipment of the utility as shown by the utility's records	86,882.99

The commission also finds that under the circumstances of this case, $111,000 is a fair value of this utility for rate-making purposes.

The commission finds that the following annual rates of depreciation are proper and adequate for the several classes of property, and in compliance with paragraph 16 of the public-utilities law.

It is, therefore,

Ordered, That the Union Transfer Co. conform its depreciation accounts to these rates of depreciation based on the cost of property new:

Land, no depreciation.

	Per cent.
Buildings	2.00
Electrical work and other equipment	4.24
Furniture and fixtures	10.82
Electric trucks	10.00
Electric batteries	40.00
Garage equipment	4.58
Wagons, wagon fixtures, busses, buggies, and baggage trucks	5.50
Horses	8.19
Harness and harness material	12.93

FORMAL CASE NO. 52.

OCTOBER 23, 1915.

In the matter of a discontinuance of the transfer arrangement formerly existing between the Washington & Old Dominion Railway and the Capital Traction Co. at Thirty-sixth and M Streets NW.

Order No. 193.

KUTZ, *Chairman:* The facts are stated in the opinion. The Washington & Old Dominion Railway is a corporation organized under the general railway laws of the State of Virginia, doing business in the District of Columbia and therefore a public utility within the meaning of the public-utilities law.

The Capital Traction Co. is a corporation organized under act of Congress, doing a street-railway business in the District of Columbia and therefore a public utility within the meaning of the public-utilities law.

In compliance with the public-utilities law, the Washington & Old Dominion Railway, under date of April 19, 1913, filed with the Public Utilities Commission the rates of fare charged by the said road within the District of Columbia, as follows:

"Our present fare from the south end of the Aqueduct Bridge, in the District of Columbia, to Thirty-sixth and M Streets NW., our terminal, is 2 cents and vice versa, and our fare from the south end of the Aqueduct Bridge to any point on the Capital Traction Co. is 5 cents or six tickets for 25 cents, vice versa."

In accordance with the terms of the public-utilities law (par. 24) the above rates as filed became the lawful rates * * * and charges within the District of Columbia and "shall remain and be in force until set aside by the commission." And in accordance with the filed rates the Washington & Old Dominion Railway charged 2 cents from the south end of Aqueduct Bridge in the District of Columbia to Thirty-sixth and M Streets NW., their terminal, and vice versa, and charged 5 cents or six tickets for 25 cents from the south end of the Aqueduct Bridge to any point on the Capital Traction Co., and vice versa. In terms, the public-utilities law also provides (par. 28) "That no change shall thereafter be made in any schedule, including schedules of joint rates, except upon ten days' notice to the commission;" also (par. 30) "That it shall be unlawful for any public utility to charge, demand, collect, or receive a greater or less compensation for any service performed by it within the District of Columbia * * * than is specified in such * * * schedules, including schedules of joint rates as may at the time be in force, or to demand, collect, or receive any rate, toll, or charge not specified in such schedules."

On the 9th day of August, 1916, the Washington & Old Dominion Railway changed the joint rates as above filed without notice to the Public Utilities Commission, and beginning on said 9th day of August, 1916, declined and refused to accept a fare from the south end of Aqueduct Bridge to any point on the Capital Traction Co. for 5 cents or six tickets for 25 cents, and declined to receive and honor fares from any point on the Capital Traction Co. to the south end of the Aqueduct Bridge for 5 cents or six tickets for 25 cents, in effect failing and refusing to charge and collect fares in accordance with the filed schedule, the lawful rates of fare, and receiving and collecting fares at rates other than those in the filed schedule, contrary to the public-utilities law.

The discontinuance of the transfers with the Capital Traction Co. was brought to the attention of the commission upon complaint.

After due notice to both parties respondent and all other parties interested on Tuesday, September 12, 1916, a hearing was held at which all interested parties were heard.

The Washington & Old Dominion Railway, by its attorney, entered a special appearance and excepted to the jurisdiction of the commission upon the grounds—

(1) That the act of Congress approved January 29, 1903, section 9, vests in the Commissioners of the District of Columbia the right to make certain regulations relative to the operation of cars over the Aqueduct Bridge; and

(2) The Washington & Old Dominion Railway performs no intra-District service.

(3) * * * That the regulation of all fares charged by the Washington & Old Dominion Railway for transportation of passengers over its railroad in the District of Columbia is unquestionably under the exclusive jurisdiction of the Interstate Commerce Commission.

(4) That the Interstate Commerce Commission now has before it a protest against recently issued tariffs of this company involving the very point indicated as the issue presented by your (the commission's) letter of August 26, 1916.

With respect to the exceptions taken by the Washington & Old Dominion Railway to the jurisdiction of the commission, the commission is of the opinion—

(1) That the act of Congress approved January 29, 1903, section 9, vests in the Commissioners of the District of Columbia the right to make certain regulations relative to the operation of cars over the Aqueduct Bridge, and * * * "to make such regulations in regard to * * * fare to be charged as they may deem necessary or desirable," but that such authority and the exercise thereof are not incompatible with the exercise of the authority granted to the Public Utilities Commission in its organic act (pars. 97, 99).

(2) That the service performed by the Washington & Old Dominion Railway between the south end of Aqueduct Bridge and its terminal at Thirty-sixth and M Streets is intra-District service; hence

(3) * * * The regulation of all fares charged by the Washington & Old Dominion Railway for transportation of passengers over its railroad in the District of Columbia is *not* unquestionably under the exclusive jurisdiction of the Interstate Commerce Commission as contended.

(4) That such jurisdiction over the service and fares of the Washington & Old Dominion Railway between the south end of the Aqueduct Bridge and Thirty-sixth and M Streets and any order issued in consequence thereof by this commission will not in any respect be "in conflict with those provisions of the Constitution of the United States and the laws in pursuance thereof relating to interstate commerce."

Upon consideration of the answers of the respondent to the rule to show cause and the matters presented in the hearing thereon, the commission finds: That the Capital Traction Co. has shown good and sufficient cause why it should not be fined for violating the provisions of the public-utilities law; that it stands ready now to issue and to honor transfers over its line and the line of the Washington & Old Dominion Railway upon the terms of the original contract so far as the public is concerned. That the Washington & Old Dominion Railway has failed to show any good, just, or sufficient cause or reason for its willful violation of its tariff rates and transfer arrangements as set forth in its certain schedule filed with this commission.

In conformity with the above opinion the general counsel of the commission is hereby authorized and directed to commence and prosecute any actions or proceedings that he may be advised are necessary and proper to impose upon and collect from the Washington & Old Dominion Railway the lawful penalties provided for the violations of said law.

And in further conformity with the above opinion it is

Ordered, That within 10 days after the receipt of this order the Washington & Old Dominion Railway conform its rates of fare from the south end of the Aqueduct Bridge, in the District of Columbia, to Thirty-sixth and M Streets NW., its terminal, to 2 cents, and vice versa, and its fare from the south end of Aqueduct Bridge to any point on the Capital Traction Co. to 5 cents, or six tickets for 25 cents, and vice versa, and shall issue to and honor from the Capital Traction Co. transfers to effect this result, and that for the transportation of passengers between the points named, the above and no other charges shall be demanded or collected.

Formal Case No. 53.

December 7, 1916.

In the matter of the application of the Capital Traction Co. to extend its tracks on Eighteenth and other streets south of Pennsylvania Avenue and to place additional special work at Fifteenth Street and New York Avenue.	Order No. 196.

OPINION OF THE COMMISSION.

Kutz, *Chairman:* The commission received from the Capital Traction Co. a request dated September 21, 1916, for authority to construct and operate certain extensions of and additions to its lines. These extensions and additions are in general as follows:

Beginning at Eighteenth Street and Pennsylvania Avenue NW., a double track extension south on Eighteenth Street to C Street north, and a single track on Eighteenth Street between C Street and Virginia Avenue, on Virginia Avenue between Eighteenth Street and C Street, and on C Street between Virginia Avenue and Eighteenth Street, forming a terminal loop around the triangle between Eighteenth Street, C Street, and Virginia Avenue.

Also a connecting track between the proposed southbound track on Eighteenth Street and the existing track on F Street.

Also additional special work at the intersection of Fifteenth Street and New York Avenue, providing a double track connection between the present tracks of the Fourteenth Street line on New York Avenue and the present tracks on Pennsylvania Avenue west of Fifteenth Street.

The purpose of these extensions, as stated by the company, is to give additional transportation facilities to the group of Government office buildings now built or building in the district west of Seventeenth Street, on and south of Pennsylvania Avenue NW., and to furnish such facilities to Potomac Park. The company states that these extensions will enable it to operate direct service from its Fourteenth Street line westward on Pennsylvania Avenue to and into the above-mentioned section.

On October 23 the Capital Traction Co., at the suggestion of the commission, amended its application by submitting an alternate route with a request that consideration be given thereto in connection with the former application. The alternate route is in general as follows:

Beginning at Eighteenth Street and Pennsylvania Avenue NW., a single-track extension south on Eighteenth Street to Virginia Avenue, a single track on Virginia Avenue between Eighteenth and Nineteenth Streets, and a single track on Nineteenth Street between Virginia Avenue and Pennsylvania Avenue, there connecting with the existing tracks of the company.

Also a connecting track between the proposed track on Eighteenth Street and the existing track on F Street.

Also to place additional special work at the intersection of Fifteenth Street and New York Avenue providing a double-track connection between the present tracks of the Fourteenth Street line on New York Avenue and the present tracks on Pennsylvania Avenue west of Fifteenth Street.

A formal public hearing was held by the commission on November 10, 1916, at which all parties interested were given an opportunity to be heard. At this hearing suggestions were submitted that a double-track extension be made on Seventeenth Street south from the existing tracks in lieu of either of the routes proposed.

Having given careful consideration to all the matters before it, the commission is of the opinion:

(1) That public convenience and necessity require an extension of street-railway service by the Capital Traction Co. south toward Potomac Park and the group of new Government office buildings in the vicinity of Eighteenth Street and New York Avenue and the operation of through service from the Fourteenth Street division to this section.

(2) That of the three routes suggested the one providing a single track on Eighteenth and Nineteenth Streets is most advisable, since it avoids placing additional tracks on Seventeenth Street, which is essentially a boulevard and the chief route for vehicular traffic to Potomac Park. It also avoids double-track construction on narrow streets, which would result from the adoption of the plan first submitted by the Capital Traction Co.

Under the authority granted by the act of Congress creating the Public Utilities Commission of the District of Columbia, it is, therefore,

Ordered (1) That the Capital Traction Co. install the necessary additional special work at the intersection of Fifteenth Street and New York Avenue to provide a double-track connection between the present tracks of the Fourteenth Street line on New York Avenue and the present tracks on Pennsylvania Avenue west of Fifteenth Street.

(2) That the Capital Traction Co. construct a single-track line on Nineteenth Street between Pennsylvania Avenue and Virginia Avenue, a single-track line on Virginia Avenue between Eighteenth and Nineteenth Streets, and a single-track line on Eighteenth Street between Virginia Avenue and F Street NW., and install the necessary special work at the intersection of Pennsylvania Avenue and Nineteenth Street, at Nineteenth and F Streets, and at Eighteenth and F Streets to permit cars coming west on existing tracks on Pennsylvania Avenue to operate south on Nineteenth Street to F Street, thence either east on F Street on existing tracks, or south on Nineteenth Street to Virginia Avenue, east on Virginia Avenue to Eighteenth Street and returning north on Eighteenth Street to F Street, and thence east on existing tracks.

(3) That all of said extensions be made in accordance with plans to be submitted to and approved by this commission, as well as by the Commissioners of the District of Columbia; that all the work shall be done under permits to be obtained from the said Commissioners of the District of Columbia prior to beginning the work and shall conform to the terms and conditions imposed by the said commissioners.

(4) That the said Capital Traction Co. complete the extensions of and additions to its tracks required herein and commence operating cars thereon on or before October 1, 1917.

(5) That the said extension shall be subject to such provisions of law and regulations as is the adjacent portion of the line of the said Capital Traction Co.

(6) That the said Capital Traction Co. shall keep separate, true, and accurate accounts showing in detail the cost of said extensions and additions, and on or before the 15th day of July, 1917, and the 15th day of January, 1918, the said company shall make verified reports to the commission showing in detail the cost of said extensions during the previous period of six months.

(7) That this order take effect immediately and continue in force until otherwise ordered by the commission.

Formal Case No. 54.

December 27, 1916.

In the matter of regulations for the approval of types of watt-hour meters for use in the District of Columbia. } Order No. 197.

By the Commission: The commission, on its own initiative, made an investigation preliminary to prescribing standards to secure the accuracy of all watt-hour meters for the measurement of electrical energy in the District of Columbia, as required by the public-utilities law.

A tentative draft of regulations was prepared, following closely those promulgated by the United States Bureau of Standards, which was submitted to the electric utility and to the public.

A formal hearing, after notice, was held by the commission on December 6, 1916, at which the utility indicated its satisfaction with the proposed regulations. Consideration was given to the matters presented, after which the following order was issued:

Ordered (1) That, under the authority of section 8 of the District of Columbia appropriation act approved March 4, 1913, creating the Public Utilities Commission, the following regulations concerning the approval of watt-hour meters for use in the District of Columbia be, and the same are hereby, made and prescribed, and obedience thereto and compliance therewith are hereby required of and enjoined upon all corporations and persons furnishing electric service in the District of Columbia, their officers, agents, and employees.

(2) That, on application to the commission and for sufficient cause shown, such modifications and exceptions may be made with reference to these regulations as the facts in each case shall warrant. Failure to comply with any of these regulations will constitute a violation of the law unless exception has been specifically authorized by the commission.

(3) That these regulations shall take effect on and after February 1, 1917, and shall continue in force until modified by an order of the commission.

Regulations.

GENERAL PROVISIONS FOR THE APPROVAL OF TYPES OF WATT-HOUR METERS BY THE COMMISSION.

(4) *Who may make application.*—Any electrical utility may make application to the commission for tests and approval of types of watt-hour meters intended to be used by it.

(5) *Form of application.*—The application shall state (*a*) the name and address of the applicant; (*b*) the name and address of the manufacturer of the meter; (*c*) the manufacturer's type of meter and a brief description of its characteristics, as direct current or alternating current, frequency, two-wire or three-wire, induction, commutator, or mercury type, etc.

(6) *Photographs.*—The application shall be accompanied by three photographs of the meter—one with the cover in place, one with the cover removed, and one of the moving element removed from its housing or otherwise showing construction. Each photograph shall be 8 by 10 inches in size and mounted on linen.

(7) *Shipment of meters for test.*—Directions for shipment of meters to be tested will be furnished upon application to the commission. All shipment charges shall be prepaid by the applicant.

(8) *Number of specimens to be submitted.*—Ten meters shall be submitted as specimens, except in the case of very large meters or meters of unusual or little-used types, when a smaller number, as arranged for with the commission, may be taken as being representative of the type. These meters shall be so selected as to be representative as far as possible of every size of meter included in the type. In addition to the required number of meters submitted as samples, there shall be submitted, when practicable, a sufficient additional number of the type to serve as a reserve from which replacements may be made when necessary.

(9) *Similar types.*—All meters included in the same type must be substantially equivalent in the following respects:

Weight of rotating element.
Full-load torque.
Full-load speed.
Style of bearings.
Means of adjustment.
Number of magnets.
Ampere turns in current coil at rated current.

Shape and arrangement of magnetic circuits.
Electric circuits and connections.
General relation of parts.
Electrical and magnetic materials.
Rated frequency.
Rated voltage.

A three-wire meter is not to be considered as being of the same type as a two-wire meter unless it is in fact similar in all essential details of construction.

In the case of meters constructed and adjusted to be used with current transformers, voltage transformers, or shunts, these specifications apply to the accuracy of the combination.

(10) *Modification of types.*—(*a*) The commission shall be advised of each and every modification of a meter type used or intended for use within its jurisdiction. The necessity or desirability of a retest of the type will be determined by the character of the modification.

(*b*) In the case of meters that are modifications of types which have already been approved, the commission may determine the number that shall be submitted and to which of the following tests they shall be subjected.

(*c*) Meters so designed as to preclude their conforming to one or more of the requirements as set forth in this specification may be submitted to the commission with a statement setting forth the facts, and such meters will be subjected to tests as may be deemed necessary.

(11) *Recording and indicating devices.*—Recording and indicating devices operated by or in connection with watt-hour meters must be approved for use in connection with the type of watt-hour meter used.

SPECIFICATIONS FOR DESIGN AND CONSTRUCTION.

(12) *Type and serial number.*—Each meter shall be designated by type, and given a serial number by the manufacturer, to identify it as an individual. The serial number and type designation shall be legibly marked on the base, name plate, or frame of each meter, in such a manner as to be visible when the meter is in service. The register ratio shall be marked on a permanent part of the register.

(13) *Fixed and adjustable parts.*—All fixed parts shall be held securely in a permanent relationship. All adjustable parts shall be so constructed that they can be released without injuring the parts of the meter, can be easily moved through the requisite distance, and can be securely fastened in place.

(14) *Accuracy and range of adjustment.*—The meter shall be designed to facilitate necessary connecting, adjusting, repairing, and testing. All connections and such parts as require adjustment in service shall be easily accessible after removing the cover. The adjustments of the meter shall be such as to be capable of making the meter accurate within 1 per cent when the current is 10 per cent and 100 per cent of rated current. The range of each adjustment shall be such as to permit the meter to be adjusted so as to register correctly under all ordinary conditions met with in service.

(15) *Cover.*—The cover of the meter shall be sufficiently strong to withstand all ordinary usage. It must be dust proof and suitable means for sealing must be provided.

(16) *Terminals.*—The terminals of the meter shall be so arranged that the liability of making short circuits in removing or replacing the cover, making connections, and adjusting the meter is minimized.

(17) *Maintenance of accuracy.*—The meter shall be designed and constructed with special attention to maintained accuracy and to prevent tampering.

PRELIMINARY PREPARATION OF METERS FOR TESTS.

(18) *Initial inspection.*—Upon receipt of the sample meters submitted for test they will be inspected for injuries received in transportation. Damaged meters will be replaced from the reserve meters.

(19) *Adjustments by owners or manufacturers.*—(*a*) The applicant submitting a type of meter for test and approval, and the manufacturer of the meter, will be notified by the commission of the place and time of test and may have representatives present to adjust the meters.

(*b*) When the meters are set up for test a representative of the applicant or the manufacturer will be permitted to adjust the meters. Any means of adjustment which is recognized as a standard method for the given type of meter may be used. Methods of adjustment which can not be conveniently applied in the ordinary commercial use of the meter will not be permitted. Structural changes in the meter will not be permitted.

(c) Upon the failure of the applicant or manufacturer to have a representative present during the preparations for test the commission's representative will adjust the meter.

(d) If the adjustment discloses defects not discovered in the preliminary inspection, the defective meter may be replaced at the discretion of the commission's representative. Such replacement, however, will not be made unless the defect be of a definite and specific nature and be capable of ready detection by methods other than that of an accuracy test upon the meter.

(e) Any damage resulting from shipment or defect as specified above which may be repaired by the replacement of an interchangeable part may, at the discretion of the commission's representative, be so repaired without replacing the individual meter.

(f) When the party adjusting the meters pronounces them ready, or when the commission's representative considers that sufficient time has been allowed, the meters shall be formally turned over to the commission's representative for test. No representative of the applicant or the manufacturer shall be allowed access to the meters thereafter and no further readjustment shall be made. Such representatives may, however, witness the tests, and shall be furnished reasonable facilities for obtaining information as to the conduct and the results of the tests. Meters may be withdrawn from test by the applicant at the discretion of the commission.

(20) *Preliminary conditions.*—(a) The average room temperature during the calibration of the meters shall be taken as the standard temperature for the subsequent tests. In case tests are made when the room temperature differs from the standard temperature a suitable allowance may be made in the results for variations caused thereby. The standard temperature should not be below 15° C. nor above 30° C.

(b) The registers of the meters shall be in train during the tests.

(c) Meter covers, where possible, shall be in place during all tests and may be sealed.

(d) Three-wire meters shall be tested with their current coils in series, except when the equality of the coils is being checked. The term "current coil" is understood to mean the path of the main current through the meter, and with this understanding it applies to mercury meters.

(e) Polyphase meters subjected to single-phase tests shall be tested with their current coils in series and their voltage coils in parallel.

(f) The voltage applied during the adjustments of the meters shall be known as the calibration voltage.

(21) *Interim conditions.*—The official tests shall be begun after all of the conditions have been complied with, and not less than one hour nor more than two hours after the adjustment of the meters has been completed. In the interval the meters shall operate at 10 per cent of the rated loads. Test No. 1 shall be made on the same day the adjustments are completed.

(22) *Order and conditions of tests.*—(a) The tests and the items of each test shall be conducted in the order given.

(b) All tests shall be made at calibration voltage unless otherwise stated. All tests of alternating-current meters shall be made at rated frequency and unity power factor unless otherwise stated.

(c) After each change in voltage or load a sufficient time interval shall be allowed for the meter to come to a steady state before making the next observation or test.

(23) *Creep.*—For the purpose of approval tests, a meter is considered to creep if, with the load wires removed and with voltage applied to the meter, the moving element rotates continuously, making at least one complete rotation in 15 minutes.

(24) *Registration.*—The registration of a meter is the total amount of energy which has been recorded since the meter was set at zero; or, in some cases, the difference between two such readings at the beginning and end of a particular period, in which case it is the energy in kilowatt-hours recorded in the given interval.

The rate of registration in meter testing is the registration in a unit of time. It may be expressed in kilowatts, in watts, or in any convenient arbitrary unit, as, for example, the number of revolutions of the moving element per minute. If expressed in per cent, it is the rate as compared with a perfectly accurate meter or with standard instruments which measure the power.

CONDITIONS GOVERNING THE APPROVAL AND REJECTION OF TYPES.

(25) In no case shall a meter be considered to fall outside of the specified limits in any item depending upon a determination of the accuracy of the meter, unless the specified limit is exceeded by the amount of one-quarter per cent, which is the value assigned to cover possible errors in the standards employed and in the observations.

(26) If, during the test of a meter type, 3 meters of the 10 submitted have to be replaced, due to physical defects which become apparent during the tests, the type shall be rejected

(27) In the tests made on 10 meters, not over 3 meters shall fail in a given item of a given test, and the total number of failures, including all the meters and all the items of each test, shall not exceed 20. No individual meter shall fail in more than five items.

(28) When less than 10 meters are submitted for test, no meter shall fail in any item in such tests.

At the request, however, of the applicant or manufacturer, or when, in the judgment of the commission's representative, the results on fewer than 10 meters are unreliable, the tests shall be repeated on 10 meters.

SPECIFICATIONS FOR THE TESTING OF DIRECT-CURRENT WATT-HOUR METERS.

All tests shall be made at calibration voltage unless otherwise stated.

(29) *Test No. 1.—Initial accuracy of registration.*—1. No meter shall fail to run continuously with 2 per cent of rated current at calibration voltage.

After running for at least one hour at 10 per cent of rated current, as specified in section 21, the meter under test shall be accurate in its registration within the amount specified below.

Item No.	Per cent of rated current.	Maximum error in registration in per cent.
2	5	±7.5
3	10	±3.0
4	20	±2.0
5	50	±2.0
6	100	±2.0
7	150	±2.0

8. The algebraic difference between the error at 10 per cent rated current and that of 100 per cent rated current shall not exceed 4 per cent.

(30) *Test No. 2—Effect of variation of voltage.*—1. No meter shall creep at 110 per cent of calibration voltage.

The effect of variation of voltage upon the registration of a meter carrying constant load in watts shall not exceed that specified below, provided that only meters with a voltage rating extending over a range greater than 15 per cent of calibration voltage shall be subjected to the last four items of this test.

After each change of voltage a sufficient time interval shall be allowed for the meter to come to a steady state before making the next comparative test.

Item No.	Per cent rated watts.	Maximum per cent deviation in registration due to variation in voltage with constant load.
2. 90 per cent of calibration voltage	10	±5
3. 90 per cent of calibration voltage	100	±2
Reference performances (100 per cent of calibration voltage)	10 100	
4. 110 per cent of calibration voltage	10	±5
5. 110 per cent of calibration voltage	100	±2
6. 95 per cent of minimum marked voltage	10	±5
7. 95 per cent of minimum marked voltage	100	±2
8. 105 per cent of maximum marked voltage	10	±5
9. 105 per cent of maximum marked voltage	100	±2

(31) *Test No. 3—Equality of current coils in three-wire meters.*—The change produced in the registration of a meter by using only one current coil (carrying a double current) over that when both current coils are used shall not exceed that specified below.

Item No.	Connections.	Per cent rated current.	Maximum per cent deviation in registration due to use of only one current coil carrying double current.
Reference performance	Both coils	10	....
1	Coil A only	20	±2
2	Coil B only	20	±2
Reference performance	Both coils	50	....
3	Coil A only	100	±2
4	Coil B only	100	±2

(32) *Test No. 4—Effect of external magnetic field.*—The change produced in the registration of a meter at 20 per cent of rated current by the application in the manner stated of an external magnetic field of the value given below shall not exceed 2.5 per cent.

An approximately uniform magnetic field of 0.25 gauss shall be applied to one of the meters submitted, in such a direction as to have the maximum effect upon the registration of the meter.

An apparatus for producing an approximately uniform magnetic field may be constructed by winding two coils rectangular in cross section on the edges of two circular disks supported in two vertical planes with their axis common and with the mean distance between the coils equal to the mean radius of the coils. The coils are connected in series so that the direction of winding is the same when passing from one to the other. The field strength will be proportional to the current and practically uniform throughout the space between the coils.

(33) *Test No. 5—Effect of variation in temperature.*—The test shall be applied to not less than three meters.

(*a*) The average temperature coefficient shall not exceed 0.2 per cent per degree centigrade at either 10 per cent or 100 per cent rated current. The per cent difference in the rate of registration of the meter at the higher temperature from that at the lower temperature divided by the difference in temperature is the temperature coefficient.

The meter shall be placed in a space having a temperature of approximately 20° C., or room temperature as specified in section 20 (*a*), and allowed to stand for not less than two hours with the voltage circuit of the meter energized. A load of 10 per cent of the rated current shall then be applied, and after running for one hour the meter shall be tested at this load. A load of 100 per cent of the rated current of the meter shall then be applied for one hour and the meter again tested at this load. These operations shall be repeated in the same order at a temperature approximately 20° C. higher.

For meters having external shunts the temperature coefficient shall not exceed 0.25 per cent per degree centigrade when the shunt and the meter have equal temperature.

(*b*) For meters having external shunts with connecting leads more than 5 feet in length the effect of unequal heating of the shunt and meter shall be determined in a manner similar to the determination of temperature coefficient in (*a*) above, first, with meter, shunt, and leads connecting shunt and meter, in a space at approximately 20°C., to be used as reference performance; second, with the meter and one-half the length of the leads in a space at approximately 20° C., the shunt and the other half of the leads in a space approximately 20° C. higher; and, third, with the meter and one-half the length of the leads in a space at approximately 40° C. and the shunt and other half of the leads in a space approximately 20° C. lower.

The change in the rate of registration shall not exceed 0.25 per cent per degree centigrade inequality of temperature.

(34) *Test No. 6—Effect of temporary overloads.*—The effect of temporary overload upon the registration of meters of less than 600 amperes capacity shall not exceed the values given below. A temporary load of ten times the rated current of the meter shall be applied three times to each meter under test, the duration of each overload being approximately two seconds. Each meter shall be tested with 10 per cent of rated current and 100 per cent of rated current before the application of the overload and again afterward.

The maximum per cent deviation in registration due to the temporary overload shall not be greater than 5 per cent at 10 per cent of rated current (item 1), nor greater than 3 per cent at 100 per cent of rated current (item 2).

(35) *Test No. 7—Voltage drop or watts loss in current coils.*—The voltage drop or watts loss in the current coils of each meter shall be measured at 100 per cent of rated current.

In meters of 25 amperes or less capacity, the loss shall not exceed 15 watts.

In meters of more than 25 amperes capacity, the drop shall not exceed 0.4 volt.

SPECIFICATIONS FOR THE TESTING OF SINGLE-PHASE INDUCTION WATT-HOUR METERS.

All tests of alternating-current meters shall be made at calibration voltage, rated frequency, and unity power factor, unless otherwise stated.

(36) *Test No. 1.—Initial accuracy of registration.*—1. No meter shall fail to run continuously with 2 per cent of rated current at calibration voltage.

After running for at least one hour at 10 per cent of rated current, as specified in section 18, the meter under test shall be accurate in its registration within the amounts specified below.

Item No.	Per cent rated current.	Maximum error in registration in per cent.
2	5	±3.0
3	10	±1.5
4	20	±2.0
5	50	±2.0
6	100	±1.5
7	150	±3.0

8. The algebraic difference between the error at 10 per cent rated current and that at 100 per cent rated current shall not exceed 2 per cent.

(37) *Test No. 2—Effect of variation of voltage.*—1. No meter shall creep at 110 per cent of calibration voltage.

The effect of variation of voltage upon the registration of a meter carrying constant load in watts shall not exceed that specified below, provided that only meters with a voltage rating extending over a range greater than 15 per cent of calibration voltage shall be subjected to the last four items of the test.

Item No.	Per cent rated watts.	Maximum per cent deviation in registration due to variation of voltage with constant load.
2. 90 per cent of calibration voltage	10	±2.0
3. 90 per cent of calibration voltage	100	±1.5
Reference performance (100 per cent of calibration voltage)	10 100	....
4. 110 per cent of calibration voltage	10	±2.0
5. 110 per cent of calibration voltage	100	±1.5
6. 95 per cent of minimum marked voltage	10	±2.0
7. 95 per cent of minimum marked voltage	100	±1.5
8. 105 per cent of maximum marked voltage	10	±2.0
9. 105 per cent of maximum marked voltage	100	±1.5

(38) *Test No. 3—Effect of variation of power factor.*—The effect of variation of power factor upon the registration of a meter carrying constant load shall not exceed that specified below. In the case of a polyphase meter tested with single-phase load, the test shall be made on each element separately, but with the voltage coils of both elements energized.

Item No.	Per cent rated current.	Per cent power factor lagging.	Maximum per cent deviation in registration due to variation of power factor.
Reference performance	10.0	100	....
1	13.3	75	±2
2	20.0	50	±4
Reference performance	100.0	100	....
3	100.0	75	±2
4	100.0	50	±4

(39) *Test No. 4—Effect of variation of frequency.*—The effect of variation of frequency upon the registration of a meter carrying constant load shall not exceed that specified below.

Item No.	Per cent rated current.	Per cent rated frequency.	Maximum per cent deviation in registration due to variation of frequency.
Reference performance	10	100	....
Do	100	100	....
1	10	95	±1.5
2	100	95	±1.5
3	10	105	±1.5
4	100	105	±1.5

(40) *Test No. 5—Equality of current coils of three-wire meters.*—The change produced in the registration of a meter by using only one current coil (carrying a double current) over that when both current coils are used shall not exceed that specified below.

Item No.	Connections.	Per cent rated current.	Maximum per cent deviation in registration due to use of only one current element carrying double current.
Reference performance	Both coils	10	....
1	Coil A only	20	±2
2	Coil B only	20	±2
Reference performance	Both coils	50	....
3	Coil A only	100	±2
4	Coil B only	100	±2

(41) *Test No. 6—Effect of external magnetic fields.*—The change produced in the registration of a meter at 10 per cent of rated current by the application of an external magnetic field in the manner stated shall not exceed 2.5 per cent. One of the meters shall be subjected to an alternating magnetic field of the same frequency as that of the testing current and produced by a straight conductor 6 feet long, with return

leads arranged to form a rectangle 6 feet square. A current of 50 amperes in phase with the voltage applied to the meter shall be passed through this conductor. The return leads of the conductor shall be so arranged that the loop which they form does not surround or include the meter.

Place the straight 6-foot conductor in each of the following positions:

1. Behind the test board in a horizontal position and parallel to the back of the meter. The middle of the conductor shall be 15 inches directly behind and on a level with the center of the rotating element.

2. Directly behind the center line of the meter in a vertical position. The middle of the conductor shall be 15 inches directly behind and on a level with the center of the rotating element. The loop shall be in plane perpendicular to the test board.

3. Vertically at the same distance in front of the test board as the center of the rotating element. The middle of the conductor shall be on a level with the center of the rotating element and 15 inches to the right or left. The loop shall be in a plane parallel to the test board.

(42) *Test No. 7—Effect of variation in temperature.*—This test shall be applied to not less than three meters. The average temperature coefficient shall not exceed 0.2 per cent per degree centigrade at either 10 per cent or 100 per cent of rated current. The per cent difference in the rate of registration of the meter at the higher temperature from that at the lower temperature divided by the difference in temperature is the temperature coefficient.

The meter shall be placed in a space having a temperature of approximately 20° C., or room temperature, as specified in section 20 (a), and allowed to stand for not less than two hours with the voltage circuit of the meter energized. A load of 10 per cent of the rated current shall then be applied, and after running for one hour the meter shall be tested at this load. A load of 100 per cent of rated current shall then be applied for one hour and the meter again tested at this load.

These operations shall be repeated in the same order at a temperature approximately 20° C. higher.

(43) *Test No. 8—Effect of temporary overloads.*—The maximum percentage deviation in registration of a meter due to temporary overload shall not exceed 1 per cent at 10 per cent of rated load (item 1) and 100 per cent of rated load (item 2).

A temporary load of 10 times the rated current shall be applied 3 times to each meter under test, the duration of each overload being approximately 2 seconds. The overload current shall be approximately in phase with the voltage applied to the voltage circuit of the meters.

Each meter shall be tested with 10 per cent of rated current and 100 per cent of rated current before the application of the overload, and again afterwards.

(44) *Test No. 9—Voltage drop or watts loss in current coils.*—The voltage drop or watts loss in the current coils of each meter shall be measured at 100 per cent of rated current.

In meters of 25 amperes or less capacity the loss shall not exceed 5 watts.

In meters of more than 25 amperes capacity the drop shall not exceed 0.15 volt.

SPECIFICATIONS FOR THE TESTING OF POLYPHASE WATT-HOUR METERS.

All tests of alternating current meters shall be made at calibration voltage, rated frequency, and unity power factor, unless otherwise stated.

(45) *General.*—In case the preliminary adjustment of the meter is made upon a polyphase load, the relation of the phases used in the preliminary adjustment shall be maintained in all subsequent tests.

The two-phase test is to be used in the case of all meters, except such as successfully pass test No. 1, or are designed or designated as three-phase meters, which are to be submitted to the corresponding three-phase tests.

In the case of a three-phase four-wire meter, all elements shall be subjected to the same requirements as to equality as are specified for a meter having two elements.

(46) *Test No. 1—Independence of elements.*—The maximum per cent deviation in registration under the load conditions given in the table below shall not exceed the values specified.

Each meter shall be tested on a two-phase circuit.

Throughout the test the voltage and current windings of one element (element A) of the meter are connected to phase 1 of the two-phase circuit. The other element (element B) is connected as indicated. In the current tests, under items 3 and 4, the currents in both elements shall be equal.

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Item No.	Connections of element B.		Maximum per cent deviation in registration.	
	Voltage circuits.	Current circuits.	20 per cent of rated current on element A.	100 per cent of rated current on element A.
			Per cent.	*Per cent.*
Reference performance	Phase I correct	Not connected		
1	Phase I reversed	do	±1	±1
Reference performance	Phase II correct	do		
2	Phase II reversed	do	±1	±1
Reference performance	Not connected	Phase I correct		
3	do	Phase I reversed	±1	±1
Reference performance	do	Phase II correct		
4	do	Phase II reversed	±1	±1

If every meter of a given type conforms to each of the requirements of this test the further tests shall be made on a single-phase circuit, using the specifications laid down for a single-phase three-wire meter.

In case one or more meters fail in any of the requirements of this test, the approval tests of the type to which such meters belong shall be made on a polyphase circuit according to the specifications following.

(47) *Test No. 2—Initial accuracy of registration—Both elements in circuit.*—1. No meter shall fail to run continuously with 2 per cent of rated current at calibration voltage.

After running for at least one hour at 10 per cent of rated current, as specified in section 18, the meter under test shall be accurate in its registration within the amount specified below. Each meter shall be tested with a balanced polyphase load, both elements being in circuit.

Item No.	Per cent rated current.	Maximum error in registration in per cent.
2	5	±3.0
3	10	±1.5
4	20	±2.0
5	50	±2.0
6	100	±1.5
7	150	±3.0

8. The algebraic difference between the error at 10 per cent rated current and that at 100 per cent rated current shall not exceed 2 per cent.

(48) *Test No. 3.—Equality of individual elements.*—The change produced in the registration of a meter by using only one meter element (carrying a double current) over that when both elements are in circuit shall not exceed that specified below.

In the case of a two-phase test, the test on each element shall be made at unity power factor. In the case of a three-phase test, a balanced three-phase load shall be obtained in the testing circuit, so that the test upon each element is made with the same conditions as those existing when both elements are connected to a balanced polyphase circuit in which the power factor is unity.

The voltage coils of each meter shall be energized continuously from a polyphase circuit.

Item No.	Connections meter element.	Per cent rated current.	Maximum per cent deviation in registration due to use of one meter element only.
Reference performance	Both elements in circuit	10	
1	Element A only	20	±2
2	Element B only	20	±2
Reference performance	Both elements in circuit	100	
3	Element A only	140	±2
4	Element B only	140	±2

(49) *Test No. 4.—Effect of variation of voltage.*—1. No meter shall creep at 110 per cent of calibration voltage, with the voltage coils connected to a balanced polyphase circuit.

The effect of variation of voltage upon the registration of a meter carrying constant load in watts shall not exceed that specified below, provided that only meters with a voltage rating extending over a range greater than 15 per cent of calibration voltage shall be subjected to the last four items of this test.

Each meter shall be tested with a balanced polyphase load at the various values of current and voltage given below.

Item No.	Per cent rated watts.	Maximum per cent deviation in registration due to variation of voltage with constant load.
2. 90 per cent of calibration voltage	10	±2.0
3. 90 per cent of calibration voltage	100	±1.5
Reference performances (100 per cent of calibration voltage)	10	....
	100	....
4. 110 per cent of calibration voltage	10	±2.0
5. 110 per cent of calibration voltage	100	±1.5
6. 95 per cent of minimum marked voltage	10	±2.0
7. 95 per cent of minimum marked voltage	100	±1.5
8. 105 per cent of maximum marked voltage	10	±2.0
9. 105 per cent of maximum marked voltage	100	±1.5

(50) *Test No. 5.—Effect of variation of power factor—Individual elements.*—(*a*) *Two-phase tests.*—The effect of variation of power factor upon the registration of a meter carrying constant load shall not exceed that specified below. Each meter shall be tested with the voltage coils connected to a balanced polyphase circuit, but with load upon only one current coil, at the values of current and power factor specified.

Each element.

Item No.	Per cent rated current.	Per cent lagging power factor.	Maximum per cent deviation in registration due to variation of power factor.
Reference performance	20.0	100	....
1	26.7	75	±2
2	40.0	50	±4
Reference performance	150.0	100	....
3	150.0	75	±2
4	150.0	50	±4

(*b*) *Three-phase tests.*—Each meter shall be tested with the voltage coils connected to a balanced polyphase circuit, but with load on only one current coil.

Leading element.

Item No.	Per cent rated current.	Per cent power factor.	Maximum per cent deviation in registration due to variation of power factor.
Reference performance	23.1	86.6 leading	....
1	20.0	100	±1.5
2	23.1	86.6 lagging	±3.0
Reference performance	150.0	86.6 leading	....
3	150.0	100	±1.5
4	150.0	86.6 lagging	±3.0

Lagging element.

Item No.	Per cent rated current.	Per cent power factor.	Maximum per cent deviation in registration due to variation of power factor.
Reference performance	23.1	86.6 lagging	....
5	40.0	50.0 lagging	±3
Reference performance	150.0	86.6 lagging	....
6	150.0	50.0 lagging	±3

(51) *Test No. 6.—Effect of variation of power factor—Both elements in circuit.*—The effect of variation of power factor upon the registration of the meter carrying constant load shall not exceed that specified below. Each meter shall be tested on a balanced polyphase circuit.

Item No.	Per cent rated current.	Per cent lagging power factor.	Maximum per cent deviation in registration due to variation of power factor.
Reference performance	10.0	100	....
1	13.3	75	±2
2	20.0	50	±4
Reference performance	100.0	100	....
3	100.0	75	±2
4	100.0	50	±4

(52) *Test No. 7.—Effect of variation of frequency.*—The effect of variation of frequency upon the registration of a meter carrying constant load shall not exceed that specified below. Each meter shall be tested with a balanced polyphase load.

Item No.	Per cent rated current.	Per cent rated frequency.	Maximum per cent deviation in registration due to variation of frequency.
Reference performance	10	100	....
Do	100	100	....
1	10	95	±1.5
2	100	95	±1.5
3	10	105	±1.5
4	100	105	±1.5

(53) *Test No. 8—Effect of external magnetic fields.*—The change produced in the registration of a meter with a balanced polyphase load at 10 per cent of rated current by the application of an external magnetic field, in the manner stated in section 41, shall not exceed 2.5 per cent.

One meter shall be subjected to an alternating magnetic field, as is specified in section 38, first with the current in the external conductor in phase with the voltage applied to one element of the meter, and then with this current in phase with the voltage applied to the other element of the meter.

(54) *Test No. 9—Effect of variation of temperature.*—This test shall be applied to not less than three meters. The temperature coefficient shall not exceed 0.15 per cent per degree centigrade at either 10 per cent or 100 per cent of rated current. The per cent difference in the rate of registration of the meter at the higher temperature from that at the lower temperature, divided by the difference in temperature, is the temperature coefficient.

The meter shall be placed in a space having a temperature of approximately 20° C., or room temperature, as specified in section 17 (*a*), and allowed to stand for not less than two hours with the voltage circuit of the meter energized. A load of 10 per cent of the rated current shall then be applied, and after running for one hour the meter shall be tested at this load. A load of 100 per cent of rated current shall then be applied for one hour and the meter again tested at this load. These operations shall be repeated in the same order at a temperature approximately 20° C. higher.

(55) *Test No. 10—Effect of temporary overloads.*—The maximum percentage deviation in registration of a meter due to temporary overload shall not exceed 1 per cent at 10 per cent of rated load (item 1) and 100 per cent of rated load (item 2).

A temporary load of ten times the rated current shall be applied three times to each meter under test, the duration of each overload being approximately two seconds. The overload current shall be approximately in phase with the voltage applied to the voltage circuit of the meter.

Each meter shall be tested with 10 per cent of rated current and 100 per cent of rated current before the application of the overload, and again afterwards.

(56) *Test No. 11—Voltage drop or watts' loss in current coils.*—The voltage drop or watts' loss in the current coils of each meter shall be measured at 100 per cent of rated current.

In meters of 25 amperes or less capacity the loss in the current coils of each element shall not exceed 5 watts.

In meters of more than 25 amperes capacity the drop in the current coils of each element shall not exceed 0.15 volt.

OPINIONS OF THE GENERAL COUNCIL.

OPINION OF MARCH 8, 1916.

ACQUISITION OF BONDS AND STOCKS OF THE WASHINGTON INTERURBAN RAILROAD CO. BY THE WASHINGTON & ROCKVILLE RAILWAY CO.

I am returning herewith the petition of the Washington & Rockville Railway Co., of Maryland, praying that an order be passed by the Public Utilities Commission of the District of Columbia, authorizing and confirming its right to acquire certain bonds and stocks of the Washington Interurban Railroad Co., another corporation of the State of Maryland. The stocks and bonds thus desired to be purchased are now in the hands of individual stock and bond holders, having been issued by the Washington Interurban Railroad Co. under authority of this commission, and the Maryland Public Service Commission in payment for the franchises and property of the defunct Washington Interurban Railway Co., which was also a Maryland corporation. I am to-day advised that the Public Service Commission of Maryland has granted the prayer of a similar petition and has entered an order permitting this purchase by the Washington & Rockville Railway Co.

The question raised by the petition is whether the Public Utilities Commission has authority under the law to assent to the purchase by the Washington & Rockville Railway Co. of Maryland of the stocks and bonds described.

There is no question in my mind that it was the intention of Congress in the enactment of paragraph 54 of the public-utilities law to give to the Public Utilities Commission the right to authorize one public utility in the District to acquire the stocks or bonds of any other corporation incorporated for or engaged in a similar business. This specific authority is contained in this paragraph in the following words: "unless authorized in writing so to do by the commission," and without such authorization the same paragraph makes every contract, transfer, agreement for transfer, or assignment of any such stocks or bonds absolutely void.

That this specific power was intended to be given to the commission is further emphasized by the fact that by paragraph 76, of the same law, public utilities are prohibited from issuing stocks, bonds, or other evidences of indebtedness for the purpose of reorganization or consolidation in excess of the total amount of their outstanding securities and obligations, and in the same paragraph they are given the right to consolidate by the purchase of property one from the other *after the commission shall have determined* and set forth in writing that such consolidation would be in the public interest and shall have *approved* in writing the terms upon which it is made. It therefore clearly appears that it was the intention of Congress to authorize and empower the commission to permit not only stock ownership of one company by another but an actual consolidation both of stock and property when deemed to be in the general public interest.

By the terms of section 11 of the same act, which embodies the public-utilities law, it is made unlawful for any foreign public utility corporation or for any foreign or local holding corporation, or for any local street railroad corporation, gas corporation, etc., directly or indirectly, to own, control, or hold, or vote stocks or bonds of any public utility corporation organized under any general incorporation law or special act of the United States, or authorized under any law of the United States, to do business in the District of Columbia except as heretofore or hereafter expressly authorized by Congress.

It is one of the most familiar rules of construction of an act of Congress that it must be, to use a purely legal expression, taken by its four corners and the whole act must be read together, not only to ascertain the intention of Congress, but to reconcile, if possible, the several sections of paragraphs of which it consists, so that its interpretation may be made as harmonious and effective as possible. To use the words of the Supreme Court of the United States, "The legislative meaning is to be extracted from the statute as a whole." (Kohtsatt *v.* Murphy, 96 U. S., 153.) "Every part of the statute is to be construed with reference to every other part," and, "Every part of a statute must be construed in connection with the whole, so as to make all the parts harmonize if possible, and give meaning to each." (Market Co. *v.* Hoffman, 101 U. S., 112.)

It will be remembered that the public utilities act, known as section 8, of the act of March 4, 1913, and the antimerger section, known as section 11, were enacted as a part of the same legislation and were parts of the same act of Congress, and were approved as a whole, therefore all of these sections must be read together to determine the congressional intention and their particular effect, and so construed that the effect of no section is destroyed by any other section unless such destruction is absolutely unavoidable.

Viewed in this light, I have no doubt that section 11 should be read in conjunction with and as though preceding that portion of section 54, which is almost verbatim with the first clause of section 11, and is as follows:

"It shall be unlawful for any street railroad corporation, gas corporation, electric corporation, telephone corporation, telegraph corporation, or any other public utility corporation, directly or indirectly, to acquire the stocks or bonds of any other corporation incorporated for or engaged in the same or similar business as it is."

So read, section 11 is given the force and effect intended by the act to render illegal such stocks or bond acquisition as I have mentioned unless the authorization of the commission thereto is received, as provided by the last clause of paragraph 54, which prohibits the purchase of the stocks or bonds of one utility by another.

"Unless authorized in writing to do so by the commission, and every contract, transfer, agreement for transfer, or assignment of any such stocks or bonds without such written authority shall be void and of no effect."

In other words, the last quoted clause of paragraph 54 should be read as a proviso both to the preceding portion of paragraph 54, and section 11, of the same act, and construed in conjunction therewith.

This construction not only preserves the force and effect of both paragraph 54 and section 11, but preserves to the commission the power and authority which Congress intended it to exercise in the public interest and for the public protection. Any other construction would nullify the most important portion of paragraph 54 and would tie the hands of the commission in the performance of a most important duty, which Congress clearly intended should be exercised by it in the public interest.

Holding this view of the proper construction of the law, I think it is within the power of the commission to entertain the petition and to grant the prayer by authorizing the Washington & Rockville Railway Co. of Maryland to acquire the stocks and bonds described therein should the commission be of the opinion that such action is in the public interest.

Above opinion of the general counsel concurred in by the Public Utilities Commission in its Order No. 179, of March 16, 1916.

Opinion of March 9, 1916.

SALE OF BONDS BY THE POTOMAC ELECTRIC POWER CO. WITHOUT CERTIFICATE OF AUTHORITY PREVIOUSLY OBTAINED FROM THE COMMISSION.

On April 14, 1915, the commission called my attention to the sale of certain bonds by the Potomac Electric Power Co. without previously having secured certificate of authority from the commission so to do. Thereafter, on June 1, 1915, the Potomac Electric Power Co. advised the commission as to the circumstances under which these bonds were sold. The bonds amounted to $313,000 in all, and had been previously issued and were in the hands of the treasurer of the company when the public-utilities law went into effect. The $200,000 worth of these bonds which were delivered on November 24, 1913, had been sold before the passage of the law. The remaining $113,000 worth were sold, $100,000 worth to the Commercial Trust Co. of New Jersey, the trustee of the sinking fund of the Potomac Electric Power Co., and $13,000 worth were sold by their broker on the open market, said sales having taken place on January 2 and June 11, 1914, respectively. There is no question in my mind that the sale of the $200,000 worth of bonds did not require the authority of the commission, as it was made before the law went into effect. The sale of the $113,000 worth of bonds may have been technically irregular. The power company was evidently under the impression that these bonds having been duly authorized and in the treasury when the law took effect, that they might be sold without the authority of the commission. In this, I think they were in error. However, as the bonds were sold and had been for over six months in the hands of bona fide holders, it would be of doubtful propriety to question their validity on a technicality unless the purpose of their sale was improper. I would suggest that the commission call the attention of the company to this irregularity in the sale of the $113,000 of bonds and ask to be advised directly as to what disposition was made of their proceeds. If this disposition was a proper one, I can see no good reason in interfering with the matter, particularly as the power company has since that time requested the authority of the commission for all of the additional bonds which it has issued or attempted to issue, and in some cases this authority has been refused.

I beg to say I thought this file had been returned to the commission with my opinion some months ago. It was, however, sent back from the Public Utilities Commission and placed by mistake among matters which had been disposed of, and I did not know it had not been transmitted to the commission until my attention was called to the fact by the recent memorandum of the executive officer.

Opinion of September 30, 1916.

RIGHT OF GEORGETOWN GAS LIGHT CO. TO CHARGE A PENALTY IN CASE OF NONPAYMENT OF BILLS WITHIN SPECIFIED TIME.

With reference to the right of the commission to permit the Georgetown Gas Light Co. to charge a penalty of any private consumer failing to pay his gas bill, I am of opinion that Congress intended by section 6 of the current appropriation act to permit a penalty of 10 cents additional for each 1,000 feet of gas represented by the bill to be charged by both the Washington and the Georgetown Gas Light Cos. It was certainly not its intention to discriminate between these companies, and reading the whole section together, I think this is a fair interpretation of the same.

The above opinion of the general counsel adopted by the Public Utilities Commission on October 11, 1916.

Opinion of November 24, 1916.

APPLICATION OF AMERICAN SECURITY & TRUST CO. TO INVEST CERTAIN TRUST FUNDS OF THE CHESAPEAKE & POTOMAC TELEPHONE CO. HELD AS SINKING FUNDS IN BONDS OF THE CHESAPEAKE & POTOMAC TELEPHONE OF VIRGINIA.

I am returning herewith application of the American Security & Trust Co., trustee of a certain mortgage executed by the Chesapeake & Potomac Telephone Co., requesting permission to invest certain trust funds it holds as sinking funds in bonds of the Chesapeake & Potomac Telephone Co. of Virginia.

After carefully studying the petition of the American Security & Trust Co., I am of opinion that there is no reason why the American Security & Trust Co. should not be permitted to purchase the bonds of the Chesapeake & Potomac Telephone Co. of Virginia with money accumulated in a sinking fund administered by the American Security & Trust Co. for the benefit of the holders of certain bonds secured by the mortgage or deed of trust of the Chesapeake & Potomac Telephone Co. of New York. In my judgment, this is not such an acquisition by one public utility of the bonds of another public utility doing business in the District of Columbia which comes within the prohibition of the law, unless authorized by the commission. This is a purchase by a trustee for the purpose of sinking fund investment of securities which are satisfactory to those having a beneficial interest in the sinking fund. The legal title to the bonds, if purchased or acquired by the trustee, is held for the benefit of the bondholders of the Chesapeake & Potomac Telephone Co. of New York and not for the benefit of the latter company, and therefore it seems to me it is not such a holding of the bonds of one utility by another as is contemplated by the public-utilities law, and which requires the consent of the commission before it becomes legal.

Opinion of November 24, 1916.

INSUFFICIENCY OF CHARTER OF THE TERMINAL TAXICAB COMPANY.

On October 20, 1914, the general counsel submitted a report regarding the insufficiency of the charter of the Terminal Taxicab Co., but reserved final opinion until the decision of an appeal of said company, as to the jurisdiction of the commission should be decided by the courts. (Annual report for 1914, p. 106.) On November 24, 1916, the general counsel submitted the following:

"I think the charter of the Terminal Taxicab Co. is sufficient under the recent decision of the Supreme Court of the United States in re Terminal Taxicab Co. *v.* The Public Utilities Commission."

APPENDIX

BALANCE SHEETS AND STATISTICAL DATA OF THE PUBLIC UTILITIES OF THE DISTRICT OF COLUMBIA : : :

LETTERS OF TRANSMITTAL.

PUBLIC UTILITIES COMMISSION,
Washington, February 5, 1917.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES,
Washington, D. C.

SIR: In accordance with paragraph 14 of section 8 of—

> an act making appropriations to provide for the expenses of the Government of the District of Columbia for the fiscal year ended June thirtieth, nineteen hundred and fourteen, and for other purposes—

approved March 4, 1913, which reads as follows:

> That the accounts shall be closed annually on the thirty-first day of December, and a balance sheet of that date promptly taken therefrom. On or before the first day of February following such balance sheet, together with such other information as the commission shall prescribe, verified by an owner or officer of the public utility, shall be filed with the commission, and a copy thereof transmitted to Congress—

I have the honor to forward herewith the balance sheets for the year ended December 31, 1916, and other information required by the Public Utilities Commission of the various utilities under its jurisdiction.

The following is a list of the reports received on or before February 1, 1917:

The Capital Traction Co.
East Washington Heights Traction Railroad Co.
Washington Gas Light Co.
Georgetown Gas Light Co.
Barnett Taxicab Co.
Terminal Taxicab Co.
The Washington Market Co.
Washington Missionary College.
Union Transfer Co.

In addition, there are transmitted affidavits of the following companies, certifying that they are unable to furnish the required report within the time fixed by law:

City & Suburban Railway of Washington.
Georgetown & Tennallytown Railway Co.
Washington Railway & Electric Co.
Potomac Electric Power Co.
The Chesapeake & Potomac Telephone Co.
Postal Telegraph-Cable Co.
Western Union Telegraph Co.
Washington Interurban Railroad Co.
Washington & Maryland Railway Co.
Auto Livery Co.
Federal Taxicab Co.
Semmes Motor Line (Inc.).

Amendments by Congress to the act creating the Public Utilities Commission have removed the following street railways from the jurisdiction of this commission, as they operate principally outside of the District of Columbia:

Washington-Virginia Railway Co.
Washington & Old Dominion Railway Co.
Great Falls & Old Dominion Railway Co.

The following operators of motor-bus lines to whom permission has been granted by this commission to operate within the District of Columbia have discontinued their services as far as information can be obtained, and have consequently submitted no annual reports:

Louis Jackson.
Henry Sewall and Stewart A. Geibhart.
James M. Swain.
Ernest C. Eschinger.
Miss Beatrice A. Rudes.

Very respectfully,

C. W. Kutz, *Chairman.*

Public Utilities Commission,
Washington, March 2, 1917.

The Speaker of the House of Representatives,
Washington, D. C.

Sir: In accordance with paragraph 14 of section 8 of—

an act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ended June thirtieth, nineteen hundred and fourteen, and for other purposes—

approved March 4, 1913, which reads as follows:

That the accounts shall be closed annually on the thirty-first day of December, and a balance sheet of that date promptly taken therefrom. On or before the first day of February following such balance sheet, together with such other information as the commission shall prescribe, verified by an owner or officer of the public utility, shall be filed with the commission, and a copy thereof transmitted to Congress—

I have the honor to forward herewith the balance sheets for the year ended December 31, 1916, which were received by this commission subsequent to February 1, 1917.

The following is a list of the reports which are transmitted herewith:

Auto Livery & Federal Taxicab Co.
Auto Livery Co.
City & Suburban Railway of Washington.
Federal Taxicab Co.
Georgetown & Tenallytown Railway Co.
Postal Telegraph-Cable Co.
Potomac Electric Power Co.
Semmes Motor Line (Inc.).
Washington Interurban Railway Co.
Washington Railway & Electric Co.

Reports of the following companies will be transmitted as soon as received:

The Chesapeake & Potomac Telephone Co.
Washington & Maryland Railway Co.
Western Union Telegraph Co.

Very respectfully,

C. W. Kutz, *Chairman.*

PUBLIC UTILITIES COMMISSION,
Washington, April 5, 1917.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES,
Washington, D. C.

SIR: In accordance with paragraph 14 of section 8 of—

an act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ended June thirtieth, nineteen hundred and fourteen, and for other purposes—

approved March 4, 1913, which reads as follows:

That the accounts shall be closed annually on the thirty-first day of December, and a balance sheet of that date promptly taken therefrom. On or before the first day of February following such balance sheet, together with such other information as the commission shall prescribe, verified by an owner or officer of the public utility, shall be filed with the commission, and a copy thereof transmitted to Congress—

I have the honor to forward herewith the balance sheets for the year ended December 31, 1916, which were received by this commission subsequent to March 2, 1917.

The following is a list of the reports which are transmitted herewith completing the reports for the year 1916:

Western Union Telegraph Co.
Washington & Maryland Railway Co.
The Chesapeake & Potomac Telephone Co.

Very respectfully,

C. W. KUTZ, *Chairman.*

BALANCE SHEETS OF THE PUBLIC UTILITIES OF THE DISTRICT OF COLUMBIA FOR THE YEAR ENDED DECEMBER 31, 1916.

AUTO LIVERY CO. AND FEDERAL TAXICAB CO. (COMBINED).

Earnings and expenses.

Earnings:		
Motor car earnings	$127,970.38	
Miscellaneous earnings	5,213.95	
Total earnings		$133,184.33
Expenses:		
Vehicle operation—		
Salaries, operating office	22,615.10	
Chauffeurs' wages	17,416.10	
Gasoline	13,864.31	
Lubricants	821.93	
Tires	6,997.77	
Garage operation, light, heat, and power	1,229.20	
Maintenance—		
Body repairs, materials	585.70	
Motor car accessories and sundries	2,809.69	
Rent and insurance—		
Rent proportion	2,775.46	
Insurance other than on buildings	8,209.79	
Taximeters, rental	1,614.30	
Licenses and taxes	915.36	
Commissions	15,460.75	
General expenses—		
Salaries of officers	7,500.00	
Telephone	652.44	
Stationery and postage	522.55	
Advertising	1,490.61	
Freight and expressage	124.61	
Miscellaneous	6,045.11	
Reserves—		
Motor cars, equipment, and repair stock, depreciation	14,964.34	
Bad debts	121.70	
Total expenses		126,736.82
Earnings less expenses		6,447.51
Current operating profit, motor department	6,447.51	
Additions to income:		
Interest on deposits	178.55	
Discounts earned	1,129.74	
Total income		7,755.80

Corporate surplus (or deficit) account.

DEBIT.

Balance, credit	$70,761.74

CREDIT.

Balance as of Dec. 31, 1915	63,005.94
Balance from income account	7,755.80
Total	70,761.74

Balance sheet.

ASSETS.

Plant and equipment:	
Office furniture and fixtures	$964.44
Motor cabs	55,338.64
Shop machinery and tools	818.79
Motor cab accessories	5,249.73
Chauffeurs' clothing	68.82
Inventory, supplies, etc., postage and stationery	389.49
Cash:	
In bank	7,181.35
Petty cash	250.00
Accounts receivable	1,150.05
Deferred debits:	
Insurance, prepaid	1,949.89
Licenses and taxes, prepaid	840.00
Good will	5,000.00
Capital stock	140,000.00
Total assets	219,201.20

LIABILITIES.

Capital stock:		
Common	107,000.00	
Preferred	33,000.00	
		140,000.00
Bonds, chauffeurs'		6.00
Coupon book (outstanding)		2.50
Accounts and notes payable:		
Accounts	2,530.96	
Notes; other than secured by mortgage	5,500.00	
		8,030.96
Consignment		400.00
Surplus		70,761.74
Total liabilities		219,201.20

DIRECTORS.

A. L. Cline, 212 Thirteenth Street NW.
A. G. Cline, 212 Thirteenth Street NW.
L. L. Harban, 212 Thirteenth Street NW.

Employees other than officers.

Class.	Number of employees.	Average wages per year.
Attorney	1	$3,125.00
Auditor	1	300.00
Clerks, bookkeepers and stenographers	4	1,248.00
Superintendent of shop	1	1,716.00
Machinists and helpers, other machine-shop employees	7	875.00
Foreman	1	780.00
Washers and polishers	4	533.00
Starters	8	763.75
Chauffeurs	36	483.78

OATH.

DISTRICT OF COLUMBIA, } ss:
City of Washington. }

We, the undersigned, A. L. Cline, president, and Geo. M. Mattingly, of Auto Livery Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said respondent; that we have carefully examined same, and declare the same to be a complete and correct statement of the business and affairs of said respondent in respect to each and every matter and thing therein set forth; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said respondent during the period for which said return is made, to the best of our knowledge, information and belief.

A. L. CLINE,
President.
GEORGE M. MATTINGLY,
Officer in Charge of the Accounts.

Subscribed and sworn to before me this 4th day of May, 1917.
[SEAL.] A. L. CHENEY.

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BARNETT TAXICAB CO.

Earnings and expenses.

Earnings:		
Motor-car earnings	$21,644.58	
Miscellaneous earnings	4,480.47	
Total earnings		$26,125.05
Expenses:		
Vehicle operation—		
Salaries, operating office, chauffeurs' and starters' wages	6,345.00	
Gasoline	2,480.32	
Lubricants	250.00	
Tires	2,000.00	
Garage operations—		
Salaries, garage office	634.69	
Wages, garage	1,963.25	
Light, heat, and power	225.00	
Garage supplies	200.00	
Maintenance—		
Body repairs, labor and materials, and chassis repairs, labor	1,728.02	
Motor-car accessories	103.19	
Rent proportion	1,800.00	
Taxes proportion	203.89	
Taximeters	360.00	
Licenses	53.75	
Commissions	3,357.53	
General expenses—		
Salaries of officers	1,200.00	
Telephone, office expense, stationery, postage, advertising, freight and expressage, and miscellaneous	852.44	
Reserves, bad debts	150.00	
Total expenses		23,907.08
Earnings less expenses		2,217.97
Deductions from income, interest on notes	78.72	
Total deductions		78.72
Net income		2,139.25

Corporate surplus (or deficit) account.

DEBIT.

Balance, credit	$2,207.38	

CREDIT.

Balance as of Dec. 31, 1915		$68.13
Balance from income account		2,139.25
Total		2,207.38

Balance sheet.

ASSETS.

Plant and equipment:	
Office furniture and fixtures	$15.92
Motor cabs	3,831.64
Garage equipment, shop machinery and tools, stand equipment, and motor-cab accessories	150.00
Inventory, supplies, etc	125.00
Cash in bank	583.81
Accounts receivable	1,622.81
Total assets	6,329.18

LIABILITIES.

Accounts and notes payable:		
Accounts	$1,224.19	
Notes other than secured by mortgage	2,897.61	
		$4,121.80
Surplus		2,207.38
Total liabilities		6,329.18

Detailed report of officers and employees.

	Salaries and wages.	Number of employees.	Maximum hours continuous service.
GENERAL AND MISCELLANEOUS.			
President	$1,200	1	12
MACHINE SHOP.			
Machinists and helpers	$100 per month.	1	12
GARAGE.			
Washers	$14 per week.	1	12
Other garage employees	$15 per week.	1	12
BRANCH OFFICES.			
Agents	$2 per day	1	12
Chauffeurs	do	6	12

Directors.

Name.	Post-office address.	Expiration of term.
Homer Barnett	The Alabama	Election of successor.
W. C. Sterling	White Motor Car Co	Do.
Mrs. E. M. Barnett	738 Third Street NW	Do.
W. Henry White	Bond Building	Do.

OATH.

DISTRICT OF COLUMBIA,
City of Washington, ss:

We, the undersigned, Homer Barnett, president, and Louis C. Carl, of Washington, D. C., on our oaths do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said respondent, that we have carefully examined same, and declare the same to be a complete and correct statement of the business and affairs of said respondent in respect to each and every matter and thing therein set forth; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said respondent during the period for which said return is made, to the best of our knowledge, information, and belief.

HOMER BARNETT,
President.

LOUIS C. CARL,
Officer in Charge of the Accounts.

Subscribed and sworn to before me this 1st day of February, 1917.

[SEAL.] FRED. C. GEIGER, *Notary Public.*

THE WASHINGTON MARKET CO.

Officers.—Edward O. Whitford, president, office of Center Market; William V. Cox, vice president, office of Center Market; Frank G. Wilkins, secretary, office of Center Market; Samuel W. Curriden, treasurer, office of Center Market.

Directors.

Name.	Post-office address (Washington, D. C.).	Expiration of term.
William G. Carter	922-928 Louisiana Avenue NW	January, 1918.
Samuel W. Curriden	Office of Center Market	Do.
William V. Cox	Second National Bank Building	Do.
Appleton P. Clark, jr	816 Fourteenth Street NW	Do.
Samuel E. Lewis	1418 Fourteenth Street NW	Do.
James B. Lambie	1415 New York Avenue NW	Do.
Ralph W. Lee	708 Fourteenth Streert NW	Do.
James Lansburgh	420 Seventh Street NW	Do.
Samuel J. Prescott	814 Thirteenth Street NW	Do.
William P. Reeves	The Congressional, First and East Capitol Streets	Do.
William B. Thompson	Munsey Building	Do.
Edward O. Whitford	Office of Center Market	Do.
Frank G. Wilkins	do	Do.

Local officer to whom correspondence concerning this report should be addressed: Edward O. Whitford, president, office of Center Market.

Depreciation on conduit, physical, covering wear and tear, $500.

Conduit service income account.

Operating revenues	$12, 263. 32	
Operating expenses (estimated)	7, 250. 00	
Net operating revenue		$5, 013. 32
Deductions from income: 4 per cent on year ended June 30, 1916:		
Taxes paid May, 1916	486. 14	
Interest on estimated cost of installation	500. 00	
Other deductions from income depreciation	500. 00	
Total deductions		1, 486. 14
Net income		3, 527. 18
Revenue from business done in District of Columbia only		3, 527. 18

Owing to the fact that the conduit across Seventh Street into square 461 is merely an incident to the general cold-storage, ice-making, and other business of this company, it is impossible to make other than an estimate of the expense of operating and maintaining the conduit service.

It has been found impossible to segregate the cost of this service from our general cold-storage accounts so as to make a balance sheet covering same.

No increase in salaries has been made in connection with this service.

No additional capital stock or bonds have been issued to meet the cost of this installation.

By act of Congress approved February 23, 1905, amended by act of Congress approved March 31, 1906, authority was given The Washington Market Co. to lay a conduit and pipe across Seventh Street west to square 461 for the foregoing service, this company paying 4 per cent per annum of gross earnings, sworn statements of these to be submitted at the close of each fiscal year, June 30.

The foregoing report covers refrigerating service during the calendar year 1916 to the six beef and provision houses.

OATH.

DISTRICT OF COLUMBIA,
City of Washington, ss:

We, the undersigned, Edward O. Whitford, president, and Frank G. Wilkins, secretary, of The Washington Market Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of the refrigerating conduit service of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of the refrigerating conduit service of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

EDWARD O. WHITFORD, *President.*
FRANK G. WILKINS.

Subscribed and sworn to before me this 24th day of January, 1917.

[SEAL.]

GEORGE H. CAMPBELL,
Notary Public for the District of Columbia.

Commission expires May 25, 1919.

UNION TRANSFER CO.

Exact name of company: Union Transfer Co., 907 Real Estate Trust Building, Philadelphia, Pa.

List of officers, title, and salary.

William J. Crout, president and general superintendent	$4,300.00
Charles A. Bothell, vice president	2,500.00
Frank E. Harkness, secretary and auditor	2,400.00
Daniel K. Watson, jr., treasurer	2,100.00

Directors.

Name.	Post-office address.	Expiration of term.
Wm. J. Crout	Philadelphia	Fourth Monday in April, 1917.
Geo. W. Boyd	do	Do.
E. T. Stotesbury	do	Fourth Monday in April, 1919.
Agnew T. Dice	do	Fourth Monday in April, 1917.
John S. Jenks, jr.	do	Fourth Monday in April, 1919.
Chas. A. Bothell	do	Do.
S. W. F. Draper	New York City	Fourth Monday in April, 1918.
John Gribbel	Philadelphia	Do.
Daniel Hertz	do	Do.

Local officer to whom correspondence concerning this report should be addressed: W. A. Gundaker, division superintendent, 1358 D Street NW.

Total amount of capital stock outstanding	$663,750.00
Total amount of bonds outstanding	None.
Total amount of securities owned (not held in sinking or other funds)	154,823.55

Balance sheet, Dec. 31, 1916.

ASSETS.		LIABILITIES.	
Permanent and long-term investments	$154,823.55	Stock	$663,750.00
Working assets	1,045,528.50	Long-term debt	9,255.25
Deferred debit items	7,994.08	Working liabilities	409,573.84
		Deferred credit items	7,994.08
		Appropriated surplus	69,685.09
		Profit and loss	48,087.87
Total	1,208,346.13	Total	1,208,346.13

Depreciation (figured as per commissioner's order Sept. 27, 1916) on plant, physical, covering wear and tear, $7,994.08.

Income account.

Operating revenues	$98,675.74	
Operating expenses	70,991.39	
Net operating revenue		$27,684.35
Deductions from income	1,479.58	
Other deductions from income	9,842.87	
Total deductions		11,322.45
Net income		16,361.90
Disposition of net income, dividends, 6 per cent on common stock		12,669.48
Surplus		3,692.42
Revenue from business done in District of Columbia only		3,692.42

Employees, Dec. 31, 1916.

Class.	Number.	Total number of days worked.	Average daily compensation.	Maximum hours worked per day.
Superintendent	1	340	$4.41	10
Agents	19	340	1.95	10
Drivers	23	340	1.81	10
Helpers	6	340	1.06	10
Stablemen	2	340	1.68	10
Garagemen	2	340	2.21	10

OATH.

DISTRICT OF COLUMBIA,
City of Washington, ss:

We, the undersigned, William J. Crout, president, and Charles A. Bothell, vice president, of Union Transfer Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

WM. J. CROUT, *President.*
CHAS. A. BOTHELL, *Vice President.*

Subscribed and sworn to before me this 2d day of February, 1917.

[SEAL.]

MAUD FELLHEIMER,
Notary Public, District of Columbia.

TERMINAL TAXICAB CO. (INC.).

Earnings and expenses.

Earnings:		
Motor-car earnings	$263, 461. 55	
Repair shop earnings	1, 625. 96	
Miscellaneous earnings	16, 424. 62	
Total earnings		$281, 512. 13
Deductions, refunds and allowances		240. 02
Net earnings		281, 272. 11
Expenses:		
Vehicle operation—		
Salaries, operating office	10, 255. 36	
Chauffeurs' wages	46, 372. 86	
Starters' wages	5, 667. 78	
Gasoline	12, 657. 28	
Lubricants	982. 80	
Tires	14, 647. 01	
Garage operation—		
Salaries, garage, office	3, 418. 44	
Wages, garage	8, 031. 94	
Light, heat, and power	2, 949. 65	
Garage supplies	2, 869. 49	
Maintenance—		
Body repairs, labor and materials, chassis repairs, labor and materials	17, 937. 55	
Repairs to equipment	4, 322. 86	
Rent and insurance—		
Rent, L Street garage	1, 131. 05	
Insurance on buildings	892. 22	
Insurance other than on buildings	11, 765. 55	
Taximeters	2, 258. 87	
Licenses	717. 51	
Commissions	23, 550. 23	
Free riding	41. 70	
General expenses—		
Salaries of officers	11, 690. 08	
Telephone	2, 788. 60	
Stationery	1, 410. 38	
Postage	351. 62	
Advertising	2, 248. 78	
Miscellaneous	2, 177. 87	
Reserves—		
Motor cars	32, 147. 97	
Equipment	3, 776. 28	
Injuries and damages	7, 116. 39	
Total expenses		234, 178. 12
Earnings less expenses		47, 093. 99
Current operating profit, motor department	47, 093. 99	
Additions to income, discounts earned	1, 571. 32	
Total income		48, 665. 31
Deductions from income, taxes		2, 578. 68
Net income		46, 086. 63

Corporate surplus (or deficit) account.

DEBIT.

Dividends on preferred stock	$7,952.00
Dividends on common stock	10,990.00
Balance, credit	84,663.24
Total	103,605.24

CREDIT.

Balance as of Dec. 31, 1916	57,518.61
Balance from income account	46,086.63
Balance, debit	
Total	103,605.24

Balance sheet.

ASSETS.

Plant and equipment:		
Real estate	$101,904.35	
Office furniture and fixtures	3,784.89	
Motor cabs	162,001.45	
		$267,690.69
Garage equipment	13,890.84	
Shop machinery and tools	3,464.76	
		17,355.60
Inventory, supplies, etc		6,576.65
Cash:		
In bank	13,103.79	
Petty cash	600.00	
		13,703.79
Accounts and notes receivable:		
Accounts	6,825.73	
Notes	525.00	
		7,350.73
Deposits		450.00
Deferred debits:		
Insurance, prepaid	1,632.62	
Lincenses, prepaid	676.66	
		2,309.28
Investments		49,340.38
Good will		109,900.00
Total assets		474,677.12

LIABILITIES.

Capital stock:		
Common	$109,900.00	
Preferred	113,600.00	
		$223,500.00
Accounts and notes payable:		
Accounts	11,776.20	
Notes; other than secured by mortgage	1,650.00	
		13,426.20
Deferred credits:		
Taxes	1,364.91	
Sundry expenses	7,194.18	
		8,559.09

Reserves:		
For depreciation on—		
Real estate	$9, 709. 81	
Office furniture and fixtures	3, 096. 38	
Motor cabs	98, 779. 12	
Garage equipment	10, 638. 30	
Shop machinery and tools	2, 774. 03	
		$124, 997. 64
Doubtful accounts	2, 000. 00	
Car liability (damages)	17, 530. 95	
		19, 530. 95
Surplus		84, 663. 24
Total liabilities		474, 677. 12

Detailed report of officers and employees.

	Salaries and wages.	Average rate per month.	Number of employees.	Maximum hours continuous service.
GENERAL AND MISCELLANEOUS.				
President	p. a. $3, 000			
General manager	p. a. 3, 400			
Secretary	p. a. 1, 800			
Attorney	p. a. 300			
Auditor	p. a. 2, 700			
Cashier, $55 and $80 per month		$67. 50	2	10
Clerks, bookkeepers, and stenographers, $50 to $120 per month		82. 00	6	10
Other general office employees, $36 to $60 per month		45. 00	5	8
MACHINE SHOP.				
Machinists and helpers, 30 to 47½ cents per hour		93. 00	7	11
Other machine-shop employees, $60 to $105 per month		86. 00	4	10
BODY BUILDING SHOP.				
Painters, $1.75, $3.25, and $3.50 per day		70. 00	3	9
STOCK ROOM.				
Clerks, $50 and $90 per month		70. 00	3	9
Other stock room employees		20. 00	1	8
GARAGE.				
Foreman, $75 and $100 per month		87. 50	2	12
Washers, $2 per night			4	12
Polishers, $10 per week			7	12
Other garage employees, $50 to $62.50 per month		55. 00	5	12
BRANCH OFFICES.				
Agents, $36 to $85		57. 00	9	10
Chauffeurs (22 per cent gross receipts, less gasoline, 17 cents per gallon) average per day, $2.25 to $2.95 per day			60	12

Cabs used:	
White (capacity, 5 passengers)	70
White (capacity, 7 passengers)	6
Total number of passengers carried	384, 716
Total mileage	778, 626
Average mileage per trip	3. 74
Average number of trips per day	568

Rate charged per person, average $0.685 per annum.

Date of first operation, May 15, 1908.

Directors.

Name.	Post-office address.	Expiration of term.
John J. Boobar	1231 Twentieth Street NW	May, 1917.
James A. Cahill	Commercial National Bank	Do.
Appleton Clark, jr.	816 Fourteenth Street NW	Do.
John Herbert Corning	520 Thirteenth Street NW	Do.
G. Thomas Dunlop	Evans Building	Do.
Max Fischer	Woodward & Lothrop	Do.
Isaac Gans	Saks & Co.	Do.
Reeve Lewis	709 Tenth Street NW	Do.

Statistics.

Results per unit.	12 months ended Dec. 31, 1916.
Cabs used (own 75), average number in service	49
Live miles run	502,214.1
Dead miles run	276,411.9
Total miles run	778,626.0
Percentage of live mileage	64.50
Miles run per cab owned	10,381.7
Drivers' wages per live mile	$0.0923
Gasoline per gross mile	.0162
Lubricants per gross mile	.0013
Tires per gross mile	.0188
Chassis repairs per gross mile	.023
Garage wages per cab used	....
Garage supplies per cab used	....
Body repairs per cab used	....
Net revenue per live mile	.56
Total expenses per live mile	.3826
Total reserves per live mile	.0857
Total cost per live mile	.4683
Current profit per live mile	.0917

OATH.

DISTRICT OF COLUMBIA,
City of Washington, ss:

We, the undersigned, James A. Cahill, vice president, and A. N. Huttel, auditor, of Terminal Taxicab Co. (Inc.), on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said respondent; that we have carefully examined same, and declare the same to be a complete and correct statement of the business and affairs of said respondent in respect to each and every matter and thing therein set forth; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said respondent during the period for which said return is made, to the best of our knowledge, information, and belief.

JAMES A. CAHILL.
A. N. HUTTEL.

Suscribed and sworn to before me, this 24th day of April, 1917.
[SEAL.]
ALEXANDER R. VARELA,
Notary Public, District of Columbia.

EAST WASHINGTON HEIGHTS TRACTION RAILROAD CO. OF THE DISTRICT OF COLUMBIA.

Name of officer in charge of correspondence with the commission regarding this report: L. E. Bayne, secretary, 2500 Pennsylvania Avenue, Randle Highlands.

IDENTITY OF RESPONDENT.

Exact name of company making this report: East Washington Heights Traction Railroad Co. of the District of Columbia.

Date of organization: July 15, 1898.

Under laws of what Government, State, or Territory organized? District of Columbia, act passed by Congress, approved June 18, 1898, amended April 30, 1900, July 1, 1902, and April 26, 1904.

If a consolidated or a merging company, name all constituent and all merged companies. No.

Date and authority for each consolidation and for each merger: None.

If a reorganized company, give name of original corporation, refer to laws under which it was organized, and state the occasion for the reorganization. No.

State whether or not the respondent during the year conducted any part of its business under a name or names other than that shown in response to first inquiry above. No.

Give name of operating company, if any, having control of the respondent's property. None.

Directors.

Name of director.	Office address.	Date of beginning of term.	Date of expiration term.
A. E. Randle	Randle Highlands	Aug. 16, 1916	Aug. 15, 1917
O. C. Brothers	Fairlawn, D. C.	do	Do.
B. T. Woodward	Randle Highlands	do	Do.
M. A. Frazier	do	do	Do.
J. E. Melton	do	do	Do.
D. C. Fountain	Washington, D. C.	do	Do.
C. A. Barker	do	do	Do.
L. E. Bayne	Randle Highlands	do	Do.
E. E. Fisher	Washington, D. C.	do	Do.

Give the names and titles of all officers of the board of directors in control of the respondent at the close of the year. Chairman of board, A. E. Randle; secretary (or clerk) of board, L. E. Bayne.

Name the members of the executive committee of the board of directors of the respondent at the close of the year (naming first the chairman), and state briefly the powers and duties of that committee. None.

Principal general officers.

Title of general officer.	Name of person holding office at close of year.	Office address.	Salary.
President	A. E. Randle	2500 Pennsylvania Avenue, Randle Highlands.	None.
First vice president	J. E. Melton	do	None.
Secretary	L. E. Bayne	do	None.
Treasurer	do	do	None.

EXPLANATORY REMARKS.

The division superintendent is also motorman and conductor at a salary of $2 per day; he receives in addition $10 per month as superintendent.

Employees other than officers.

Class.	Number of employees.	Average wages.		Maximum hours continuous service.
		Per month.	Per day.	
TRANSPORTATION.				
Division superintendent	1	$62.83	$2.00	10
Conductors	2	110.91	2.00	10
Motormen	2	110.91	2.00	10

Transportation corporations controlled by respondent: None.
Nontransportation corporations controlled by respondent: None.

VOTING POWERS AND ELECTIONS.

1. State the par value of each share of stock. Common, $50 per share.
2. State whether or not each share of stock has the right to one vote. Yes.
3. Are voting rights proportional to holdings? Yes.
4. Are voting rights attached to any securities other than stock? No.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? No.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing. December 31, 1916.
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing: if not, state as of the close of the year. Two hundred and ninety-six votes, as of December 31, 1916.
8. State the total number of stockholders of record, corresponding to the answer to inquiry No. 7. Twenty-seven stockholders.
9. Give the names of the 20 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. If the stock book was not closed or the list of stockholders compiled within such year, show such 20 security holders as of the close of the year.

Name of security holder.	Address of security holder.	Number of votes to which security holder was entitled.	Number of votes classified with respect to securities on which based, common stocks.
A. E. Randle	Randle Highlands	225¼	225¼
O. C. Brothers	Fairlawn, D. C.	10	10
C. A. Barker	Washington, D. C.	6¼	6¼
H. P. Blair	do	2	2
T. J. Brown	do	6¼	6¼
E. C. Carpenter	Rome, N. Y.	2½	2½
D. C. Fountain	Washington, D. C.	2	2
P. L. Hadley	do	5	5
C. Marshall	New York City	4	4
A. M. Pollard	Washington, D. C.	1¼	1¼
T. E. Roessale	do	2	2
Geo. H. Judd	do	13¾	13¾
J. S. Brothers	do	1	1
J. H. Brown	do	1	1
W. E. Lester	do	1	1
M. A. Trozier	Randle Highlands	1	1
A. M. Bliss	Washington, D. C.	1	1
G. F. Lever	Philadelphia, Pa.	1	1
J. E. Me ton	Randle Highlands	1	1
J. S. Dyett	Rome, N. Y.	2½	2½

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. Two hundred and twenty-six and one-fourth votes cast.

11. Give the date and place of such meeting. February 1, 1917, at 2500 Pennsylvania Avenue, Randle Highlands, Washington, D. C.

CORPORATE CONTROL OVER RESPONDENT.

1. Did any corporation or corporations, transportation or other, hold control over the respondent at the close of the year? Yes.

If control was so held, state:

(a) The form of control, whether sole or joint. Joint.

(b) The name of the controlling corporation or corporations. The United States Realty Co. of Washington, D. C.

(c) The manner in which control was established. By purchase of stock.

(d) The extent of control. Seventy-five per cent.

(e) Whether control was direct or indirect. Indirect.

(f) The name of the intermediary through which control, if indirect, was established. A. E. Randle.

2. Did any individual, association, or corporation hold control, as trustee, over the respondent at the close of the year? No.

Guaranties and suretyships: None.

Comparative general balance sheet.

ASSETS.

Balance at beginning of year.	Item.	Balance at close of year.	Net change during year (increase in roman; decrease in italic).
	INVESTMENTS.		
$58,444.12	Road and equipment	$57,690.90	*$753.22*
	CURRENT ASSETS.		
1,775.50	Cash	3,104.35	1,328.85
	DEFERRED ASSETS.		
2,000.00	Other deferred assets	2,000.00	
62,219.62	Grand total	62,795.25	575.63

LIABILITIES.

Balance at beginning of year.	Item.	Balance at close of year.	Net change during year.
	STOCK.		
$14,800.00	Capital stock	$14,800.00	
	LONG-TERM DEBT.		
40,000.00	Funded debt unmatured	40,000.00	
	(b^1) Total book liability at close of year $50,000.00		
	(b^2) Respondent's holdings included in (b^1) 10,000.00		
	CURRENT LIABILITIES.		
4,548.79	Loans and notes payable	3,818.79	*$730.00*
2,702.18	Miscellaneous accounts payable	2,947.81	245.63
191.76	Other current liabilities	158.47	*33.29*
7,442.73	Total current liabilities	6,925.07	*517.66*
23.11	Profit and loss (debit) balance	1,070.18	1,093.29
62,219.62	Grand total	62,795.25	575.63

Road and equipment.

Account.	Investment in road and equipment, Jan. 1, 1915, to close of preceding year.	Investment in additions and betterments during the year.	Total investment in road and equipment since Dec. 31, 1914.
WAY AND STRUCTURES.			
Other land used in electric railway operations		$1,191.75	$1,191.75
Paving	$423.66		423.66
Shops and carhouses		438.53	438.53
Total expenditures for way and structures	423.66	753.22	329.56
GENERAL AND MISCELLANEOUS.			
Interest during construction	839.57		839.57
Taxes	139.98		139.98
Total general and miscellaneous expenditures	699.59		699.59
Grand total	275.93	753.22	1,029.15

Block 5551 condemned by District and the company allowed $1,191.75 account of same.

Respondent's investment in road and equipment at close of year.

Investment to Dec. 31, 1908	$58,720.05
Investment since Dec. 31, 1914	1,029.15
Total investment in road and equipment	57,690.90

Length of road owned, 0.75 mile.

Average investment per mile of road, exclusive of improvements on leased lines, $76,921.20.

Length of track owned, 0.75 mile.

Average investment per mile of track, $76,921.20.

Memorandum of securities included in investment in "Road and equipment": None.

Summary of securities owned.

Bonds and other evidences of funded debt, securities held unencumbered, total securities owned, par value .... $10,...

Sinking funds: None.

Deposits in lieu of mortgaged property sold: Real estate condemned by the District, company allowed $1,191.75. The property to be replaced by lot 15, block 5579, the site of new car shed. Description of deposit, cash.

Miscellaneous physical property: None.

Special deposits: None.

Investments in securities of noncarrier companies affiliated with respondent: None.

Investments in securities of carriers affiliated with respondent: None.

Investments in securities of nonaffiliated companies: None.

Investment advances to other companies: None.

Securities and other intangibles owned or controlled through nonreporting subsidiaries: None.

Insurance and other funds: None.

Discounts and premiums on securities outstanding: None.

Property abandoned chargeable to operating expenses: None.

Other unadjusted debits: None.

Capital stock.

Common stock, authorizations closed prior to present year:	
Par value of amount authorized	$15,000
Amount of authorization canceled prior to issue	200
Par value of total amount actually issued to close of year	14,800
Par value of amount actually outstanding at close of year	14,800

Receipts outstanding at the close of the year for installments received on subscriptions for stocks: None.

Stocks actually issued prior to present year:	
Par value	$14,800
Cash received as consideration for issue	14,800

Purposes of open authorizations and particulars of authorizations closed during the year: None.

Stock liability for conversion of securities of other companies: None.

Summary statement of unmatured funded debt.

Mortgage bonds:	
Amount nominally but not actually issued at close of year, held by respondent unencumbered	$10,000.00
Reacquired after actual issue and held alive by or for respondent, unencumbered	1,000.00
Amount actually outstanding at close of year	40,000.00
Interest liability at close of year on actually outstanding debt—	
Interest matured and unpaid	1,687.50
Interest accrued not due	1,300.00
Interest during year on actually outstanding debt—	
Interest accrued	700.00
Interest paid	375.00

SECURITY FOR UNMATURED FUNDED DEBT.

Designation of mortgage, pledge, or other lien: First mortgage bonds.

Road mortgaged from Seventeenth Street and Pennsylvania Avenue to Minnesota and Pennsylvania Avenues.

Miles of road, 0.75; miles of track, 0.75.

Equipment, securities, income, etc., mortgaged or pledged: All property held by road or that may be hereafter acquired. The mortgage debt of the road is limited to $100,000 under the mortgage.

Equipment obligations: None.

Unmatured funded debt other than equipment obligations.

Mortgage bonds, first mortgage 20-year gold bonds:	
Nominal date of issue, 1903.	
Date of maturity, 1923.	
Interest provisions—	
Rate per cent per annum, 5 per cent.	
Dates due, October and April.	
Par value of extent of indebtedness authorized	$100,000.00
Extent of authorization canceled or revoked	50,000.00
Par value of evidences of debt—	
Nominally but not actually issued	10,000.00
Actually issued to close of year	40,000.00
Par value of evidences of debt—	
Reacquired after actual issue and held alive at close of year	1,000.00
Actually outstanding at close of year	40,000.00
Evidences of debt actually issued prior to present year—	
Par value of total amount	41,000.00
Cash received as consideration for issue	25,500.00
Receipts outstanding at the close of the year for installments received on subscriptions for bonds and other evidences of funded debt in process of issuance	None.
Total discount on actual issues of prior years	15,500.00

Mortgage bonds, first mortgage 20-year gold bonds—Continued.

Total discounts extinguished to close of year, charged to operating expense, income, or profit and loss	$15,500.00
Amount of interest accrued during year, charged to income	700.00
Amount of interest paid during year	375.00
Interest liability at close of year—	
Matured and unpaid	1,687.50
Accrued not yet due	1,300.00
Analysis of evidences of funded debt nominally but not yet actually issued—Par value of amount held by or for respondent free from all liens and restrictions	10,000.00
Analysis of evidences of funded debt reacquired after actual issue and held alive—Par value of amount held by or for respondent free from all liens and restrictions	1,000.00

Purposes for which bonds and other evidences of funded debt were issued or assumed during the year: None.

Receiver's certificates: None.

Nonnegotiable debt to affiliated companies: None.

Sundry current liabilities.

Name of creditor or of obligation.	Character of liability or of transactions involved.	Credit balance at close of year.
LOANS AND NOTES PAYABLE.		
W. A. Clark, note	Balance of note given to pay for rails	$2,628.79
United States Realty Co	Note given to United States Realty Co. for money advanced to pay for use of Pennsylvania Avenue bridge and other purposes dated Apr. 29, 1913, curtailed and renewed at various times.	1,050.00
Minor notes, 2 in number		140.00
Total		3,818.79
MISCELLANEOUS ACCOUNTS PAYABLE.		
United States Realty Co	Money advanced for the purpose of meeting the current obligations of the road.	2,840.34
Minor accounts, 1 in number		107.47
Total		2,947.81
OTHER CURRENT LIABILITIES.		
Ticket account	Tickets sold and not redeemed	158.47

SUNDRY UNADJUSTED CREDITS.

Deposited with the District of Columbia as a guaranty for the completion of the road, and to pay for use of Pennsylvania Avenue Bridge, $2,000.

Depreciation, road, equipment, and miscellaneous physical property: None.

Profit and loss statement.

Item.	Debits.	Credits.
Credit balance transferred from income account		$1,093.29
Debit balance at beginning of fiscal period	$23.11	
Balance carried forward to balance sheet	1,070.18	
Total	1,093.29	1,093.29

Dividends declared during the year: None.

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Income statement for the year.

Item.	Amount applicable to the year.	Comparison with preceding year (increase in roman, decrease in italic).
OPERATING INCOME.		
Railway operating revenues	$7,857.85	*$86.30*
Railway operating expenses	5,107.24	*62.33*
Net revenues, railway operations	2,750.61	....
Net operating revenue	2,750.61	*23.97*
Taxes assignable to railway operations:		
On real and personal property $258.74		
On earnings 535.48		
Miscellaneous 400.00	1,194.22	833.93
Operating income (gross)	1,556.39	857.90
DEDUCTIONS FROM GROSS INCOME.		
Interest on funded debt	375.00	....
Interest on unfunded debt	88.10	*42.66*
Miscellaneous debits	....	*699.59*
Total deductions from gross income	463.10	*742.25*
Income balance transferred to profit and loss	1,093.29	*115.65*

Railway operating revenues.

State the railway operating revenues of the respondent for the year (classified in accordance with the Uniform System of Accounts for Electric Railway Corporations), and the comparison of such revenues with those of the preceding year (showing increases in black and decreases in red) for each of the several classes.

Class of railway operating revenues.	Amount of revenue for the year.	Comparison with revenue of preceding year (increases in roman, decreases in italic.
REVENUE FROM TRANSPORTATION.		
Passenger revenue	$7,857.85	*$86.30*

Auxiliary operations: None.
Miscellaneous operations: None.

Railway operating expenses.

Name of railway operating expense account.	Amount of operating expenses for the year.	Comparison with expenses of preceding year (increases in roman, decreases in italic).
WAY AND STRUCTURES.		
Superintendence of way and structures	$130.00	$10.00
Maintenance of way	132.86	*70.40*
Maintenance of electric lines	43.08	*3.08*
Total way and structures	305.94	*63.48*
EQUIPMENT.		
Maintenance of cars	171.36	*115.70*
Maintenance of electric equipment of cars	2.96	*1.04*
Total equipment	174.32	*117.54*
POWER.		
Power purchased	1,098.00	3.00
CONDUCTING TRANSPORTATION.		
Conductors, motormen, and trainmen	3,286.00	62.00
GENERAL AND MISCELLANEOUS.		
General expenses	$156.30	$80.89
Injuries and damages	18.50	*1.50*
Stationery and printing	68.18	*25.70*
Total general and miscellaneous	242.98	53.69
RECAPITULATION OF EXPENSES.		
Way and structures	305.94	*63.48*
Equipment	174.32	*117.54*
Power	1,098.00	3.00
Conducting transportation	3,286.00	62.00
General and miscellaneous	242.98	53.69
Grand total operating expenses	5,107.24	*62.33*

Operating ratio (ratio of operating expenses to operating revenues), 64.00 per cent.

Income from lease of road: None.
Miscellaneous rent income: None.
Dividend income: None.
Income from funded securities: None.
Income from unfunded securities and accounts: None.
Contributions from others: None.
Miscellaneous income: None.
Rent for leased roads: None.
Abstracts of leasehold contracts: None.
Miscellaneous rents: None.

Interest on unfunded debt.

Description of security, advance, loan, or account showing characteristics of such security, etc., and name of the creditor or class of creditors in case of open accounts.	Amount of interest charged to income.
Interest paid to Union Savings Bank on note of the company at 3 months; note curtailed and renewed when due	$74.98
Interest paid to other banks on notes of company	13.12
Total	88.10

Income transferred to other companies: None.
Miscellaneous debits: None.
Appropriations of surplus to sinking fund and other reserves: None.
Appropriations of surplus for investment in physical property: None.
Miscellaneous appropriations of surplus: None.
Miscellaneous items in profit and loss account for the year: None.

Road operated at close of year.

Name of road or track: East Washington Heights Traction Railroad.

Termini between which road named extends: Seventeenth Street and Pennsylvania Avenue to Minnesota and Pennsylvania Avenues.

Miles of road	0.72
Miles of sidings and turnouts	.03
Total	.75

Miles of road at close of year (single track).

District of Columbia:

Line owned—

Main line	0.72
Branches and spurs	.03
Total mileage operated	.75

New line constructed during year: None.
Road owned at close of year, by States and Territories: None.
Auxiliary operations carried on at the close of the year: None.
Miscellaneous physical properties operated at the close of the year: None.

Mileage, traffic, and miscellaneous statistics.

Item. (a)	Number or amount. (b)	Item. (a)	Number or amount. (b)
Passenger-car mileage	52,155	Total revenue from transportation	$7,857.85
Passenger car-hours	6,954	Revenue from transportation per car-mile	.15066
Regular fare passengers carried	184,184	Revenue from transportation per car-hour	1.12997
Free transfer passengers carried	181,574	Total operating revenues	7,857.85
Total passengers carried	365,758	Operating revenues per car-mile	.15066
Employees and others carried free	1,959	Operating revenues per car-hour	1.12997
Passenger revenue	$7,857.85	Total operating expenses	5,107.24
Average fare, revenue passengers	.04266	Operating expenses per car-mile	.09792
Average fare, all passengers (including transfer passengers)	.02148	Operating expenses per car-hour	.73443

Accidents to persons: None.

Employees.

General administration:

General officers	3
General office clerks	1
Maintenance of way and structures, superintendent	1
Transportation employees	4
Aggregate salaries and wages paid for the year	$3,416

Description of equipment: Closed passenger cars, with electric equipment, 2.
Contracts, agreements, etc.: None.

VERIFICATION.

DISTRICT OF COLUMBIA, *ss:*

L. E. Payne makes oath and says that he is secretary of East Washington Heights Traction Railroad Co. of the District of Columbia, that it is his duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that he knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Public Utilities Commission effective during the said period; that he has carefully examined the said report, and to the best of his knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that he believes that all other statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

L. E. PAYNE.

Subscribed and sworn to before me, a notary public in and for the District named, this 30th day of January, 1917.

[SEAL.]

WILLIAM A. LEE,
Notary Public, District of Columbia.

My commission expires November 23, 1921.

SUPPLEMENTAL OATH.

DISTRICT OF COLUMBIA, *ss:*

Arthur E. Randle makes oath and says that he is president of East Washington Heights Traction Railroad Co. of the District of Columbia, that he has carefully examned the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

ARTHUR E. RANDLE.

Subscribed and sworn to before me, a notary public in and for the District above named, this 30th day of January, 1917.

[SEAL.]

WILLIAM A. LEE,
Notary Public, District of Columbia.

My commission expires November 23, 1921.

THE CAPITAL TRACTION CO.

Name of officer in charge of correspondence with the commission regarding this report: George E. Hamilton, president, Thirty-sixth and M Streets NW., Washington, D. C.

IDENTITY OF RESPONDENT.

Exact name of company making this report: The Capital Traction Co.
Date of organization: September 21, 1895.
Under laws of what Government, State, or Territory organized? United States.
If a consolidated or a merging company, name all constituent and all merged companies. See "Remarks," above.
Date and authority for each consolidation and for each merger. See "Remarks," above.
If a reorganized company, give name of original corporation, refer to laws under which it was organized, and state the occasion for the reorganization. See "Remarks," above.
State whether or not the respondent during the year conducted any part of its business under a name or names other than that shown in response to first inquiry above. No.
Give name of operating company, if any, having control of the respondent's property. None.

REMARKS.

The Washington & Georgetown Railroad Co. was organized under authority of an act of Congress approved May 17, 1862 (12 Stats., p. 388).

The Rock Creek Railway Co. was organized under authority of an act of Congress approved June 23, 1888 (25 Stats., p. 199); amended May 28, 1890 (26 Stats., p. 121); amended March 3, 1891 (26 Stats., p. 835); amended April 30, 1892 (27 Stats., p. 23); amended March 1, 1895 (28 Stats., p. 700). Under authority granted in this amendment the Rock Creek Railway Co. purchased the Washington & Georgetown Railroad Co. September 21, 1895, and, by virtue of said amendment, operates under name of the Capital Traction Co.; amended June 2, 1900 (Public, No. 136); amended June 4, 1900 (Public, No. 143); amended May 23, 1908 (Public, No. 134).

In addition to the foregoing, there are provisions in other acts of Congress, some having relation to charters of other roads and some of general application, which refer to the Capital Traction Co.

Directors.

Name of director.	Office address.	Date of beginning of term.	Date of expiration of term.
George E. Hamilton	Thirty-sixth and M Streets, NW., Washington D. C.	Jan. 12, 1916	Jan. 10, 1917
Henry Hurt[1]	1625 P Street NW., Washington, D. C.	do	Do.
Edward J. Stellwagen	Union Trust Co., Washington, D. C.	do	Do.
John S. Larcombe	808 Seventeenth Street NW., Washington, D. C.	do	Do.
David S. Carll	Thirty-sixth and M Streets NW., Washington, D. C.	do	Do.
Benjamin W. Guy	315 Ninth Street NW., Washington, D. C.	do	Do.
John M. Perry	54 Wall Street, New York City	do	Do.
John H. Hanna[2]	Thirty-sixth and M Streets NW., Washington, D. C.	Mar. 8, 1916	Do.

[1] Died Jan. 24, 1916. [2] Elected Mar. 8, 1916, vice H. Hurt, deceased.

Give the names and titles of all officers of the board of directors in control of the respondent at the close of the year. Chairman of board, George E. Hamilton; secetary of board, H. D. Crampton.

Name the members of the executive committee of the board of directors of the respondent at the close of the year (naming first the chairman) and state briefly the powers and duties of that committee. George E. Hamilton (chairman), E. J. Stellwagen, D. S. Carll, and J. H. Hanna. Under Article XI of by-laws of the company it is provided as follows: "The executive committee shall consist of three members of the board of directors, besides the president, who, by virtue of his office, shall be chairman of the executive committee; and of this committee three shall constitute a quorum for the transaction of business. All powers and duties of the board of directors not herein delegated to the officers of the company shall be exercised and discharged during the recess of the board by the executive committee subject to such restrictions as the board may from time to time impose."

Principal general officers.

Title of general officer.	Name of person holding office at close of year.	Office address.	Salary.
President	George E. Hamilton	Thirty-sixth and M Streets NW., Washington, D. C.	$12,000
First vice president	David S. Carll	do	5,000
Second vice president	John H. Hanna	do	10,000
Secretary	H. D. Crampton	do	4,600
Treasurer	R. D. Simms	do	4,000
General counsel	George E. Hamilton	do	See above.
Attorney	G. Thos. Dunlop	Evans Building, Washington, D. C.	6,000
Do	Frank J. Hogan	do	6,000

Employees other than officers.

Class.	Number of employees.	Average wages. Per month.	Per week.	Per day.	Maximum hours continuous service.
GENERAL AND MISCELLANEOUS.					
Assistant engineers	2	$132.50			
Roadmaster	1	150.00			
Clerks, bookkeepers, stenographers	13	117.44			7½–10½
Do	31		$12.35		7½– 8
Janitors, messengers, etc.	6			$1.80	8 –12
POWER.					
Engineers	7	109.18			8
Oilers	8			2.25	8
Firemen	15			2.21	8
Electrician (chief)	1	225.00			
Electrician	1	92.50			9
Lineman (chief)	1	118.75			9
Linemen	2			2.35	9
Substation employees	4			2.50	[1] 11 –13
Other power-plant employees (including repair men)	10			2.25	8
TRANSPORTATION.					
Division superintendents	10	114.37			10
Inspector (chief)	1	104.00			
Inspectors	8		22.75		10
Starters	2			2.37	10
Conductors (see "Remarks")	307				[2] 10 [3] 12
Motormen (see "Remarks")	299				[2] 10 [3] 12
Switchmen, flagmen, yardmen	16			1.77	10
Road and track men	61			1.95	9½–10
Shed men	35			1.70	10
Other transportation employees	13	118.98			10 –12
Do	6			3.05	10 –11½

[1] The employees who are at the substations for 13 hours usually sleep from 2 to 3 hours, beds being provided for them.
[2] Average.
[3] Maximum.

Employees other than officers—Continued.

Class.	Number of employees.	Average wages. Per month.	Per week.	Per day.	Maximum hours continuous service.
CAR HOUSES AND SHOPS.					
Master mechanic	1	$162.50			
Foremen	4	106.25			9
Clerk	1	82.50			8
Armature winders	2			$2.75	9
Electricians	2			3.00	9
Car cleaners	5			1.70	9
Car-house men and shopmen	47			2.38	9½
Carpenter	1			3.50	9
Machinists	4			3.11	9
Woodworkers	4			3.00	9
Painters	8			2.47	9
Other car-house and shop employees	11			1.59	9½-12
Do	1	60.00			

REMARKS.

Up to March 14, 1916, the pay of conductors and motormen was based on a rate of 22½ cents per hour and, in addition bonus wage was paid as described on page 102 of report of this company to the Public Utilities Commission for year 1915.

Beginning March 15, 1916, the following rates of wages of trainmen were established, based on length of service, as follows: 23½, 24½, 25½, 26½, and 27 cents per hour.

The wages paid under the above classification were distributed between different rates, respectively, as follows: 28.6, 29.2, 10.6, 12.6, and 19 per cent.

Transportation corporations controlled by respondent: None.
Nontransportation corporations controlled by respondent: None.

VOTING POWERS AND ELECTIONS.

1. State the par value of each share of stock. Common, $100 per share.
2. State whether or not each share of stock has the right to one vote. Yes.
3. Are voting rights proportional to holdings? Yes.
4. Are voting rights attached to any securities other than stock? No.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? No.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing. December 11, 1916; for payment of dividend, January 1, 1917; and for election of directors, January 10, 1917.
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. One hundred and twenty thousand votes, as of December 11, 1916.
8. State the total number of stockholders of record, corresponding to the answer to inquiry No. 7. One thousand nine hundred and thirty-two stockholders.
9. Give the names of the 20 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent, (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. If the stock book was not closed or the list of stockholders compiled within such year, show such 20 security holders as of the close of the year.

Name of security holder.	Address of security holder.	Number of votes to which securely holder was entitled.	Number of votes, classified with respect to securities on which based, common stocks.
American Security & Trust Co., trustee[1]	Washington, D. C.	1,000	1,000
C. Brooke Baker	1912 Sunderland Place, Washington, D. C.	2,438	2,438
Annie V. Barbour	1741 Rhode Island Avenue, Washington, D. C.	1,246	1,246
S. Thos. Brown	National Savings & Trust Co.	1,150	1,150
Virginia W. Lowery Brunette	Care Woodbury Blair, Hibbs Building.	1,431	1,431
John Dickson Home	Washington, D. C.	1,000	1,000
G. Thos. Dunlop	Care Union Trust Co.	1,658	1,658
John Dunlop	do.	1,225	1,225
Grace G. D. Ecker	do.	1,055	1,055
Louise E. Hitchcock	Care Second National Bank, New York City.	6,000	6,000
Robert Walton Goelet	9 West Seventeenth Street	1,117	1,117
Ethel B. and A. Gordon Norrie, trustee[2]	Care A. Iselin & Co., Wall Street, New York.	1,000	1,000
Chas. Remsen, trustee[3]	55 William Street, New York City	1,720	1,720
Do.[4]	do.	1,720	1,720
Do.[5]	do.	1,720	1,720
Fred W. Sharon	Palace Hotel, San Francisco, Cal., care J. C. Newlands.	2,238	2,238
Emily R. D. Simms	Care Union Trust Co.	1,081	1,081
United States Trust Co. of New York, trustee.[6]	45 Wall Street, New York	900	900
Helen D. Urquhart	Care Union Trust Co.	1,268	1,268
Henry K. Willard	1416 F. Street	1,605	1,605

[1] Trustee under will of Ellen D. Lane.
[2] Trustee under will of A. Laufear Norrie.
[3] Charles Remsen, trustee, and Central Trust Co., of New York, substituted trustee for benefit of Sarah Remsen Manice.
[4] Charles Remsen, trustee, and Central Trust Co., of New York, substituted trustee for benefit of Charles Remsen.
[5] Charles Remsen, trustee, and Central Trust Co., of New York, substituted trustee for benefit of Elizabeth Remsen.
[6] Trustee under will of E. A. Hammond.

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. Ninety-six thousand and seventy-three votes cast.

11. Give the date and place of such meeting. General offices, Thirty-sixth and M Streets NW., Washington, D. C., January 10, 1917.

CORPORATE CONTROL OVER RESPONDENT.

1. Did any corporation or corporations, transportation or other, hold control over the respondent at the close of the year? No.

2. Did any individual, association, or corporation hold control, as trustee, over the respondent at the close of the year? No.

Guaranties and suretyships: None.

Comparative general balance sheet.

ASSETS.

Balance at beginning of year.	Item.	Balance at close of year.	Net change during year (increase in roman, decrease in italic).
	INVESTMENTS.		
$17,663,424.02	Road and equipment	$17,651,153.49	*12,270.53*
....	Deposits in lieu of mortgaged property sold	15,977.50	15,977.50
138,674.00	Miscellaneous physical property	102,813.54	*35,860.46*
17,802,098.07	Total investments	17,769,944.58	*32,153.49*
	CURRENT ASSETS.		
76,083.50	Cash	84,586.83	8,503.33
308,176.59	Special deposits	313,882.81	5,706.22
1,500.00	Loans and notes receivable	79,000.00	77,500.00
51,507.21	Miscellaneous accounts receivable	52,399.95	892.74
58,065.37	Material and supplies	64,695.29	6,629.92
300.00	Other current assets	300.00	....
495,632.67	Total current assets	594,864.88	99,232.21
	DEFERRED ASSETS.		
120,894.08	Insurance and other funds (b_1) Total book assets at close of year .... $375,205.40 ($b_2$) Respondent's own issues included in (b_1). 194,000.00	181,205.40	60,311.32
	UNADJUSTED DEBITS.		
....	Rents and insurance premiums paid in advance	18,532.37	18,532.37
29,595.20	Property abandoned chargeable to operating expenses	25,895.80	*3,699.40*
38,141.28	Other unadjusted debits	40,241.28	2,100.00
67,736.48	Total unadjusted debits	84,669.45	16,932.97
18,486,361.30	Grand total	18,630,684.31	144,323.01

LIABILITIES.

Balance at beginning of year.	Item.	Balance at close of year.	Net change during year (increase in roman, decrease in italic).
	STOCK.		
$12,000,000.00	Capital stock	$12,000,000.00	....
	LONG-TERM DEBT.		
5,611,000.00	Funded debt unmatured (b^1) Total book liability at close of year... $6,000,000.00 ($b^2$) Respondent's holdings included in (b^1) 394,000.00	5,606,000.00	*5,000.00*
	CURRENT LIABILITIES.		
143.51	Audited accounts and wages payable	162.14	18.63
7,184.75	Miscellaneous accounts payable	8,365.37	1,180.62
185,672.63	Matured interest, dividends, and rents unpaid	193,743.40	8,070.77
23,387.52	Accrued interest, dividends, and rents payable	23,358.32	*29.20*
31,880.00	Other current liabilities	31,725.00	*155.00*
248,268.41	Total current liabilities	257,354.23	9,085.82
	DEFERRED LIABILITIES.		
15,083.36	Other deferred liabilities	11,489.39	*3,593.97*
	UNADJUSTED CREDITS.		
66,857.83	Tax liability	71,292.54	4,434.71
5,925.25	Premium on funded debt	5,734.25	*191.00*
189,400.00	Insurance and casualty reserves	194,150.00	4,750.00
11,250.00	Operating reserves	....	*11,250.00*
120,494.08	Accrued depreciation—road and equipment	181,055.40	60,561.32
23,068.18	Other unadjusted credits	19,401.05	*3,667.13*
416,995.34	Total unadjusted credits	471,633.24	54,637.90
	CORPORATE SURPLUS.		
195,014.19	Profit and loss, credit balance	284,207.45	89,193.26
18,486,361.30	Grand total	18,630,684.31	144,323.01

Road and equipment.

Account.	Investment in road and equipment, Jan. 1, 1915, to close of preceding year.	Investment in additions and betterments during the year.	Total investment in road and equipment during the year.	Total investment in road and equipment since Dec. 31, 1914.	Remarks.
I. WAY AND STRUCTURES.					
Engineering and superintendence	....	$778.76	$778.76	$778.76	
Right of way	....	1,841.32	1,841.32	1,841.32	
Other land used in electric railway operations	....	8.00	8.00	8.00	
Rails, rail fastenings, and joints	$41.77	3,861.58	3,861.58	3,903.35	
Special work	....	10,656.35	10,656.35	10,656.35	
Underground construction	12.05	14,756.11	14,756.11	14,768.16	
Track and roadway labor	325.99	3,713.89	3,713.89	4,039.88	
Paving	1,898.74	7,999.66	7,999.66	9,898.40	
Roadway machinery and tools	....	1,856.45	1,856.45	1,856.45	
Signals and interlocking apparatus	*5.20*	....	....	*5.20*	
Underground conduits	....	3,867.17	3,867.17	3,867.17	
Distribution system	*51.87*	*50,895.08*	*50,895.08*	*50,946.95*	Sale of old copper cable.
General office buildings	21.57	667.75	667.75	689.32	
Shops and carhouses	105.62	1,210.31	1,210.31	1,315.93	
Stations, miscellaneous buildings, and structures.	20.00	4.70	4.70	24.70	
Total expenditures for way and structures	2,368.67	326.97	326.97	2,695.64	
II. EQUIPMENT.					
Passenger and combination cars	774.70	*3,181.07*	*3,181.07*	*2,406.37*	Sale of old cars.
Electric equipment of cars	*10.00*	27.31	27.31	17.31	
Shop equipment	....	19.50	19.50	19.50	
Furniture	210.15	700.11	700.11	910.26	
Miscellaneous equipment	....	*32.11*	*32.11*	*32.11*	
Total expenditures for equipment	974.85	*2,466.26*	*2,466.26*	*1,491.41*	
III. POWER.					
Power plant buildings	703.02	258.36	258.36	961.38	
Substation buildings	....	8.22	8.22	8.22	
Power plant equipment	*25.00*	*8,357.32*	*8,357.32*	*8,382.32*	Sale of old boilers.
Transmission system	340.78	*2,040.50*	*2,040.50*	*1,699.72*	Sale of old copper cable.
Total expenditures for power	1,018.80	*10,131.24*	*10,131.24*	*9,112.44*	
IV. GENERAL AND MISCELLANEOUS.					
Miscellaneous	99.80	....	....	99.80	
Grand total	4,462.12	*12,270.53*	*12,270.53*	*7,808.41*	

Respondent's investment in road and equipment at close of year.

Investment to Dec. 31, 1908	$14,808,858.49
Investment from Dec. 31, 1908, to Dec. 31, 1914	2,850,103.41
Investment since Dec. 31, 1914	*7,808.41*
Total investment in road and equipment	17,651,153.49

Figures as shown by last report being reduced by $138,214.57 value of miscellaneous physical property Dec. 31, 1914.

Length of road owned, 29.075 miles.

Average investment per mile of road, exclusive of improvements on leased lines, $607,090.40.

Length of track owned, 63.23 miles.

Average investment per mile of track, $279,157.89.

Memorandum of securities included in investment in "road and equipment:" None.

Summary of securities owned.

SECURITIES ISSUED OR ASSUMED BY RESPONDENT—BONDS AND OTHER EVIDENCE OF FUNDED DEBT.

Securities held in sinking and other special funds:	
Par value	$194,000
Book value	194,000
Securities held unencumbered:	
Par value	200,000
Book value	200,000
Total securities owned:	
Par value	394,000
Book value	394,000

Sinking funds: None.

DEPOSITS IN LIEU OF MORTGAGED PROPERTY SOLD.

Name of mortgage: First mortgage.

Description of deposit: Cash payment account of sale of land at Fourteenth and Decatur Streets northwest covered in the mortgage deposited at Union Trust Co.

Book value at close of year, $15,977.50.

Miscellaneous physical property.

Name and description of physical property held at close of year as an investment.	Date of acquisition.	Actual money cost to respondent.	Amount at which carried on respondent's books at close of year.
Blacksmith shop, brick, square 1200, part lot 43	1878	$1,300.00	$1,300.00
Old car-barn property, square 635, part lots 6, 7, 8, 9, all lot 11	1884	90,923.02	90,923.02
Old power station, square 2563, lot 34	1892	3,705.70	3,705.70
Lunch room, square 504, part lot 13	1899	2,255.81	2,255.81
3 store buildings, square 235, part lots 169, 170, and 171	1909	4,629.06	4,629.06
Total			102,813.59

Special deposits.

Name of depositary.	Purpose of deposit.	Amount at close of year.
Riggs National Bank	To cover matured dividends	$159,552.72
Do	To cover unreleased premium on bonds sold	5,734.25
Do	To credit of road and equipment account	8,264.91
American Security & Trust Co	To cover accrued taxes	71,292.54
Union Trust Co	To cover matured and accrued interest on funded debt.	57,549.00
Do	To cover income tax deductions from salaries	216.03
Capital Traction Employees' Relief Association cash in hands of treasurer Capital Traction Co.	To cover deposits of conductors and motormen on entering service.	11,273.36
Total		313,882.81

Investments in securities of noncarrier companies affiliated with respondent: None.

Investments in securities of carriers affiliated with respondent: None.

Investments in securities of nonaffiliated companies: None.

Investment advances to other companies: None.

Securities and other intangibles owned or controlled through nonreporting subsidiaries: None.

Insurance and other funds.

Fund mark.	Name of fund.	Purpose of fund.	Name of trustee of fund.
A	Insurance reserve fund	To provide against losses by fire	No trustee; securities held by treasurer; cash deposited in bank.
B	Depreciation reserve fund	To cover depreciation on road and equipment.	Cash deposited in bank.

Fund mark.	Balance in fund at beginning of fund.	Additions to fund during year.			Withdrawals from fund during year.	Balance in fund at close of year.	Cash in fund uninvested at close of year.
		Income from investment of fund.	Cash appropriations to fund.	Total additions to fund.			
A	$189,400.00		$4,750.00	$4,750.00		$194,150.00	$150.00
B	120,494.08	$3,004.81	121,878.55	124,883.36	$64,322.04	181,055.40	181,055.40
Total	309,894.08	3,004.81	126,628.55	129,633.36	64,322.04	375,205.40	181,205.40

Fund mark.	Names of securities and other investments in fund at close of year.	Securities issued or assumed by respondent and held in fund at close of year.	
		Par value.	Book value.
A	Capital Traction Co. 5 per cent gold coupon bonds	$194,000.00	$194,000.00

Discounts and premiums on securities outstanding.

Capital Traction Co. 5 per cent 40-year gold coupon bonds:	
Unextinguished discount at beginning of year	[1] $5,925.25
Discount written off during year to "Income"	[1] 191.00
Discount unextinguished at close of year	[1] 5,734.25

Property abandoned chargeable to operating expenses.

Carhouse at Water and P Streets SW. (loss in remodeling):	
Date of abandonment, 1914.	
Amount charged to this account as of time of abandonment	$36,994.00
Amount written off to operating expenses prior to beginning of year	7,398.80
Amount written off to operating expenses during year	3,699.40
Remainder not yet written off	25,895.80

Other unadjusted debits.

Valuation expenses—cost of appraisal of company's property to be charged to operating expenses, distributed in monthly charges over a period of 10 years:	
Amount charged to this account	$54,759.71
Amount written off to operating expenses prior to beginning of year	7,800.00
Amount written off to operating expenses during year	6,718.43
Remainder not written off	40,241.28

[1] Credit.

Capital stock.

Common stock, authorizations closed prior to present year:	
Par value of amount authorized	$12,000,000.00
Par value of total amount actually issued to close of year	12,000,000.00
Par value of amount actually outstanding at close of year	12,000,000.00
Stocks actually issued prior to present year—	
Par value	12,000,000.00
Cash value of other property acquired as consideration for issue	12,000,000.00
Rates and dates of declaration of dividends during year, 5 per cent per annum, Mar. 8, June 14, Sept. 13, and Dec. 13—	
Amount of dividends declared during year	600,000.00
Amount of dividends paid during year	598,629.23
Amount of dividends due and unpaid at close of year	159,552.72

Stock liability for conversion of securities of other companies: None.

Summary statement of unmatured funded debt.

MORTGAGE BONDS.

Amount nominally but not actually issued at close of year held by respondent unencumbered	$200,000.00
Reacquired after actual issue and held alive by or for respondent, pledged or otherwise encumbered	194,000.00
Amount actually outstanding at close of year	5,606,000.00
Interest liability at close of year on actually outstanding debt:	
Interest matured and unpaid	34,190.68
Interest accrued not due	23,358.32
Interest during year on actually outstanding debt:	
Interest accrued	280,395.80
Interest paid	273,725.00

Security for unmatured funded debt: Copy of mortgage filed with report for period ending December 31, 1915.

Equipment obligations: None.

Unmatured funded debt other than equipment obligations.

Capital Traction Co. first mortgage 5 per cent gold coupon bonds 1907–1947:	
Nominal date of issue, June 1, 1907.	
Date of maturity, June 1, 1947.	
Interest provisions—	
Rate per cent per annum, 5 per cent.	
Dates due, December 1 and June 1.	
Par value of extent of indebtedness authorized	$6,000,000.00
Par value of evidences of debt—	
Nominally but not actually issued	200,000.00
Actually issued to close of year	5,800,000.00
Reacquired after actual issue and held alive at close of year	194,000.00
Actually outstanding at close of year	5,606,000.00
Evidences of debt actually issued prior to present year—	
Par value of total amount	5,800,000.00
Cash received as consideration for issue	5,809,656.26
Total discount on actual issues of prior years	[1] *9,656.26*
Discounts written off to income or profit and loss during year	[1] *191.00*
Total discounts extinguished to close of year, charged to operating expense, income, or profit and loss	[1] *3,922.01*
Amount of interest accrued during year, charged to income	280,395.80
Amount of interest paid during year	273,725.00
Interest liability at close of year—	
Matured and unpaid	34,190.68
Accrued not yet due	23,358.32

[1] Excess of premiums over discount.

Capital Traction Co. first mortgage 5 per cent gold coupon bonds 1907–1947—Continued.

Analysis of evidences of funded debt nominally but not yet actually issued, par value of amount held by or for respondent free from all liens and restrictions	$200,000.00
Analysis of evidences of funded debt reacquired after actual issue and held alive, par value of amount pledged or otherwise subject to lien or restriction	194,000.00

Name of pledgee or lienor, insurance reserve.

Purposes for which bonds and other evidences of funded debt were issued or assumed during the year: None.

Receiver's certificates: None.

Nonnegotiable debt to affiliated companies: None.

Sundry current liabilities.

Name of creditor or of obligation.	Character of liability or of transactions involved.	Credit balance at close of year.
MISCELLANEOUS ACCOUNTS PAYABLE.		
Washington & Maryland R. R. Co.	Amount of tickets and transfers of this company in hands of Washington & Maryland R. R. Co. awaiting adjustment.	$7,028.31
Minor accounts, 3 in number, each less than $1,000.		1,337.06
Total		8,365.37
OTHER CURRENT LIABILITIES.		
Washington Railway & Electric Co.	Estimated amount of liability of this company, account of tickets collected during December, 1916, by the various other railway companies.	30,000.00
Washington & Old Dominion Ry.		800.00
East Washington Heights Traction R. R. Co.		225.00
Washington & Virginia Ry.		450.00
Washington & Maryland R. R. Co.[1]		250.00
Total		31,725.00

[1] Includes November also.

Sundry unadjusted credits.

Name of subaccount.	Character of subaccount.	Credit balance at close of year.
INSURANCE AND CASUALTY RESERVES.		
Insurance reserve	This account represents the liability for the fund created to provide against loss by fire.	$194,150.00
OTHER UNADJUSTED CREDITS.		
Tickets (4½ cents)	Tickets other than those estimated as being held by other railway companies (shown in preceding table) issued by this company and outstanding Dec. 31, 1916.	17,254.20
Commutation tickets (2 cents)		1,178.89
Metropolitan tickets (6¼ cents)		613.96
Transfers (2 cents)		354.00
Total		19,401.05

Depreciation—road, equipment, and miscellaneous physical property.

DEBIT ITEMS.	
Retirement of passenger and combination cars	$69.83
Retirement of miscellaneous equipment	1,926.93
Renewal of track and roadway during year charged to depreciation	62,325.28
Balances at close of year: Accrued depreciation, road, and equipment	181,055.40
Total	245,377.44
CREDIT ITEMS.	
Balances at beginning of year: Accrued depreciation, road and equipment	120,494.08

CREDIT ITEMS—continued.	
Credit to depreciation of road and equipment by charges to operating expenses during year:	
Way and structures	$85,315.00
Equipment	22,547.53
Power-plant building and equipment	14,016.02
Interest on deposits in bank to credit of the fund during year:	
Way and structures	1,732.93
Equipment	917.91
Power-plant building and equipment	353.97
Total	245,377.44

BASES OF DEPRECIATION CHARGES.

Pending establishing by the Public Utilities Commission of the District of Columbia of rates of depreciation, the company credited to "Depreciation reserve" by charges through operating expenses $121,878.55, approximately 5½ per cent of the railway operating revenue for the year compared with 3½ per cent for the year 1915, the apportionment of charges between the different classes of property being based on the relative value of same. Cash to the above amount was deposited in bank to credit of the depreciation reserve fund and during the year accumulated $3,004.81 interest, which remained as a credit to the fund, bringing the total amount by which the fund increased during the year to $124,883.36.

Profit and loss statement.

Item.	Debits.	Credits.
Credits:		
Credit balance at beginning of fiscal period		$195,014.19
Credit balance transferred from income account		636,176.86
Miscellaneous credits		59,134.30
Debits:		
Dividend appropriations of surplus	$600,000.00	
Miscellaneous debits	6,117.90	
Balance carried forward to balance sheet	284,207.45	
Total	890,325.35	890,325.35

Dividends declared during the year.

Name of security on which dividend was declared.	Regular rate.	Par value of amount on which dividend was declared.	Amount of dividend	Date. Declared.	Date. Payable.
	Per cent.				
Capital stock	1¼	$12,000,000	$150,000	Mar. 8, 1916	Apr. 1, 1916
	1¼		150,000	June 14, 1916	July 1, 1916
	1¼		150,000	Sept. 13, 1916	Oct. 1, 1916
	1¼		150,000	Dec. 13, 1916	Jan. 1, 1917
Total			600,000		

Income statement for the year.

Item.		Amount applicable to the year.	Comparison with preceding year (increase in roman, decrease in italic).
I. OPERATING INCOME.			
Railway operating revenues		$2,289,250.84	$82,757.25
Railway operating expenses		1,237,410.29	85,126.32
Net revenue, railway operations		1,051,840.55	*2,369.07*
Taxes assignable to railway operations:			
On real and personal property	$21,457.47		
On earnings	98,932.36		
Miscellaneous	22,422.94		
		142,812.77	7,012.79
Operating income		909,027.78	*9,381.86*
II. NONOPERATING INCOME.			
Net income from miscellaneous physical property		2,508.31	*608.72*
Income from unfunded securities and accounts		6,232.90	3,015.13
Release of premiums on funded debt		191.00	....
Miscellaneous income		*4.00*	*10.38*
Total nonoperating income		8,928.21	2,396.03
Gross income		917,955.99	*6,985.83*
III. DEDUCTIONS FROM GROSS INCOME.			
Interest on funded debt		280,395.80	2,755.48
Interest on unfunded debt		....	*2,435.07*
Miscellaneous debits		1,383.33	90.40
Total deductions from gross income		281,779.13	410.81
Income balance transferred to profit and loss		636,176.86	*7,396.64*

Railway operating revenues.

Class of railway operating revenues.	Amount of revenue for the year.	Comparison with revenue of preceding year (increases in roman, decreases in italic).
I. REVENUE FROM TRANSPORTATION.		
Passenger revenue	$2,273,594.30	$82,135.21
Parlor, sleeping, dining, and special car revenue	100.50	67.50
Mail revenue	504.39	61.21
Total revenue from transportation	2,274,199.19	82,263.92
II. REVENUE FROM OTHER RAILWAY OPERATIONS.		
Station and car privileges	10,833.74	815.19
Rent of equipment	555.00	*141.00*
Power	3,662.91	*180.86*
Total revenue from other railway operations	15,051.65	493.33
Total operating revenues	2,289,250.84	82,757.25

Auxiliary operations: None.
Miscellaneous operations: None.

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Railway operating expenses.

Name of railway operating expense account.	Amount of operating expenses for the year.	Comparison with expenses of preceding year (increases in roman, decreases in italic).
I. WAY AND STRUCTURES.		
Superintendence of way and structures	$3,747.84	*$378.28*
Ties	475.84	*591.41*
Rails	243.96	*126.63*
Rail fastenings and joints	911.06	28.98
Special work	4,742.18	*808.28*
Underground construction	6,178.16	3,457.84
Track and roadway labor	22,809.86	42.01
Miscellaneous track and roadway expenses	1,572.18	667.09
Paving	21,353.86	*6,682.91*
Cleaning and sanding track	5,597.16	*294.05*
Removal of snow and ice	1,169.58	866.76
Bridges, trestles, and culverts	46.20	*1,988.63*
Crossings, fences, and signs	31.21	30.41
Signal and interlocking apparatus	281.92	*240.31*
Poles and fixtures	221.98	*164.12*
Underground conduits	815.43	705.53
Distribution system	4,473.00	1,502.95
Buildings, fixtures, and grounds	7,767.12	785.18
Depreciation of way and structures	85,315.00	68,310.10
Total way and structures	167,753.54	65,122.23
II. EQUIPMENT.		
Superintendence of equipment	5,128.80	*5,065.39*
Passenger and combination cars	43,000.56	5,485.58
Service equipment	200.06	*73.22*
Electric equipment of cars	18,393.86	1,447.57
Shop equipment	377.17	*65.16*
Shop expenses	6,889.66	1,356.71
Vehicles and horses	2,208.95	*582.34*
Miscellaneous equipment expenses	603.60	24.75
Depreciation of equipment	22,547.53	*22,995.38*
Total equipment	99,350.19	*20,466.88*
III. POWER.		
Superintendence of power	3,005.75	589.14
Power plant buildings, fixtures, and grounds	1,066.11	409.54
Power plant equipment	9,785.99	*396.54*
Substation equipment	308.72	*214.13*
Transmission system	62.30	88.25
Depreciation of power plant buildings and equipment	14,016.02	6,516.02
Power plant employees	25,899.78	1,752.86
Fuel for power	126,985.85	13,421.72
Water for power	225.00	*63.60*
Lubricants for power	2,559.29	198.27
Miscellaneous power plant supplies and expenses	2,294.99	101.54
Substation employees	3,568.59	241.28
Substation supplies and expenses	588.96	208.29
Total power	190,367.35	22,852.64
IV. CONDUCTING TRANSPORTATION.		
Superintendence of transportation	52,101.94	8,894.45
Passenger conductors, motormen, and trainmen	471,362.33	6,175.11
Miscellaneous car-service employees	9,642.01	93.31
Miscellaneous car-service expenses	9,450.93	3,335.80
Station employees	888.80	69.80
Station expenses	113.83	*4.08*
Carhouse employees	36,221.79	746.16
Carhouse expenses	3,848.00	321.51
Operation of signal and interlocking apparatus	1,718.47	*608.21*
Other transportation expenses	5,929.74	639.70
Total conducting transportation	591,277.84	19,663.55
V. TRAFFIC.		
Advertising	332.28	*995.66*
Parks, resorts, and attractions	995.28	995.28
Total traffic	1,327.56	*.38*

Railway operating expenses—Continued.

Name of railway operating expense account.	Amount of operating expenses for the year.	Comparison with expenses of preceding year (increases in roman, decreases in italic).
VI. GENERAL AND MISCELLANEOUS.		
Salaries and expenses of general officers	$37,196.71	*$4,853.89*
Salaries and expenses of general office clerks	23,865.17	694.93
General office supplies and expenses	4,320.36	323.91
Law expenses	2,411.00	11.00
Relief department expenses	533.00	8.00
Pensions and gratuities	1,780.20	582.95
Miscellaneous general expenses	9,279.82	810.10
Valuation expenses	6,718.43	1,918.43
Injuries and damages	70,816.45	4,619.93
Insurance	5,199.26	*6,622.09*
Stationery and printing	14,612.26	1,259.14
Store expenses	1,723.51	230.28
Garage and stable expenses	4,155.94	524.45
Rent of tracks and facilities	4,721.70	*162.72*
Total general and miscellaneous	187,333.81	*2,044.84*
RECAPITULATION OF EXPENSES.		
I. Way and structures	167,753.54	65,122.23
II. Equipment	99,350.19	*20,466.88*
III. Power	190,367.35	22,852.64
IV. Conducting transportation	591,277.84	19,663.55
V. Traffic	1,327.56	*.38*
VI. General and miscellaneous	187,333.81	*2,044.84*
Grand total operating expenses	1,237,410.29	85,126.32

Operating ratio (ratio of operating expenses to operating revenues), 54.05 per cent.

Income from lease of road: None.
Miscellaneous rent income: None.
Dividend income: None.
Income from funded securities: None.

Income from unfunded securities and accounts.

Deposits in various banks:
Period covered by interest, Jan. 1, 1916, to Dec. 31, 1916.
Amount to which interest relates .... [1]$262,000.00
Income derived as interest 6,232.90
Contributions from others: None.

Miscellaneous income.

To adjust error in December, 1915, in crediting excessive amount to miscellaneous income as "overs in treasurer's cash":
Expenses and other deductions $4
Net miscellaneous income expenses 4
Rent for leased roads: None.
Abstracts of leasehold contracts: None.
Miscellaneous rents: None.
Interest on unfunded debt: None.
Income transferred to other companies: None.
Miscellaneous debits: Payments of income tax chargeable to holders of bonds, the interest on which is guaranteed under terms of mortgage free from taxation, $1,383.33.
Appropriations of surplus to sinking fund and other reserves: None.
Appropriations of surplus for investment in physical property: None.
Miscellaneous appropriations of surplus: None.

[1] Average monthly balance.

Miscellaneous items in profit and loss account for the year.

Item.	Debits.	Credits.
Gross profit realized from sale of land at Fourteenth and Decatur Streets, NW., carried in balance sheet account No. 404, miscellaneous physical property		$63,964.52
Expenses incident of sale of above property	$6,357.23	
Increase in value of material and supplies as disclosed by inventory of Nov. 27, 1916		1,527.01
Loss on power plant equipment sold during the year, said loss being due to depreciation equitably assignable to the period prior to July 1, 1914	6,114.90	
Minor item	3.00	
Total	12,475.13	65,491.53

Road operated at close of year.

Class.	Name of road or track.	Termini between which road named extends.	Miles of road.	Miles of second main track.	Miles of sidings and turnouts.	Miles of track in carhouses, shops, etc.	Total.
1A	Pennsylvania Avenue line	Thirty-sixth and M Streets NW. to Eighth and M SE.	5.28	5.24	.43	3.14	14.09
	Pennsylvania Avenue, SE. extension.	Eighth and Pennsylvania Avenue SE. to Seventeenth and Pennsylvania Avenue SE.	.85	.86	.01		1.72
	F and G Streets line	Twenty-sixth and Pennsylvania Avenue NW. to Seventeenth and Pennsylvania Avenue NW.	2.55		.14		2.69
	Fourteenth Street line	Fifteenth and New York Avenue to Fourteenth and Colorado Avenue NW.	4.13	4.06	.22	2.03	10.44
	First Street NW	First and Pennsylvania Avenue NW. to First and C NW.	.23	.23			.46
	Baltimore & Ohio loop extension.	First and C NW. to New Jersey Avenue and C Street north tracks.	.09				.09
	Do	Delaware Avenue and C NE. to First and B NE.			.23		.23
	Union Station extension	Northwest curves at Delaware Avenue and C NE.	.03	.02			.05
	Seventh Street line	Water and P Streets SW. to Seventh and Florida Avenue NW.	3.25	3.17	.16	.50	7.08
	U Street line	Ninth and U Streets NW. to Twentieth and Calvert Streets.	1.65	1.66	.01		3.32
	Chevy Chase line	Twentieth and Calvert to Chevy Chase Lake Loop, Md.	5.43	5.43	.50	.47	11.83
	New Jersey Avenue line	Seventh and Florida Avenue to Massachusetts Avenue and G NW.	1.62	1.45			3.07
	Florida Avenue and Eighth NE. line.	New Jersey and Florida Avenues NW. to Eighth and Pennsylvania Avenue SE.	2.86	2.86	.02		5.74
	F Street NE. line	Eighth and F NE. to Union Station Plaza.	.62	.62			1.24
	Georgetown Power Station	Baltimore & Ohio R. R. siding.			.12		.12
	Subtotal		28.59	25.60	1.84	6.14	62.17
1AJ	U Street line	Seventh and Florida Ave- to Ninth and U NW.	.09	.09			.18
	Union Station extension	Massachusetts Avenue and G to Delaware Avenue and C NE.	.73	.72	.18		1.63
	Do	First and B SE. to First and East Capitol.	.15	.16			.31
	Subtotal		.97	.97	.18		2.12
		First and C Streets NW. to First and East Capitol.	.57	.48			1.05
	Total		30.13	27.05	2.02	6.14	65.34

Miles of road at close of year—By States and Territories (single track).

State or Territory.	Main line owned.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.
District of Columbia	59.73	1.05	60.78	[1] 0.56
Maryland	4.56	....	4.56	[2] .51
Total mileage operated (single track)	64.29	1.05	65.34	[3] .05

[1] Abandoned. [2] Constructed. [3] Net decrease.

Road owned at close of year—By States and Territories: None.
Auxiliary operations carried on at the close of the year: None.

MISCELLANEOUS PHYSICAL PROPERTIES OPERATED AT THE CLOSE OF THE YEAR.

Designation of property or plant: Real estate as described on page 36.
Character of business: Rent of miscellaneous real estate.
Character of title under which property is held: Ownership.
Location of property: Washington, D. C.

Mileage, traffic, and miscellaneous statistics.

Item.	Number or amount.	Item.	Number or amount.
Passenger-car mileage	7,769,389	Total revenue from transportation	$2,274,199.19
Passenger-car hours (estimated)	956,821	Revenue from transportation per car-mile	.29271
Regular fare passengers carried	51,399,506	Revenue from transportation per car-hour	2.3768
Revenue transfer passengers carried	2,083,040	Total revenue from other railway operations	15,051.65
Total revenue passengers carried	53,482,546	Revenue from other railway operations per car-mile	.00193
Free transfer passengers carried (employees and others carried free)	16,487,820	Revenue from other railway operations per car-hour	.01573
		Total operating revenues	2,289,250.84
		Operating revenues per car-mile	.29465
Total passengers carried	69,970,366	Operating revenues per car-hour	2.3925
Passenger revenue	$2,273,594.30	Total operating expenses	1,237,410.29
Average fare, revenue passengers	.04251	Operating expenses per car-mile	.15926
Average fare, all passengers (including transfer passengers)	.03249	Operating expenses per car-hour	1.2932

Accidents to persons.

Item.	Killed.	Injured.	Total.
Passengers	....	348	348
Employees	....	99	99
Other persons	5	166	171
Total	5	613	618

Employees.

General administration:
- General officers 5
- General office clerks 59

Maintenance of way and structures:
- Superintendents 3
- Other employees 57

Maintenance of equipment:
- Superintendents 6
- Other employees 81

Power:	
Superintendents	1
Other employees	46
Transportation:	
Superintendents	33
Other employees	678
Total	969

Aggregate salaries and wages paid for the year, $834,252.55.

Description of equipment.

Class.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	315	103	418
Open passenger cars	102	126	228
Total passenger cars	417	229	646
Work cars	2	25	27
Snowplows, sand cars	5	....	5
Sweepers	9	....	9
Miscellaneous	1	4	5
Obsolete	....	4	4
Total equipment of all classes	434	262	696

CONTRACTS, AGREEMENTS, ETC.

The agreement between this company and the Washington & Old Dominion Railway Co. relative to transfers, which expired in November, 1915, and which by mutual agreement had been extended, was terminated in accordance with the revised tariffs filed with the Interstate Commerce Commission by the Washington & Old Dominion Railway Co., effective August 8, 1916. On the date named the transfer privilege between the lines of that company and The Capital Traction Co. was accordingly terminated.

IMPORTANT CHANGES DURING THE YEAR.

All extensions of road put in operation: Loop at Seventh and Louisiana Avenue NW.; 0.07 mile single track; September 18, 1916.

All decreases of mileage: Change of tracks from M and Twenty-sixth Streets between Twenty-ninth Street and Pennsylvania Avenue to Pennsylvania Avenue between Twenty-ninth and Twenty-sixth Streets; net decrease in mileage, 0.11 mile single track; car operation changed eastbound July 7, 1916, westbound July 15, 1916. Track abandoned at Georgetown car barn; 0.01 mile single track; February, 1916.

New track built: Pennsylvania Avenue from Twenty-sixth to Twenty-ninth Streets, 0.22 mile first main track, 0.21 mile second main track; loop at Seventh and Louisiana Avenue NW., 0.07 mile first main track.

Old track abandoned: M and Twenty-sixth Streets from Twenty-ninth Street to Pennsylvania Avenue, 0.28 mile first main track, 0.26 mile second main track; Georgetown car barn, 0.01 mile car-house track.

VERIFICATION.

CITY OF WASHINGTON, }
District of Columbia, } *ss:*

R. D. Simms makes oath and says that he is treasurer of the Capital Traction Co.; that it is his duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that he knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Public Utilities Commission effective during the said period; that he has carefully examined the said report, and to the best of his knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that he believes that all other statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

R. D. SIMMS.

Subscribed and sworn to before me, a notary public, in and for the District above named, this 31st day of January, 1917.

[SEAL.]

LOUISE F. DYER,
Notary Public, District of Columbia.

My commission expires May 12, 1917.

SUPPLEMENTAL OATH.

CITY OF WASHINGTON,
District of Columbia, } *ss:*

George E. Hamilton makes oath and says that he is president of the Capital Traction Co.; that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

GEORGE E. HAMILTON.

Subscribed and sworn to before me, a notary public, in and for the District above named, this 31st day of January, 1917.

LOUISE F. DYER,
Notary Public, District of Columbia.

My commission expires May 12, 1917.

GEORGETOWN GAS LIGHT CO.

HISTORY.

1. Exact name of company making this report: The Georgetown Gas Light Co.
2. Date of organization: 1854.
3. Under laws of what Government, State, or Territory organized? Chartered by Congress of the United States.
4. If a consolidated company, name the constituent companies: None.
5. Date and authority for each consolidation: None.
6. State whether respondent is a corporation, a joint stock association, a firm or partnership, or an individual: Corporation.
7. If a reorganized company, give name of original organization and refer to laws under which it was organized: None.

Directors.

Name.	Post-office address.	Expiration of term.
George L. Nicolson	Chesapeake & Ohio Canal Co.	June 1, 1917
Chas. P. Williams	1675 Thirty-first Street NW	Do.
Henry H. Flather	729 Fifteenth Street NW	Do.
R. H. Goldsborough	1526 Twenty-ninth Street NW	Do.
Wm. A. Leetch	Union Trust Building	Do.
Wm. B. Orme	Washington Gas Light Co.	Do.
Maurice E. Weaver	2501 Wisconsin Avenue NW	Do.

Principal officers.

Name.	Title.	Salary.	
		Total.	Applicable to District of Columbia.
Robert D. Weaver	President (June 1, 1916)	$4,000.00	$2,927.03
Geo. L. Nicolson	First vice-president	None.	
Chas. P. Williams	Secretary (June 1, 1916)	2,700.00	1,668.69
Frederick K. Hewpel	Assistant secretary	1,620.00	1,152.66
Henry H. Flather	Treasurer (June 1, 1916)	2,700.00	2,325.00
R. H. Goldsborough	Attorney or general counsel (June 1, 1916).	1,600.00	1,093.75
Thos. F. Holden	General superintendent (June 1, 1916)	2,700.00	2,700.00
6 directors ($10 a meeting when present)		600.00	600.00
General office force		2,400.00	1,543.89

Employees other than officers.

Class.	Number of employees.	Average wages—			Maximum hours continuous service.
		Per month.	Per week.	Per day.	
Commercial:					
Manager	1		$18.00	$3.00	9
Stenographer	1		10.00		8
General expenses:					
Bookkeeper					
Cashier	1	$100.00			8
Clerk	1	100.00			9
Meter inspectors' roll:					
Inspectors	5		75.00	2.50	9
Clerks	1		18.00	3.00	9

Employees other than officers—Continued.

Class	Number of employees.	Average wages— Per month.	Per week.	Per day.	Maximum hours continuous service.
Storeroom roll, clerk	1	....	$20.00	....	9
Transmission and distribution:					
Meter shop, foreman	1	....	18.00	$3.00	9
Distribution (street)	6	....	63.00	1.75	9
Foremen	2	....	36.00	3.00	9
Installation	3	....	45.00	2.50	9
Fitters	2	....	30.00	2.50	9
Production, gas works:					
Foreman	1	....	24.50	3.50	9
Clerk	1	....	22.75	3.25	9
Runners	6	....	101.50	2.62	9
Coal men	4	....	56.00	2.00	9
Laborers	7	....	82.67	1.69	9
Stokers	8	....	17.50	2.50	9
Furnace men	2	....	12.25	1.75	9

Corporations controlled by respondent.

Name.	Control. Sole or joint.	How established.	Extent.	Direct or indirect.
ACTIVE CORPORATIONS.				
Georgetown Gas Light Company of Montgomery County, Md.	Sole.....	Through title to all the securities of the company and all the property of the company.	Whole..	Direct.

FACTS PERTAINING TO CONTROL OF THE RESPONDENT.

Date of last meeting of stockholders for election of directors: June 1, 1916.

Date of last closing of stock books before end of year for which this report is made: December 31, 1916.

Total number of stockholders of record at the date required in answer to second question: Seventy, and one in question.

Has any issue of securities contingent voting rights? No.

Has any issue of securities special privileges in the election of directors? No.

Did any individual, association, corporation or corporations, gas, electric, or other, control the respondent on December 31, 1916? No.

If control was so held, state:

(*a*) The form of control, whether sole or joint: The claimed ownership is sole. The Washington Gas Light Co. had registered in its name 3,530 shares, or a majority of 530 shares, but it was not allowed to vote them nor paid any dividends thereon, and its right to the stock is being litigated by this company. A decision on the outcome of this suit is still pending.

(*b*) The name of the controlling corporation or corporations: Washington Gas Light Co.

(*c*) The manner in which control was established: By secret purchase of stock in names of private parties.

(*d*) The extent of control: 3,530 shares, a majority of 530.

(*e*) Whether control was direct or indirect: Shares since October, 1907, have been in name of Washington Gas Light Co.

(*f*) The name of the intermediary through which control, if indirect, was established: B. H. Barthol, William B. Orme, H. C. Winship, George A. McIlheny, C. C. Glover, and John R. McLean.

Did any individual association or corporation, as trustee, control the respondent on December 31, 1916? No.

Companies operated: The Georgetown Gas Light Co.

Capital stock.

Number of shares authorized	6,000
Par value of one share	$25.00
Total par value authorized	$150,000.00
Total par value outstanding	$150,000.00
Total par value held by respondent corporation	None.
Total par value not held by respondent corporation	None.
Dividends declared during year:	
Rate	$1.25
Amount	$15,000.00

Nuuber of shares issued during year: None.

Funded debt.

Designation of bond or obligation.	Date.		Total par value authorized.	Total par value outstanding.	Total par value held by respondent corporation.	
	Issue.	Maturity.			In treasury.	In sinking or other funds.
Certificate of indebtedness	1908	1918	$250,000.00	$177,000.00	$25,000.00	None.
50-year 5 per cent gold bonds	1912	1962	1,000,000.00	473,000.00	527,000.00	None.
Total			1,250,000.00	65,000.00	552,000.00	

Designation of bond or obligation.	Total par value not held by respondent corporation.	Interest.			
		Rate.	Payable.	Amount accrued during year.	Amount paid during year.
		Per cent.			
Certificates of indebtedness	$177,000.00	5	Feb. 1 and Aug. 1	$9,145.00	$9,145.00
50-year 5 per cent gold bonds	473,000.00	5	do	20,029.72	20,029.72
Total	650,000.00			29,174.72	29,174.72

Receiver's certificates: None.

Security for funded debt: Five per cent 50-year gold bonds; property mortgaged and securities pledged, entire property rights and franchises of company.

Recapitulation of capitalization.

Total par value outstanding:	
Capital stock	$150,000
Funded debt	650,000
Total	800,000

Income account statement.

Operating income:			
Operating revenues	$193, 815. 33		
Operating expenses	148, 245. 66		
Net operating revenue		$45, 569. 67	
Deductions from total net revenue, taxes		10, 776. 72	
Net operating income			$34, 792. 95
Other income, miscellaneous rent revenues			510. 00
Gross corporate income			35, 302. 95
Deductions from gross corporate income, interest			29, 174. 72
Net corporate income			6, 128. 23
Disposition of net corporate income, dividends declared on common stock			15, 000. 00
Deficit for year			8, 871. 77

NOTE.—Dividends paid. The one paid February 12, 1916, was for the last half of 1915, and the one paid June 29, 1916, was for first half of 1916. Deficit has occurred since gas was reduced to 85 cents per 1,000 cubic feet; increase in consumption has not been great enough to offset increased cost of materials used in manufacture of gas and reduced price to consumers.

Operating revenues.

Sale of gas for municipal purposes	$5, 815. 82	
Prepaid gas sales	11, 214. 50	
Commercial gas sales	132, 496. 37	
Sale of gas to other gas corporations	10, 591. 50	
		$160, 118. 19
Sale of residuals and by-products:		
Sale of gas coke	28, 362. 33	
Sale of tar	4, 991. 06	
Sale of ammoniacal liquor	343. 75	
		33, 697. 14
Total operating revenues		193, 815. 33

Operating expenses.

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
Production expenses:			
Works superintendence	$4, 765. 00	4. 26	3. 21
Works labor	18, 812. 64	16. 80	12. 68
Boiler fuel	5, 582. 86	4. 99	3. 77
Water	585. 56	. 52	. 39
Fuel under retorts	4, 944. 56	4. 42	3. 34
Coal carbonized	31, 852. 41	28. 46	21. 49
Generator fuel	14, 585. 16	13. 03	9. 84
Water-gas oil	27, 638. 82	24. 70	18. 65
Purifying supplies	340. 28	. 30	. 23
Miscellaneous works expense	2, 806. 81	2. 52	1. 89
Total production expenses	111, 914. 10	100. 00	75. 49
Transmission and distribution expenses:			
Transmission pumping	128. 00	3. 48	. 09
Distribution superintendence	1, 034. 81	28. 14	. 70
Distribution supplies and expenses	218. 68	5. 94	. 15
Gas meter and installation work	2, 296. 33	62. 44	1. 55
Total transmission and distribution expenses	3, 677. 82	100. 00	2. 49
Commercial expenses, administration	2, 368. 27	100. 00	1. 59

Operating expenses—Continued.

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
General and miscellaneous expenses:			
Salaries and expenses of general officers	$8,673.38	28.64	5.85
Salaries and expenses of general office clerks	1,543.89	5.10	1.04
General office supplies and expenses	964.94	3.19	.65
General law expenses	4,108.55	13.56	2.77
Miscellaneous general expenses	1,081.53	3.57	.73
Insurance	901.79	2.98	.61
Relief department and pensions	364.00	1.20	.25
Residuals expense	292.31	.96	.20
General amortization	8,782.18	29.00	5.92
Stationery and printing	863.04	2.85	.58
Store expenses	1,004.00	3.32	.68
Stable expenses	1,705.86	5.63	1.15
Total general and miscellaneous expenses	30,285.47	100.00	20.43
RECAPITULATION OF EXPENSES.			
Production expenses (labor, $26,384.45: materials, $85,529.65)	111,914.10		75.49
Transmission and distribution expenses	3,677.82		2.49
Commercial expenses	2,368.27		1.59
General and miscellaneous expenses	30,285.47		20.43
Total operating expenses	148,245.66		100.00
Ratio of operating expenses to operating revenues			76.49

Balance sheet accounts.

	Dec. 31, 1915.	Dec. 31, 1916.	Increase or decrease.
ASSETS.			
Permanent and log-term investments:			
Fixed capital, plant and equipment, Dec. 31, 1909 (devoted to operation)	$1,231,953.56	$1,231,953.56	
Expenditures for plant and equipment since Dec. 31, 1909	262,269.90	300,745.34	$38,475.44
	1,494,223.46	1,532,698.90	
Accrued amortization of capital	1,865.69	3,636.91	*1,771.22*
Total	1,492,357.77	1,529,061.99	36,704.22
Securities owned of proprietary, affiliated, or controlled companies	51,458.20	51,458.20	
Working assets:			
Materials and supplies	12,741.09	23,562.74	10,821.65
Cash	1,136.25	2,688.26	1,552.01
Other special deposits	753.95	753.95	
Bills receivable	76,000.00	87,200.00	11,200.00
Accounts receivable	17,464.60	15,886.83	*1,577.77*
Other working assets	4,988.39	2,413.81	*2,574.58*
Total	113,084.28	132,505.59	19,421.31
Tax-reserve account	5,710.12		*5,710.12*
Grand total	1,662,610.37	1,713,025.78	50,415.41
LIABILITIES.			
Capital stock	150,000.00	150,000.00	
Long-term funded debt	525,000.00	650,000.00	125,000.00
Working liabilities:			
Consumers' deposits	7,035.24	7,631.11	595.87
Loans and bills payable	82,000.00		*82,000.00*
Other working liabilities	3,472.40	6,145.77	2,673.37
Total	92,507.64	13,776.88	*78,730.76*
Accrued liabilities not due:			
Taxes accrued	21,030.83	13,911.51	*7,119.32*
Interest accrued	11,169.11	15,139.96	3,970.85
Total	32,199.94	29,051.47	*3,148.47*
Deferred credit items, unamortized premium on debt		2,500.00	2,500.00
Current accounts payable	7,315.02	9,154.13	1,839.11
Consumers' proportion of gas services		2,452.27	2,452.27
Free surplus, balance	855,587.77	856,091.03	503.26
Grand total	1,662,610.37	1,713,025.78	50,415.41

Capital accounts.

Accounts.	Installed during year 1916 from assets.	Total, year 1916.	Installed Dec. 31, 1909, to Jan. 1, 1916.	Total to Dec. 31, 1916.
Land devoted to gas operations			$38,635.20	$38,635.20
General structures and equipment:				
General structures	$192.67	$192.67	36,308.22	36,500.89
General office equipment	141.70	141.70	1,522.38	1,664.08
General shop equipment			58.00	58.00
General stable equipment	664.05	664.05	5,594.33	6,258.38
Total general structures and equipment	998.42	998.42	43,482.93	44,481.35
Production plant:				
Works and station structures	69.25	69.25	8,990.58	9,059.83
Furnaces, boilers, and accessories			2,413.55	2,413.55
Water-gas sets and accessories			3,776.24	3,776.24
Purification apparatus			21,956.79	21,956.79
Accessory equipment at works	63.00	63.00	6,848.67	6,911.67
Total production plant	132.25	132.25	43,985.83	44,118.08
Transmission and distribution plant:				
Trunk lines and mains	29,698.66	29,698.66	102,210.02	131,908.68
Gas services	4,856.85	4,856.85	9,708.12	14,564.97
Gas meters	2,172.17	2,172.17	11,821.53	13,993.70
Gas-meter installation	572.57	572.57	2,124.12	2,696.69
Total transmission and distribution plant	37,300.25	37,300.25	125,863.79	163,164.04
Ancillary equipment:				
Gas tools and implements	44.52	44.52	1,415.88	1,460.40
Gas laboratory equipment			71.20	71.20
Total ancillary equipment	44.52	44.52	1,487.08	1,531.60
Undistributed construction expenditures:				
Engineering and superintendence			8,636.73	8,636.73
Miscellaneous construction expenditures			178.34	178.34
Total undistributed construction expenditures			8,815.07	8,815.07
RECAPITULATION.				
Land devoted to gas operations			38,635.20	38,635.20
Total general structures and equipment	998.42	998.42	43,482.93	44,481.35
Total production plant	132.25	132.25	43,985.83	44,118.08
Total transmission and distribution plant	37,300.25	37,300.25	125,863.79	163,164.04
Total ancillary equipment	44.52	44.52	1,487.08	1,531.60
Total undistributed construction expenditures			8,815.07	8,815.07
Grand total	38,475.44	38,475.44	262,269.90	300,745.34

Corporate surplus.

DEBITS.

Debit balance transferred from income account		$8,871.77
Deductions for year, shortages in cash		93.63
Balance carried to balance sheet		856,091.03
Total		865,056.43

CREDITS.

Balance		855,587.77
Additions for year:		
Cash	$100.00	
Tax adjustment	4,463.34	
District of Columbia Government (cash)	3,574.80	
Miscellaneous adjustment	1,330.52	
		9,468.66
Total		865,056.43

Stocks and funded debt owned.

STOCKS.

Par value of stocks owned	$9,875.00
Dividends declared	None.
Valuation of stocks owned	51,458.20

Securities owned of proprietary, affiliated, or controlled companies:
Georgetown Gas Light Co. of Montgomery County, Md.
Funded debt: None.
Contracts and agreements: None.

Taxes and assessments.

Ad valorem on real and personal property, District of Columbia	$10,531.18
Internal revenue United States Government	245.54
Total	10,776.72

Property abandoned: None.

GAS STATISTICS.

Location of works: 1118 Twenty-ninth Street NW., Washington, D. C.
Real estate devoted to gas operations: Not available.

Description of meters.

Size, No. of lights.	Record of all meters in use during year. In use Dec. 31, 1915.	Removed since.	Added since.	In use Dec. 31, 1916.	Prepayment meters of each size in use Dec. 31, 1916.
3	1,394		55	1,449	510
5	1,620		148	1,768	
10	88		62	150	
20	207		17	224	
30	12	1		11	
45	6		1	7	
60	9	1		8	
100	3	1		2	
Total	3,339	3	283	3,619	510

	Feet.	
Gas on hand Dec. 31, 1915	277,205	
Gas made during year:		
Coal gas	90,528,000	
Water gas	140,844,100	
		231,649,305
Gas sold by meter during year	150,289,900	
Gas supplied to public lamps during year	11,996,280	
Gas sold to other plants during year	21,183,000	
Gas used at works and offices during year	2,507,000	
Gas on hand Dec. 31, 1916	290,755	
Total gas sold, used, and on hand		186,266,935
Gas unaccounted for during year		45,382,370

Description of purifiers: Location, 1118 Twenty-ninth Street; number, 2; length, 20 feet; width, 20 feet; depth, 7 feet 10 inches.

Description of holders and their location.

No.	Location.	Open or covered.	Dimensions.	Date of construction.	Working capacity.
					Cu. ft.
1	1118 Twenty-ninth Street	Open	91 feet 3 inches by 44 feet 2 inches.	1908	300,000
2	Do	...do	58 feet 3½ inches by 38 feet 4 inches.	1894	100,000
3	Do	...do	40 feet 1 inch by 38 feet 2 inches.	1889	50,000

Greatest output in 24 hours, with date of same, 809,404 cubic feet, December 19, 1916.
Least output in 24 hours, with date of same, 509,302 cubic feet, August 20, 1916.
Usual day pressure on street mains as indicated at works, 50/10.
Usual night pressure on street mains as indicated at works, 57/10.

Comparative statement of costs of materials and supplies used generally in the making of gas, showing increases Dec. 31, 1916, over Dec. 31, 1915—Average costs in report show changes in prices during the year.

Gas coal, Dec. 31, 1915:	
Freight	$1.90
Drayage	.45
Cost of coal	1.325
Trimming in shed	.30
	3.975
Gas coal, Dec. 31, 1916:	
Freight	1.90
Drayage	.55
Cost of coal	2.50
Trimming in shed	.30
	5.25
Dec. 31, 1916	5.25
Dec. 31, 1915	3.975
Increase in cost (per ton)	1.275
Water gas oil:	
Dec. 31, 1916	.0485
Dec. 31, 1915	.0425
Increase in cost (per gallon)	.0060
Boiler fuel, coal:	
Dec. 31, 1916	4.25
Dec. 31, 1915	3.75
Increase in cost (per ton)	.50
Generator fuel, coal:	
Dec. 31, 1916	6.00
Dec. 31, 1915	5.55
Increase in cost (per ton)	.45
Total increases:	
Gas coal (per ton)	1.275
Water gas oil (per gallon)	.0060
Boiler fuel (per ton)	.50
Generator fuel (per ton)	.45
Increased cost in materials used	2.2310

RULES REGARDING GAS MAIN EXTENSIONS AND SERVICE PIPE INSTALLATIONS OF THE GEORGETOWN GAS LIGHT CO.

[By order of the Public Utilities Commission of the District of Columbia.]

(1) Upon application to serve premises with gas, the gas light company shall extend its main, without cost to the applicants, a distance of 125 feet in length per house to be connected with the extension, provided that this length of extension is sufficient to reach the premises. In cases in which this length of extension is not sufficient to reach the premises, the gas light company shall make the entire extension provided that the applicants deposit with the gas light company 75 cents per linear foot of further extension necessary, the applicants to receive no interest on the deposit, and the deposit to be returned by the gas light company to the depositors at the rate of $93.75 (the amount of deposit to cover 125 feet in length of the extension) for each additional house served from the extension, until the entire amount of deposit is returned.

(2) These regulations shall not be construed as requiring a gas light company to extend its mains in streets that are not at or near established grade, nor as prohibiting a gas light company from making extensions of mains of greater length than required herein.

(3) Upon application for connection between a gas main and a house, the entire installation of the gas service pipe from the main to the meter shall be made by the gas light company, and half the cost thereof shall be borne by the gas light company and half by the applicant.

(4) The gas light companies shall hereafter maintain and bear the expense of maintenance of the entire service pipe.

(5) Petition may be made to the commission for special action in any case in which it is claimed that the application of these regulations causes injustice.

A true copy.

[SEAL.] J. L. SCHLEY, *Executive Officer.*

Kind and sizes of street mains and length of each size in feet.

Kind.	Diameter in inches.	Total length, in feet, Dec. 31, 1915.	Laid since.	Total length, in feet, Dec. 31, 1916.
Wrought iron	2	5,100	None.	5,100
Cast iron	3	42,332	None.	42,332
Do	4	86,298	2,359	88,657
Do	6	85,949	4,179	90,128
Do	8	18,378	13,084	31,462
Do	10	4,100	None.	4,100
Do	12	37,930	None.	37,930
Do	16	250	None.	250
Total	....	280,337	....	299,959

Statement of coal gas materials for year ending Dec. 31, 1916.

	On hand Dec. 31. 1915.	Received during the year.	Carbonized during the year.	Unaccounted for.	On hand Dec. 31, 1916.	Average cost.
Other than enriching gas coals....tons..	447	8,099	8,675$\frac{1118}{2240}$	129	288	[1] $3.67
Naphtha.......................gallons..	37,660	623,839	628,418	....	33,081	[2] .0442

[1] Per ton of 2240 pounds. [2] Per gallon.

Statement of water gas materials for year ending Dec. 31, 1916.

	On hand Dec. 31, 1915.	Received during the year.	Used during the year.	Unaccounted for.	On hand Dec. 31, 1916.	Average cost.
For generating the gas:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons*	
Coal	184	1,889	1,158 $\frac{1808}{2240}$	34	883	[1] $5.85
Coke	712	....	1,543	....	....	[1] 5.05
For generating steam:						
Coal	....	1,329	1,169 $\frac{320}{2240}$	....	74	[1] 4.78
Coke	....	....	629	....	....	[1] 1.27
	Gallons.	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	
Naphtha	37,660	623,839	628,418	....	33,081	[2] .0442
Other oils	70	759	752	....	77	[2] .22

[1] Per ton of 2240 pounds. [2] Per gallon.

Statement of residual products for the year.

	On hand Dec. 31, 1915.	Made during year.	Used during year.	Sold during year.
Coke, tons	12	5,507	2,556	3,051 tons, at $6.80 per ton.
Tar (coal gas), gallons	....	128,000	....	128,000 gallons, at $0.29 per gallon.
Tar (water gas), gallons	....	69,915	....	69,915 gallons, at $0.19 per gallon.

Prices now obtained for residuals:

Tar (coal gas), per gallon	$0.03
Tar (water gas), per gallon	.02
Coke, per ton	4.68
Coke, per bushel	.07½
Ammoniacal liquor, per 10 ounces	

Length and sizes of mains laid during the year for which contributions have been required of customers or others, and amount of such contributions: 75 feet of 2½-inch main, $56.25; 350 feet of 4-inch main, $262.50; 1,135 feet of 6-inch main, $851.50.

Service pipes and fittings.

Diameter in inches.	Number at first of year.	Added within the year.			Number available at close of year.
		Number.	Length in feet.	Material.	
All	4,216	191	167,395	Wrought..	4,407
1-inch	....	10	....	..do......	....
1¼-inch	....	180	....	..do......	....
2-inch	....	1	....	..do......	....

Number of services laid from main to curb and not yet used: None.
"Dead" services at the close of the year: None.
Residences piped by respondent in the year: None.
Business places piped by respondent in the year: None.
Are service pipes laid free from main to meter? No.
For what portion of pipe is charge made? One-half cost.
At what rates per foot are consumers charged? As per schedule of Public Utilities Commission. Page 56.
Give detailed schedules of all prices on December 31, 1916, charged to private customers, including all special prices and all prices for gas sold for power, mechanical, or manufacturing purposes. Gross price $0.95; discount for prompt payment, 10 cents, if paid within 10 days.

80134—17——10

DEPRECIATION.

This account includes monthly charges to general amortization (which are concurrently credited to accrued amortization of capital) of 0.0472 cent per 1,000 cubic feet of gas sold to cover such wear and tear and casualties as have occurred during the month. Deductions are made from accrued amortization of capital for repairs or maintenance accounts and balance carried on books to cover future wear, tear, or casualties as may occur. The whole amount of general amortization is carried into income and expense account as an expense.

OATH.

CITY OF WASHINGTON,
District of Columbia, ss:

We, the undersigned, Robert D. Weaver, president, and Charles P. Williams, secretary, of the Georgetown Gas Light Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company, which are kept in accordance with the accounting rules promulgated by the Public Utilities Commission; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

ROBERT D. WEAVER, *President.*
CHAS. P. WILLIAMS.

Subscribed and sworn to before me this 31st day of January, 1917.
[SEAL.] J. MCKENNEY BERRY, *Notary Public.*

WASHINGTON GAS LIGHT CO.

HISTORY.

1. Exact name of company making this report: Washington Gas Light Co.
2. Date of organization: July 8, 1848.
3. Under laws of what Government, State or Territory organized? United States Government; act of Congress approved July 8, 1848. See copy "Revised charter" attached to annual report for year 1913.
4. If a consolidated company, name the constituent companies. No.
5. Date and authority of each consolidation. No.
6. State whether respondent is a corporation, a joint stock association, a firm or partnership or an individual. Corporation.
7. If a reorganized company, give name of original organization and refer to laws under which it was organized. No.

Directors.

Name.	Post-office address.	Expiration of term.
Howard S. Reeside	1830 Nineteenth Street NW., Washington, D. C.	Feb. 5, 1917.
Joseph Leiter	Dupont Circle, Washington, D. C.	Do.
James M. Green	1336 New York Avenue NW., Washington, D. C.	Do.
Guy F. Whiting	1303 New Hampshire Avenue NW., Washington, D. C.	Do.
Ord Preston	1822 R Street NW., Washington, D. C.	Do.
Daniel Fraser	458 Pennsylvania Avenue NW., Washington, D. C.	Do.
John D. McIlhenny	1339 Cherry Street, Philadelphia, Pa.	Do.

Principal officers.

Name.	Title.	Salary.	
		Total.	Applicable to District of Columbia.
Howard S. Reeside	President	$18,000.00	$18,000.00
William B. Orme	Secretary	7,500.00	7,500.00
George M. Whitwell	Assistant secretary	3,500.00	3,500.00
Lawrence Townsend	Treasurer	5,000.00	5,000.00
Rawlins Hume	Assistant treasurer	3,000.00	3,000.00
Sanford N. Whitwell	General auditor	5,000.00	5,000.00
A. B. Kelly	Cashier	4,200.00	4,200.00
Berry & Minor	General counsel	6,000.00	6,000.00
H. G. Reed	Manager sales department	2,300.00	2,300.00
E. S. Umstead	Superintendent of distribution	2,500.00	2,500.00
James S. McIlhenny	Chief engineer	6,000.00	6,000.00
Thomas B. Hopper	Superintendent of manufacture, west station	2,645.77	2,645.77
Timothy S. Tincher	Superintendent of manufacture, east station	4,000.00	4,000.00
J. J. Darlington	Consulting counsel	5,000.00	5,000.00
General office force		10,587.06	10,587.06

Officer to whom correspondence concerning this report should be addressed: Sanford N. Whitwell, general auditor, Washington Gas Light Co., 411 Tenth Street NW.

Employees other than officers.

Class.	Number of employees.	Average wages.			Maximum hours continuous service.
		Per month.	Per week.	Per day.	
Commercial:					
Chief clerk	1	$200.00			
Assistant chief clerk	1	160.00			
Cashiers	5	92.66			8
Bookkeepers	8	116.14			8
Clerks	13	94.29			8
Meter inspectors' roll:					
Inspectors	39			$2.72	8
Superintendent	1			5.65	8
Assistant superintendent	1			3.76	8
Clerks	20			2.74	8
Storeroom roll:					
Superintendent	1			5.50	8
Clerks	5			2.70	8
Laborers	4			1.94	8
General office roll:					
Clerks	7	123.28			8
Stenographers	2	66.75			8
Superintendent of buildings	1			4.00	8
Carpenters	2			2.75	8
Janitors	7			1.98	10
Other employees	9			2.09	8
Sales department:					
Salesmen	7		$17.50		8
Clerks and other employees	10		13.90		8
Transmission and distribution:					
Meter shop—					
Foreman	1			5.04	8
Repairers, testers, clerks, etc	21			2.91	8
Distribution (street)—					
Assistant superintendent	1	166.66			
Clerks	4			2.88	8
Foremen	13			2.98	8
Inspectors	9			2.98	8
Laborers	71			1.56	8
Draftsmen	2			3.00	8
Other employees	20			2.19	8
Fitting shop—					
Superintendent	1	166.66			
Fitters and helpers	78			2.37	8
Clerks	11			2.95	8
Foremen	10			3.86	8
Laborers and other employees	17			1.75	8
Production, gas works:					
Foremen and engineers	13			3.70	10
Chemist	1			4.11	10
Assistant chemists	2			2.52	10
Draftsman	1			4.00	8
Clerks	3			2.44	8
Firemen	7			2.21	10
Runners	15			2.50	10
Coal men	32			2.00	10
Laborers	72			1.67	10
Other employees	51			2.31	10
Carpenters	2			4.50	10
Machinists and helpers	5			3.00	10
Masons	9			5.42	8

Corporations controlled by respondent.

Name.	Control.				
	Sole or joint.	How established.	Extent.	Direct or indirect.	Other parties to agreement for joint control.
ACTIVE CORPORATIONS.					
			Shares.		
Washington Gas Light Co. of Montgomery County, Md.	Joint....	Through ownership of majority of stock.	497	....	Joseph Leiter, Ord Preston, William Orme.
Georgetown Gas Light Co.	....	Washington Gas Co. owns 3,530 out of 6,000 shares of capital stock.	....	Do not control either directly or indirectly.	

Inactive corporations: None.

FACTS PERTAINING TO CONTROL OF THE RESPONDENT.

1. Date of last meeting of stockholders for election of directors: February 7, 1916.
2. Date of last closing of stock books before end of year for which this report is made: October 15, 1916.
3. Total number of stockholders of record at the date required in answer to question 2: 1,579.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any individual, association, corporation or corporations, gas, electric or other, control the respondent on December 31, 1916? No.
8. Did any individual, association or corporation, as trustee, control the respondent on December 31, 1916? No.

Name of every company the operations of which are included in this report: Washington Gas Light Co.

Companies jointly operated: None.

Capital stock.

Common:	
Number of shares authorized	130,000
Par value of 1 share	$20.00
Total par value authorized	2,600,000.00
Total par value outstanding	2,600,000.00
Total par value held by respondent corporation	None.
Total par value not held by respondent corporation	2,600,000.00
Dividends declared during year—	
Rate per share	4.80
Amount	624,000.00
Number of shares issued during year	None

Funded debt.

50-year 5 per cent gold coupon bonds, general mortgage:	
Issue, November, 1910.	
Maturity, 1960.	
Total par value authorized	$5,200,000.00
Total par value outstanding	4,059,652.00
Total par value held by respondent corporation—	
In treasury	1,140,348.00
In sinking or other funds	None.
Total par value not held by respondent corporation	4,059,652.00
Interest—	
Rate, 5 per cent.	
Payable, May 1 and November 1.	
Amount accrued during year	202,975.00
Amount paid during year	202,975.00

Total par value issued during year: None.

Receiver's certificates: None.

Security for bonded debt: Fifty-year 5 per cent gold coupon bonds, general mortgage; property mortgaged and securities pledged, all real estate and personal property of the company.

Recapitulation of capitalization.

Total par value outstanding:	
Capital stock	$2,600,000.00
Funded debt	4,059,652.00
Total	6,659,652.00

Income account statement.

Operating income:			
Operating revenues	$2,345,117.17		
Operating expenses	1,324,095.14		
Net operating revenue		$1,021,022.03	
Outside operations:			
Outside operations, revenues	214,330.04		
Outside operations, expenses	215,161.51		
Net deficit from outside operations		831.47	
Total net revenue		1,020,190.56	
Deductions from total net revenue:			
Taxes	156,652.80		
Uncollectible customers' bills	46.06		
Total deductions from net revenue		156,698.86	
Net operating income			$863,491.70
Other income:			
Miscellaneous rent revenues		1,603.96	
Dividend revenues		9,421.40	
Interest revenues		9,129.49	
Total other income			20,154.85
Gross corporate income			883,646.55
Deductions from gross corporate income:			
Interest deductions		215,103.78	
Bad debts written off		519.43	
Amortization of debt discount and expense		3,528.60	
Amortization of premium on debt—Cr		*3,024.17*	
Other deductions from gross corporate income		1,535.51	
Total deductions from gross corporate income			217,663.15
			665,983.40
Disposition of net corporate income, dividends declared on common stock			624,000.00
Surplus			41,983.40

Operating revenues.

Sale of gas for municipal purposes	$78,848.32
Prepaid gas sales	50,998.66
Commercial gas sales	2,125,614.60
Sale of gas to other gas corporations	7,345.87
Sale of residuals and by-products:	
Sale of gas coke	11.80
Sale of tar	9,051.47
Sale of other residuals and by products	67,194.60
Other miscellaneous gas revenue	6,051.85
Total operating revenues	2,345,117.17

Operating expenses.

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
Production expenses:		*Per cent.*	*Per cent.*
Works superintendence	$18,450.66	0.0217	0.0138
Works labor	75,837.55	.0894	.0573
Boiler fuel	59,251.97	.0698	.0447
Water	245.38	.0003	.0002
Generator fuel	245,582.06	.2891	.1855
Water-gas oil	365,002.51	.4298	.2759
Purifying supplies	4,576.70	.0054	.0034
Miscellaneous works expense	22,207.41	.0262	.0168
Gas storage	7,484.61	.0088	.0056
Works and station structures, maintenance	12,406.08	.0145	.0094
Power-plant equipment, maintenance	8,507.11	.0100	.0064
Gas apparatus, maintenance	29,157.66	.0343	.0220
Works tools, maintenance	666.08	.0007	.0005
Total production expenses	849,375.78	1.00	.6415
Transmission and distribution expenses:			
Transmission pumping	4,248.61	.0288	.0032
Distribution superintendence	23,918.71	.1614	.0181
Distribution supplies and expenses	10,296.07	.0695	.0078
Gas meter and installation work	27,305.18	.1840	.0206
Work on consumers' premises	20,032.52	.1350	.0151
Gas mains and services—maintenance	33,352.21	.2250	.0252
Gas meters—maintenance	25,453.47	.1718	.0192
Distribution tools—maintenance and equipment maintenance	664.27	.0045	.0005
Gas appliances—maintenance	2,962.02	.0200	.0022
Total transmission and distribution expenses	148,233.06	1.00	.1119
Street and park lighting expenses:			
Street-lamp operation	2,386.63	.5544	.0018
Street lamps—maintenance	1,917.92	.4456	.0014
Total street and park lighting expenses	4,304.55	1.00	.0032
Commercial expenses:			
Commercial administration	98,503.11	.8570	.0743
Advertising	9,464.78	.0823	.0072
Other commercial expenses	6,977.06	.0607	.0053
Total commercial expenses	114,944.95	1.00	.0868
General and miscellaneous expenses:			
Salaries and expenses of general officers	43,705.00	.2108	.0330
Salaries and expenses of general office clerks	10,587.06	.0511	.0080
General office supplies and expenses	7,146.33	.0345	.0054
General law expenses	11,462.23	.0553	.0087
Miscellaneous general expenses	16,423.67	.0792	.0124
Insurance	6,070.23	.0293	.0046
Relief department and pensions	12,541.96	.0605	.0094
Residuals expense	564.28	.0027	.0004
General amortization	68,307.82	.3295	.0517
Injuries to persons and property	2,091.38	.0101	.0016
Stationery and printing	7,247.69	.0350	.0055
Store expenses	8,526.45	.0412	.0065
Stable and automobile expenses	33,867.59	.1638	.0256
Miscellaneous adjustments, balance	*24,008.54*	*.1160*	*.0182*
General structures, maintenance	2,703.65	.0130	.0020
Total general and miscellaneous expenses	207,236.80	1.00	.1566
RECAPITULATION OF EXPENSES.			
Production expenses	849,375.78	....	.6415
Transmission and distribution expenses	148,233.06	....	.1119
Street and park lighting expenses	4,304.55	....	.0032
Commercial expenses	114,944.95	....	.0868
General and miscellaneous expenses	207,236.80	....	.1566
Total operating expenses	1,324,095.14	....	1.00

Rates of operating expenses to operating revenues, 56.46 per cent.

Balance sheet accounts.

	Dec. 31, 1915.	Dec. 31, 1916.	Increase or decrease.
ASSETS.			
Permanent and long-term investments:			
Fixed capital, plant and equipment, Dec. 31, 1909 (devoted to operation)	$12,268,100.29	$12,238,325.09	*$29,775.20*
Expenditures for plant and equipment since Dec. 31, 1909	1,148,200.80	1,327,568.63	179,367.83
	13,416,301.09	13,565,893.72	149,592.63
Accrued amortization of capital	421,220.60	461,292.05	40,071.45
Total	12,995,080.49	13,104,601.67	109,521.18
Securities owned of proprietary, affiliated, or controlled companies	314,379.00	314,379.00	....
Working assets:			
Materials and supplies	266,408.24	199,511.00	*66,897.24*
Cash	104,812.25	160,891.88	56,079.63
Bills receivable	4,750.00	4,750.00	....
Accounts receivable	340,934.97	344,141.13	3,206.16
Advances	5,825.00	5,475.00	*350.00*
Other working assets	1,106.00	1,106.00	....
Total	723,836.46	715,875.01	*7,961.45*
Accrued income not due, interest and dividends receivable	29,231.25	38,178.75	8,947.50
Deferred debit items:			
Insurance premiums paid in advance	2,593.79	9,562.20	6,968.41
Suspense accounts	....	5,076.10	5,076.10
Other prepayments	14,641.25	20,016.66	5,375.41
Unamortized debt discount and expense	17,643.37	14,114.77	*3,528.60*
Construction work in progress	12,214.88	28,042.85	15,827.97
Total	47,093.29	76,812.58	29,719.29
Grand total	14,109,620.49	14,249,847.01	140,226.52
LIABILITIES.			
Common stock	2,600,000.00	2,600,000.00	....
Long-term funded debt	4,059,652.00	4,059,652.00	....
Working liabilities:			
Consumers' deposits	225,284.55	228,211.55	2,927.00
Loans and bills payable	....	100,000.00	100,000.00
Audited vouchers and wages unpaid	75,181.80	53,266.49	*21,915.31*
Other working liabilities	569.17	1,087.67	518.50
Total	301,035.52	382,565.71	81,530.19
Accrued liabilities not due:			
Taxes accrued	244,213.83	157,329.74	*86,884.09*
Interest accrued	33,829.16	36,497.17	2,668.01
Total	278,042.99	193,826.91	*84,216.08*
Deferred credit items, unamortized premium on debt	15,120.83	12,096.66	*3,024.17*
Consumers' proportion of gas services	14,734.77	30,933.58	16,198.81
Free surplus—balance	6,841,034.38	6,970,772.15	129,737.77
Grand total	14,109,620.49	14,249,847.01	140,226.52

Capital accounts.

Accounts.	Total, year 1916.	Installed Dec. 31, 1909, to Jan. 1, 1916.	Total to Dec. 31, 1916.
Land devoted to gas operations	$22,938.05	$76,576.85	$99,514.90
Intangible capital, patent rights	....	500.00	500.00
General structures and equipment:			
General structures	8,440.65	1,805.84	10,246.49
General office equipment	528.95	15,572.69	16,101.64
General shop equipment	209.33	4,156.48	4,365.81
General store equipment	....	189.47	189.47
General stable equipment	1,997.00	28,563.85	30,560.85
Total general structures and equipment	11,175.93	50,288.33	61,464.26
Production plant:			
Works and structures	17,246.07	64,649.28	81,895.35
Holders	10,058.10	1,964.11	12,022.21
Furnaces, boilers, and accessories	396.00	21,440.77	21,836.77
Steam engines	....	15,072.51	15,072.51
Fence, square east of square 1025	193.32	....	193.32
Miscellaneous power-plant equipment	*36.90*	2,375.61	2,338.71
Benches and retorts	....	3,262.86	3,262.86
Water-gas sets and accessories	3,386.65	68,456.65	71,843.30
Purification apparatus	2,115.27	6,288.71	8,403.98
Accessory equipment at works	15,151.88	66,202.95	81,354.83
Total production plant	48,510.39	249,713.45	298,223.84
Transmission and distribution plant:			
Trunk lines and mains (distribution department equipment, Booster station equipment, Brightwood)	28,635.84	471,579.42	500,215.26
Gas services	36,860.74	49,889.26	86,750.00
Gas meters	25,107.37	195,949.32	221,056.69
Gas meter installation	2,929.92	2,102.89	5,032.81
Total transmission and distribution plant	93,533.87	719,520.89	813,054.76
Municipal street-lighting fixtures	1,032.80	30,309.92	31,342.72
Ancillary equipment:			
Gas engines and appliances	*2,475.81*	6,338.33	3,862.52
Gas tools and implements	37.26	1,253.48	1,290.74
Gas laboratory equipment	148.79	3,839.47	3,988.26
Total ancillary equipment	*2,289.76*	11,431.28	9,141.52
Undistributed construction expenditures, engineering and superintendence	4,466.55	9,860.08	14,326.63
RECAPITULATION.			
Land devoted to gas operations	22,938.05	76,576.85	99,514.90
Total intangible capital	....	500.00	500.00
Total general structures and equipment	11,175.93	50,288.33	61,464.26
Total production plant	48,510.39	249,713.45	298,223.84
Total transmission and distribution plant	93,533.87	719,520.89	813,054.76
Municipal street-lighting fixtures	1,032.80	30,309.92	31,342.72
Total ancillary equipment	*2,289.76*	11,431.28	9,141.52
Total undistributed construction expenditures	4,466.55	9,860.08	14,326.63
Grand total	179,367.83	1,148,200.80	1,327,568.63

Corporate surplus.

DEBITS.

Deductions for year:	
Federal income tax, balance 1914	$88.25
Bad checks, 1915	56.94
Loss on gas service bills, prior to 1916	38.66
Adjustment cuts in streets, prior to 1916	20.59
Refund consumers' deposits, etc	29.57
Balance carried to balance sheet	6,970,772.15
Total	6,971,006.16

CREDITS.

Balance	$6,841,034.38
Credit balance transferred from income account	41,983.40
Additions for year:	
Adjustment of personal taxes, prior to 1916	81,822.65
Interest on personal tax, 1914, and costs paid by District of Columbia	1,966.06
Refund taxes, 1915, on sublot 4, square south of square 1025	45.00
Refund of tax on coal by Philadelphia & Reading Coal & Iron Co.	3,580.38
Discounts, 1914, 1915, Standard Oil Co	48.95
Water gas tar, 1915	90.00
Sale of typewriter	86.65
Damage to electric light post, prior to 1916, collected	23.46
Gas sales, 1915	218.49
Refund on G. A. R. encampment donation, 1915	83.33
Collected on bad account	4.00
Service pipe, 1907	15.80
Unclaimed wages, 1915	2.12
Unclaimed balance of consumers' deposits	1.49
Total	6,971,006.16

Stocks and funded debt owned.

STOCKS.

Name.	Par value of stocks owned.	Dividends declared.		Valuation of stocks owned (our book values).
		Rate.	Amount.	
Securities owned of proprietary, affiliated, or controlled companies:				
Washington Gas Light Co. of Montgomery County, Md	$9,940.00	*Per cent.* 6	$596.40	$10,000.00
Georgetown Gas Light Co	88,250.00	[1] 5	8,825.00	172,004.00
Total	98,190.00		9,421.40	182,004.00

FUNDED DEBT.

Name.	Par value of funded debt owned.	Interest accrued.		Valuation of funded debt owned.
		Rate.	Amount.	
Securities owned of proprietary, affiliated, or controlled companies: Georgetown Gas Light Co. certificates of indebtedness	$132,375.00	*Per cent.* 5	$6,615.00	$132,375.00

[1] Semiannually.

Sinking, redemption, and other special funds: None.
Outside operations, revenues and expenses: None.

IMPORTANT CHANGES DURING THE YEAR.

Extensions or additions to plant or equipment: West station.—Converted storage holder into a relief holder, necessitating the installation of a new 36-inch inlet connection, and other work; installed larger gas mains connections from gas generators to new relief holder and back to exhausters; dry seals on eight purifier boxes to increase capacity of same; automatic safety seal on exhauster outlet; new 500,000-gallon oil tank with brick retaining wall, pipe line to oil tank; water gas tar pipe line from relief holder to tar separators; built new stable and garage; new pump house. East station.—Installed carburetor blast control and hydraulic valve, Terry turbine blowing set, new 500,000-gallon oil tank, pipe line to oil tank, 150-foot extension to trestle.

Decrease or abandonment of plant or equipment: Mains, 1,177 feet; service pipe, 2,857 feet; coal shed and trestle, east station; 2 stables at west station.

Contracts and agreements: None.

Taxes and assessments.

State or Territory.	Ad valorem on real and personal property.	Specific.		Internal revenue United States Government.	Total.
		On bonds.	On earnings, revenue or dividends.		
Washington, D. C.	$29,574.74	$1,122.67		$8,006.80	
Personal tax for year ending June 30, 1915 (see insert in year, 1915, annual report as to status of personal tax)			$74,057.12		
Personal tax for year ending June 30, 1916			80,289.53		
Total	29,574.74	1,122.67	154,346.65	8,006.80	$193,050.86

Property abandoned, 1916.

Description of property.	Account credited.	Total amount chargeable and charged off.
Mains (1,777 feet)	Fixed capital, plant and equipment, Dec. 31, 1909	$1,021.59
Services (2,857 feet)	do	820.17

GAS STATISTICS.

Location of works: Twenty-sixth and G Streets NW., and Twelfth and M Streets SE.

Real estate devoted to gas operations.

Description of land and buildings owned or occupied: See insert in back of book for year 1914.

Area of land: See insert in back of book for year 1914.

Whether owned or leased: Owned.

Year of acquisition: Lot 9, square 31, 1913 (cost, $175,000); Analostan Island, 1913 (cost, $7,281,597); north half lot 11, square 378, 1916 (cost, $3,122,295); year of acquisition and cost of balance of real estate not available.

Size and material of buildings: See insert in back of annual report for year 1914.

Book value: In the appraisal of Humphreys & Glasgow (Inc.) the value of all real estate, exclusive of lot 9, square 31, Analostan Island, and north half lot 11, square 378, was placed at $1,083,221.35.

Description of meters.[1]

Size, number of lights.	Record of all meters in use during year.					Number of prepayment meters of each size in use Dec. 31, 1916.	Meters condemned during year ending Dec. 31, 1916.
	Number in use Dec. 31, 1915.	Removed since.	Added since.	Changed in size.	Number in use Dec. 31, 1916.		
3	23,905	1,333	2,107	−297	24,382	[2] 4,039	334
5 and 5a	33,465	863	3,765	+259	36,626		81
10 and 10a	2,727	103	324	+ 50	2,998		8
20	872	27	15	− 5	855		
30 and 30a	538	20	40		558		
45	250	10	5	− 4	241		2
60	133	2	3	+ 2	136		1
100	110	3		− 5	102		2
200	24	1	2		25		
300	7		1		8		
Total	62,031	2,362	6,262		65,931	4,039	428

[1] Do not include meters in stock.

[2] All 3-light.

		Feet.
Gas on hand on Dec. 31, 1915	5,679,000	
Water gas made during year	3,050,141,000	3,055,820,000
Gas sold by meter during year	2,644,895,000	
Gas supplied to public lamps during year	162,820,625	
Gas sold to other plants during year	11,906,800	
Gas used at works and offices during year	14,225,300	
Gas on hand Dec. 31, 1916	5,200,000	
Total gas sold, used, and on hand		2,839,047,725
Gas unaccounted for during year		216,772,275

Description of purifiers.

Location.	Number.	Length.	Width.	Depth.
		Feet.	*Feet.*	*Feet.*
Northeast corner Twelfth and M Streets SE	8	24	24	7
Southeast corner Twenty-sixth Street and Virginia Avenue NW	8	25	20	7
Northwest corner Twenty-sixth and G Streets NW	4	25	20	4
Northeast Corner Twenty-seventh and H Streets	4	25	25	4

Description of holders and their location.

Location.	Number.	Open or covered.	Dimensions.		Date of construction.	Working capacity.
			Diameter.	Height.		
			Feet.	*Feet.*		*Cu. feet.*
Southwest corner Twenty-sixth and G Streets NW.	1	Open	113	60	1893	600,000
Southwest corner New Hampshire and Virginia Avenues NW.	1	...do	113	60	1883	600,000
Northeast corner New Hampshire and Virginia Avenues NW.	1	...do	145	90	1898	1,500,000
Southeast corner Twelfth and M Streets SE.	1	...do	152	66	1889	1,200,000
Southwest corner Thirteenth Street and Virginia Avenue SE.	1	...do	123	86	1895	1,000,000
First and K Streets SW	1	...do	112	60	1876	600,000
Do	1	...do	150	115	1909	2,600,000

Greatest output in 24 hours, with date of same, December 16, 1916, 12,018,000 cubic feet.

Least output in 24 hours, with date of same, August 6, 1916, 5,020,000 cubic feet.

Usual day pressure on street mains as indicated at works, 40/10 from 5 a. m. to 11 p. m., gradually reducing to —

Usual night pressure on street mains as indicated at works, 30/10 from 11 p. m. to 5 a. m.

Kind and sizes of street mains and length of each size in feet.

Kind.	Diameter, in inches.	Total length, in feet, Dec. 31, 1915.	Taken up since.	Abandoned but not removed.	Laid since.	Total length, in feet, Dec. 31, 1915.
Cast iron	24	34,715				34,715
Do	20	32,108				32,108
Do	16	25,525				25,525
Do	12	202,610			64	202,674
Do	10	44,386				44,386
Do	8	14,028				14,028
Do	6	660,476	492		10,427	670,411
Do	4	1,266,393	245		11,490	1,277,638
Do	3	268,712	18	42		268,652
Subtotal		2,548,953	755	42	21,981	2,570,137
Wrought iron	2	25,692	406		372	25,658
Do	$1\frac{1}{2}$	14,443			8,186	22,629
Do	$1\frac{1}{4}$	137,952	317		4,883	142,518
Do	1	76,213	257			75,956
Total		2,803,253	1,735	42	35,422	2,836,898

Statement of gas-making materials for the year ending Dec. 31, 1916.

	Anthracite coal.		Gas coal.	Steam coal.		Retort coke.		Oven coke.		Gas oil.
	Tons.	*Lbs.*	*Tons.*	*Tons.*	*Lbs.*	*Tons.*	*Lbs.*	*Tons.*	*Lbs.*	*Gallons.*
On hand Dec. 31. 1916	19,143		2,592	2,530		24	960			2,231,812
Received during the year	28,381	2,166		4,063	508			11,084	2,040	10,727,191
Sold during the year	485		4			1	1,600			
Generating water gas	34,350	1,746				2	1,280	10,687	539	
Generating steam	3,412		1,106	6,275	1,588	11	1,920	60	1,560	
Carburetting the gas										11,844,398
Used for other purposes	191		88	54		8	640	1	660	
Lost	1									
Shortage (by inventory)	3,004	1,240	665							
On hand Dec. 31, 1916	6,080	1,420	729	263	1,160			335	1,521	1,114,605
Average unit cost		$5.35	$3.54		$3.28				$5.91	$0.0308

Statement of residual products for the year 1916.

	Coke.		Water-gas tar.	Holder oils.	Light oils.
	Tons.	*Lbs.*			
On hand Dec. 31, 1915	24	960	Not measured	Not measured	Not measured.
Made during the year			do	do	Do.
Used during the year	22	1,600	13,013,530 gallons	None	None.
Sold during the year	1	1,600	328,742 gallons	84,910 gallons	Not measured.
On hand Dec. 31, 1916			Not measured	Not measured	Do.

Prices now obtained for residuals: Coke, none for sale; water-gas tar, 2 and 2¼ cents per gallon; light oils sold by flat rate contract.

Length and sizes of mains laid during the year for which contributions have been required of customers or others, and amount of such contributions: None.

Service pipes and fittings.

Diameter, in inches.	Added within the year 1916.					Removed or abandoned in year.
	Number.	Length, in feet.	Material.	Total cost per foot.	Total cost installed.	
Independent of size			$99.96	$0.0371	$3,347.00	
¾-inch						9
1-inch		891	39.23	.1149	102.35	47
1¼-inch	1,350	69,003	6,080.07	.3172	21,888.07	15
1½-inch	113	8,131	1,083.55	.3842	3,124.33	1
2-inch	76	5,737	1,144.75	.5626	3,227.84	4
3-inch	28	5,257	1,836.23	.7364	3,871.16	2
4-inch	14	1,090	1,131.81	1.5698	1,711.13	
Total	1,581	90,109	11,415.60	.4136	37,271.88	78

Number of residences piped by respondent in the year: 194.

Number of business places piped by respondent in the year: None.

Are service pipes laid free from main to meter? No.

If not, for what portion of pipe is charge made? For one-half of entire cost of all pipe laid.

At what rates per foot are consumers charged?

Size.	Inside extension.	Dirt.	Brick.	Belgian block or cobble.	Macadam.	Granite block.	Cement.	Asphalt block.	Wooden block.	Bituminous macadam or sheet asphalt.	Vitrified block.
1-inch......	$0.1743	$0.2751	$0.3975	$0.4083	$0.5417	$0.6083	$0.6417	$0.6563	$0.9417	$0.9973	$1.0528
1¼-inch.....	.1953	.3232	.4456	.4564	.5898	.6564	.6898	.7044	.9898	1.0454	1.1009
1½-inch.....	.2929	.4275	.5499	.5607	.6941	.7607	.7941	.8087	1.0941	1.1497	1.2052
2-inch......	.3152	.4963	.6187	.6295	.7629	.8295	.8629	.8775	1.1629	1.2185	1.2740
3-inch......	.4408	.6505	.7729	.7837	.9171	.9837	1.0171	1.0317	1.3171	1.3727	1.4282
4-inch......	.5627	1.0267	1.1491	1.1599	1.2933	1.3599	1.3933	1.4079	1.6933	1.7489	1.8044

One-half of the above charge payable by applicant.

Total number of street lamps in use in District of Columbia: 10,577.

Number of street lamps and posts owned by the respondent: 2,940.

Schedules of all prices on December 31, 1916: Price to private customers, 75 cents per thousand cubic feet with a penalty of 10 cents per thousand of not paid within 10 days from rendition of bill; 70 cents per 1,000 cubic feet municipal purposes, buildings; 70 cents per 1,000 cubic feet United States buildings.

Is any meter rent or minimum charge made? No.

DEPRECIATION.

On the 1st day of each month operating expense account "general amortization" is charged with 7 cents on each 1,000 cubic feet of gas sold during the previous month, the same account being credited with the total maintenance charges for the previous month. The balance being credited to "accrued amortization of capital."

The amount so deducted from revenues is designed to cover the total estimated depreciation for the year of all depreciable property of the plant.

OATH.

City of Washington, *District of Columbia, ss:*

We, the undersigned, Howard S. Reeside, president, and Sanford N. Whitwell, general auditor, of the Washington Gas Light Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company, which are kept in accordance with the accounting rules promulgated by the Public Utilities Commission; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

Howard S. Reeside, *President.*
Sanford N. Whitwell.

Subscribed and sworn to before me this 27th day of January, 1917.

[seal.] A. B. Kelly, *Notary Public.*

SEMMES MOTOR LINE (INC.).

Earnings and expenses.

Earnings:		
Motor-car earnings		$32,825.22
Expenses:		
Vehicle operation—		
Chauffeurs' wages	$4,802.20	
Gasoline	4,268.05	
Lubricants	924.71	
Tires	5,893.77	
Maintenance—		
Body repairs, labor	5,509.23	
Chassis repairs, materials	7,270.07	
Rent, proportion	1,404.87	
Taxes, proportion	132.75	
Insurance other than on buildings	48.57	
General expenses—		
Salaries of officers	2,912.00	
Office expense	242.93	
Advertising	61.44	
Miscellaneous	476.74	
Total expenses		33,947.33
Net deficit		1,122.11

Corporate surplus (or deficit) account.

DEBIT.

Balance from income account	$1,122.11

Balance sheet.

ASSETS.

Plant and equipment:	
Real estate	$300.00
Motor cabs	21,625.14
Inventory, supplies, etc	800.00
Cash:	
In bank	39.09
Cashier	243.25
Accounts	50.00
Deferred debits, taxes, prepaid	1,140.22
Deficit	1,122.11
Total assets	25,319.81

LIABILITIES.

Capital stock, common	10,000.00
Accounts payable	15,319.81
Total liabilities	25,319.81

Detailed report of officers and employees.

	Salaries and wages.	Average rate.	Number of employees.
President	$2,400.00	[1] $200.00	
Chauffeurs	4,802.20	[2] 1,200.55	4

[1] Per month. [2] Per annum.

Cabs used, Wilcox; capacity, 16 to 30 passengers.

WASHINGTON. D. C., *March 1, 1917.*

PUBLIC UTILITIES COMMISSION OF DISTRICT OF COLUMBIA.

GENTLEMEN: In lieu of salaries and wages (besides that of the president and chauffeurs), telephone messages, and other incidentals connected with the office work, a monthly charge of $20 for storage is made against each bus.

Very truly, yours,

SEMMES MOTOR LINE (Inc.),
By J. E. KANE, *Auditor.*

WASHINGTON, D. C., *March 1, 1917.*

PUBLIC UTILITIES COMMISSION, OF DISTRICT OF COLUMBIA.

GENTLEMEN: We beg to advise that there were no intra-District passengers on our busses during the year of 1916.

Very truly, yours,

SEMMES MOTOR LINE (Inc.),
By J. E. KANE, *Auditor.*

OATH.

DISTRICT OF COLUMBIA,
City of Washington ss:

We, the undersigned, Raphael Semmes, president, and J. E. Kane, auditor, of Semmes Motor Line (Inc.), on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said respondent, that we have carefully examined same, and declare the same to be a complete and correct statement of the business and affairs of said respondent in respect to each and every matter and thing therein set forth; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said respondent during the period for which said return is made, to the best of our knowledge, information and belief.

RAPHAEL SEMMES. *President.*
J. E. KANE.

Subscribed and sworn to before me. this 2d day of March, 1917.

[SEAL.]

RAE A. SERWER,
Notary Public, District of Columbia

POSTAL TELEGRAPH-CABLE CO.

List of officers.

Title.	Name.	Address.	Salary per month.
President	Clarence H. Mackay	253 Broadway, New York City	
Vice president and general manager.	Edward Reynolds	do	$1,424.40
Vice president	Charles C. Adams	do	1,305.70
Do	Charles P. Bruch	do	949.60
Do	Edward C. Platt	do	
Treasurer	do	do	356.10
Assistant treasurer	Joseph J. Cardona	do	284.88
Do	Milton W. Blackmar	do	
Do	Robert J. Hall	do	206.54
Secretary	William B. Dunn	do	284.88

Directors.

Name.	Address.	Expiration of term.
Clarence H. Mackay	253 Broadway, New York City	June 12, 1917.
Edward Reynolds	do	Do.
Charles C. Adams	do	Do.
Charles P. Bruch	do	Do.
Welcome I. Capen	do	Do.
George G. Ward	do	Do.
Edward C. Platt	do	Do.
William B. Dunn	do	Do.
W. W. Anderson	Wilmington, Del.	Do.

Local officer to whom correspondence concerning this report should be addressed: G. M. Foote, manager, 1420 New York Avenue.

Total amount of capital stock outstanding, $50,000.

Balance sheet.

ASSETS.

Plant	$50,000.00	
Cash in bank	94,556.68	
Due from agents	170,094.53	
Accounts receivable	98,025.06	
Profit and loss (deficit)	13,783.48	
		$426,459.75

LIABILITIES.

Capital stock	50,000.00	
Accounts payable	376,459.75	
		426,459.75

Income account.

Operating revenues	1,223,197.30	
Operating expenses	1,183,929.00	
Net operating revenue		$39,268.30

Deductions from income:		
Taxes	$33, 963. 64	
Other deductions from income	15, 508. 55	
Total deductions		$49, 472. 19
Net deficit		*10, 203. 89*
Deficit for year		*10, 203. 89*
Deficit at beginning of year		*3, 579. 59*
Deficit at close of year		*13, 783. 48*
Revenue from business done in District of Columbia only		2, 931. 71

Employees.

Class.	Number.	Average daily compensation.	Maximum hours worked per day.
Managers	7	$3. 01	9
Chief operators	11	3. 86	9
Operators	70	2. 60	9
Clerks	45	1. 24	9
Messengers	56	1. 07	9

OATH.

STATE OF NEW YORK,
County of New York, ss:

We, the undersigned, Charles P. Bruch, vice president, and Joseph J. Cardona, assistant treasurer, of Postal Telegraph-Cable Co., on our oath do severally say that the foregoing return has been prepared under our direction from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

CHARLES P. BRUCH,
Vice President.
JOSEPH J. CARDONA.

Subscribed and sworn to before me this 17th day of February, 1917.
[SEAL.]
ROBERT J. HALL,
Notary Public, Kings County, No. 65.
Certificate filed in New York County, No. 136.

WESTERN UNION TELEGRAPH CO.

Exact name of company: The Western Union Telegraph Co.

List of officers, title, and address.

Name.	Title.	Address.	Salary.
Newcomb Carlton	President	195 Broadway, New York City.	$40,000
G. W. E. Atkins	Vice president	do	12,500
Rush Taggart	Vice president and general counsel.	do	22,500
E. Y. Gallaher	Vice president and comptroller	do	9,717
J. C. Willever	Vice president in charge of coml.	do	10,000
W. N. Fashbaugh	Vice president in charge of traffic.	do	7,500
G. M. Yorke	Vice president in charge of plt. and eng.	do	9,000
A. F. Burleigh	Secretary	do	4,166
L. Dresdner	Treasurer	do	6,800

Directors.

Name.	Address.	Expiration of term.
Oliver Ames	96 Ames Building, Boston, Mass	April, 1917
William Vincent Astor	23 West Twenty-sixth Street, New York City	Do.
Henry A. Bishop	Post office box 296, Bridgeport, Conn	Do.
Newcomb Carlton	195 Broadway, New York City	Do.
Robert C. Clowry	30 Church Street, New York City	Do.
Henry W. De Forest	30 Broad Street, New York City	Do.
Chauncey M. Depew	Grand Central Station, New York City	Do.
William Fahnestock	2 Wall Street, New York City	Do.
Donald G. Geddes	51 Wall Street, New York City	Do.
George J. Gould	165 Broadway, New York City	Do.
Chauncey Keep	112 West Adams Street, Chicago, Ill	Do.
Robert S. Lovett	165 Broadway, New York City	Do.
Edwin G. Merrill	80 Broadway, New York City	Do.
Percy A. Rockefeller	26 Broadway, New York City	Do.
Jacob H. Schiff	52 William Street, New York City	Do.
Mortimer L. Schiff	do	Do.
Joseph J. Slocum	111 Broadway, New York City	Do.
James Stillman	52 Wall street, New York City	Do.
William H. Truesdale	90 West Street, New York City	Do.
William K. Vanderbilt, jr	Grand Central Station, New York City	Do.
Albert H. Wiggin	51 Broadway, New York City	Do.

Local officer to whom correspondence concerning this report should be addressed: E. Y. Gallaher, vice president and comptroller, 195 Broadway, New York City.

Total amount of capital stock outstanding	$99,786,726.66
Total amount of bonds outstanding	31,994,000.00
Total amount of securities owned (not held in sinking or other funds)	26,707,534.92
Total amount acquired during year	1,914,885.92
Total in sinking and other funds at end of year	279,977.65
Miscellaneous income	1,702,460.09

Balance sheet.

ASSETS.

Permanent and long-term investments	$159,304,859.36	
Working assets	31,232,779.95	
Accrued income not due	419,203.91	
Deferred debit items	802,826.11	
Total		$191,759,669.33

LIABILITIES.

Western Union	$99,786,726.66		
Stock subsidiary companies	1,860,450.00		
		$101,647,176.66	
Long-term debt		31,994,000.00 12,879,795.59	
Working liabilities		3,325,668.56	
Accrued liabilities not due		4,185,862.96	
Deferred credit items		13,159,096.97	
Profit and loss		24,568,068.59	
Total			$191,759,669.33

Income account.

Operating revenues	$61,919,140.52	
Operating expenses	43,018,328.45	
Net operating revenue		$18,900,812.07
Miscellaneous income		1,702,460.09
Gross income less operating expenses		20,603,272.16
Deductions from income:		
Taxes	$1,581,000.00	
Interest	1,334,175.39	
Other deductions from income	5,292,691.73	
Total deductions		8,207,867.12
Net income		12,395,405.04
Disposition of surplus:		
Adjustments	725,738.23	
Dividends, 6 per cent on $99,786,726 common stock	5,984,566.75	
		6,710,304.98
Surplus or deficit for year		5,685,100.06
Surplus or deficit at beginning of year		18,882,968.53
Surplus or deficit at close of year		24,568,068.59
Receipts from business done in District of Columbia only		9,283.29

OATH.

STATE OF NEW YORK,
County of New York, ss:

We, the undersigned, E. Y. Gallaher, vice president, and H. W. Ladd, general auditor of the Western Union Telegraph Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

E. Y. GALLAHER, *Vice President.*
H. W. LADD, *General Auditor.*

Subscribed and sworn to before me this 6th day of March, 1917.
[SEAL.]
C. A. VAN BRUNT,
Notary Public, Kings County, No. 6.

Certificate filed in New York County. My commission expires March 30, 1918.

CITY & SUBURBAN RAILWAY OF WASHINGTON.

Name of officer in charge of correspondence with the commission regarding this report: William F. Ham, comptroller, 231 Fourteenth Street NW., Washington, D. C.

IDENTITY OF RESPONDENT.

1. Exact name of company making this report: City & Suburban Railway of Washington.
2. Date of organization: June 19, 1888, under name of Eckington & Soldiers' Home Railway Co.
3. Under laws of what Government, State, or Territory organized: Under act of Congress approved June 19, 1888 (25 Stat., p. 190), amended April 30, 1890 (26 Stat., p. 77); April 30, 1892 (27 Stat., p. 23); July 5, 1892 (27 Stat., p. 65); February 13, 1893 (27 Stat., p. 444); August 23, 1894 (28 Stat., p. 492); June 10, 1896, February 3, 1897, June 27, 1898, March 3, 1899, June 5, 1900.
4. If a consolidated or a merging company, name all constituent and all merged companies. Under act of Congress approved June 27, 1898, the Eckington & Soldiers' Home Railway Co. acquired the franchises and property of the Maryland & Washington Railway Co. and the Columbia & Maryland Railway Co. of Maryland, lying between the District line and the town of Laurel, Md., and changed its own name to the City & Suburban Railway of Washington. Maryland & Washington Railway Co., incorporated under act of Congress approved August 1, 1892 (27 Stat., p. 341), amended August 23, 1894 (28 Stat., p. 590); March 2, 1895 (28 Stat., p. 713); February 20, 1896; June 27, 1898. Columbia & Maryland Railway Co. of Maryland, organized March, 1892, under section 23 of the Code of Public General Laws of Maryland; charter amended April, 1892, April, 1894, April, 1896. Washington, Berwyn & Laurel Electric Railroad Co., incorporated December 12, 1901, under section 23 of the code of Public General Laws of Maryland. Its property sold under foreclosure on September 1, 1910, and acquired October 19, 1910, by the Washington, Berwyn & Laurel Electric Railway Co., incorporated September 27, 1910, under section 275, article 23, of the Public General Laws of Maryland. Acquired by the City & Suburban Railway of Washington on October 20, 1910, under approval of Public Service Commission of Maryland.
5. Date and authority for each consolidation and for each merger: As above stated.
6. If a reorganized company, give name of original corporation, refer to laws under which it is organized, and state the occasion for the reorganization. As above stated.
7. State whether or not the respondent during the year conducted any part of its business under a name or names other than that shown in response to inquiry No. 1, above. No.
8. Give name of operating company, if any, having control of the respondent's property. Operates its own road.

Directors.

Name of director.	Office address.	Date of beginning of term.	Date of expiration of term.
Milton E. Ailes	Riggs National Bank, Washington, D. C.	Jan. 15, 1916	Jan. 20, 1917
Charles J. Bell	American Security & Trust Co., Washington, D. C.	do	Do.
Woodbury Blair	Hibbs Building, Washington, D. C.	do	Do.
Wm. F. Ham	231 Fourteenth Street NW., Washington, D. C.	do	Do.
Clarence P. King	do	do	Do.
Clarence F. Norment	National Bank of Washington, Washington, D. C.	do	Do.
Geo. Truesdell	Lincoln Avenue and R Street NE., Washington, D. C.	do	Do.
Wm. Loeb, jr	165 Broadway, New York City	do	Do.
Oscar L. Gubelman	120 William Street, New York City	do	Do.

Give the names and titles of all officers of the board of directors in control of the respondent at the close of the year. Chairman of board, Clarence P. King; secretary of board, S. R. Bowen.

Name the members of the executive committee of the board of directors of the respondent at the close of the year (naming first the chairman), and state briefly the powers and duties of that committee. Clarence F. Norment (chairman), Clarence P. King, Charles J. Bell, Woodbury Blair, Milton E. Ailes. Powers and duties: Immediate charge, management and control of business of company subject to the direction of board of directors. Full powers in the intervals between the meetings of board of directors to exercise all powers of the board excepting those of electing officers or of fixing the compensation of officers.

Principal general officers.

Title of general officer.	Name of person holding office at close of year.	Office address.	Salary per annum.
President	Clarence P. King	231 Fourteenth Street NW., Washington, D. C.	$2,500
Vice president	W. F. Ham	do	1,300
Assistant to president	R. W. King	do	500
Chairman of the executive committee.	Clarence F. Norment	Care National Bank of Washington, Washington, D. C.	200
Assistant secretary	Wm. L. Clarke	231 Fourteenth Street NW., Washington, D. C.	300
Secretary	S. R. Bowen	do	500
Treasurer	C. E. Brown	do	350
General attorney	John S. Barbour	do	1,000
Comptroller	W. F. Ham	do	[1]
Medical officer	L. W. Glazebrook	do	300
Engineer of ways and structures.	C. S. Kimball	do	900
Superintendent of railways	J. H. Stephens	do	1,000
Superintendent of transportation.	J. T. Moffett	do	700
Purchasing agent	R. W. Crowell	do	270

[1] See above.

Employees other than officers.

Class.	Number of employees.	Average wages. Per month.	Average wages. Per day.	Maximum hours continuous service.
GENERAL AND MISCELLANEOUS.				
Attorneys	4	$34.79		
Chief clerks	1	30.00		8
Clerks, bookkeepers, stenographers	16	74.66		8
POWER.				
Substation employees	10		$2.23	9-12
TRANSPORTATION.				
Division superintendent	1	130.00		
Inspectors	1	100.00		
Dispatchers and depot clerks	2		3.00	12
Starters	1		2.75	12
Conductors	91		[1]	12
Motormen	88		[1]	12
Switchmen, flagmen, yardmen	8		1.83	10
Road, track and linemen	60		1.77	9-10
Tube cleaners	3		1.50	9
Instructors, agents, clerks, etc	3	83.85		8
CAR HOUSES AND SHOPS.				
Foremen	4	115.25		10
Car cleaners	6		1.61	10
Car-house men	14		2.10	10

[1] 23½ to 27 cents per hour.

Transportation corporations controlled by respondent: None.
Nontransportation corporations controlled by respondent: None.

VOTING POWERS AND ELECTIONS.

1. State the par value of each share of stock. Common, $50 per share.
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote. Yes.
3. Are voting rights proportional to holdings? Yes.
4. Are voting rights attached to any securities other than stock? None.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? None.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing. December 29, 1916, for stockholders' meeting.
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. Thirty-five thousand votes, as of December 29, 1916.
8. State the total number of stockholders of record, corresponding to the answer to inquiry No. 7. Eighty-five stockholders.
9. Give the names of the 20 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within one year prior to the actual filing of this report) had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. If the stock book was not closed or the list of stockholders compiled within such year, show such 20 security holders as of the close of the year.

Name of security holder.	Address of security holder.	Number of votes to which security holder was entitled.	Number of votes, classified with respect to securities on which based, common stocks.
John Bauernschmidt	Harford and Erdman Avenue, Baltimore, Md.	86	86
Catholic University of America	Washington, D. C	32	32
Chas. B. Calvert	405 Stoneleigh Court, Washington, D. C.	75	75
Belle Golden	1201 M Street NW., Washington, D. C.	16	16
James B. Lackey	220 West Forty-second Street, New York City.	38	38
D. W. Magrath	1336 Vermont Avenue, Washington, D. C.	20	20
Lawrence Mangan	1637 L Street NW., Washington, D. C.	20	20
Mrs. Nannie Clark Smith	4 Pittsfield Street, Cranford, N. J.	33	33
R. S. Scammell	313 Eleventh Street SW., Washington, D. C.	40	40
Theodore Schmeckebier	1620 West Lexington Street, Baltimore, Md.	155	155
Paul A. Seeger	Care Drovers & Mechanics National Bank, Baltimore, Md.	184	184
Miss Bessie Oland Sensner	1331 Kenyon Street, Washington, D. C.	42	42
Townsend Scott & Son	209 East Fayette Street, Baltimore, Md.	34	34
United States Mortgage & Trust Co., trustee.[1]	New York City	26,427	26,427
United States Mortgage & Trust Co	do	4,950	4,950
Washington Railway & Electric Co	Washington, D. C	2,223	2,223
Phillip H. Hoffman	Equitable Building, Baltimore, Md.	25	25
Gustave Lieblich	609 Union Trust Building, Baltimore, Md.	50	50
Mickael Schloss	500 West Baltimore Street, Baltimore, Md.	50	50
Robert Taylor & Co		50	50

[1] Held as security under Washington Railway & Electric Co., consolidated mortgage.

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. Thirty-one thousand four hundred and three votes cast.

11. Give the date and place of such meeting. January 15, 1916, Washington, D. C.

CORPORATE CONTROL OVER RESPONDENT.

1. Did any corporation or corporations, transportation or other, hold control over the respondent at the close of the year? Yes.

If control was so held, state:

(*a*) The form of control, whether sole or joint. Sole.

(*b*) The name of the controlling corporation or corporations. Washington Railway & Electric Co.

(*c*) The manner in which control was established. Through ownership of stock.

(*d*) The extent of control. 96.07 per cent.

(*e*) Whether control was direct or indirect. Direct.

2. Did any individual, association, or corporation hold control, as trustee, over the respondent at the close of the year? No.

The Washington Railway & Electric Co. is the equitable owner of $1,681,150 out of a total of $1,750,000 capital stock of this company and as such, through its board of directors may direct the voting of such stock at stockholders' meetings for the election of directors and for certain other corporate purposes; subject however to restrictions contained in its consolidated mortgage, under which most if not all of said stock is pledged.

This corporation is managed and controlled by its own board of directors and officers and is therefore not under the control of the Washington Railway & Electric Co. (See P. P. Car Co. *v.* Mo. Pac., 150 U. S., 587.) Limiting therefore the sense of the word "control" to a present right to direct the vote of sufficient stock to elect directors of its selection, the schedules above have been filled out.

Guananties and suretyships: None.

Comparative general balance sheet.

ASSETS.

Balance at beginning of year.	Item.	Balance at close of year.	Net change during year (increase in roman, decrease in italic).
	INVESTMENTS.		
$3,812,172.46	Road and equipment	$3,811,808.47	*$363.99*
	CURRENT ASSETS.		
69,851.75	Cash	101,356.38	31,504.63
975.00	Special deposits	275.00	*700.00*
5,649.36	Miscellaneous accounts receivable	7,467.84	1,818.48
76,476.11	Total current assets	109,099.22	32,623.11
	UNADJUSTED DEBITS.		
790.05	Rents and insurance premiums paid in advance	263.25	*526.80*
4,186.73	Property abandoned chargeable to operating expenses	3,140.05	*1,046.68*
....	Other unadjusted debits	53.33	53.33
4,976.78	Total unadjusted debits	3,456.63	*1,520.15*
3,893,625.35	Grand total	3,924,364.32	30,738.97

LIABILITIES.

	STOCK.		
$1,750,000.00	Capital stock	$1,750,000.00	....
	LONG-TERM DEBT.		
1,750,000.00	Funded debt unmatured	1,750,000.00	....
89,909.02	Nonnegotiable debt to affiliated companies: Notes	89,909.02	....
1,839,909.02	Total long-term debt	1,839,909.02	....

Comparative general balance sheet—Continued.

LIABILITIES—Continued.

Balance at beginning of year.	Item.	Balance at close of year.	Net change during year (increase in roman, decrease in italic).
	CURRENT LIABILITIES.		
$10,295.31	Loans and notes payable	....	*$10,295.31*
2,323.90	Audited accounts and wages payable	$3,644.68	1,320.78
31,291.07	Miscellaneous accounts payable	59,155.37	27,864.30
2,071.00	Matured interest, dividends, and rents unpaid	1,600.00	*471.00*
36,458.30	Accrued interest, dividends, and rents payable	36,458.30	....
82,439.58	Total current liabilities	100,858.35	18,418.77
	UNADJUSTED CREDITS.		
10,468.29	Tax liability	11,419.69	951.40
10,758.05	Operating reserves	4,602.42	*6,155.63*
59,872.64	Accrued depreciation, road and equipment	79,604.89	19,732.25
....	Other unadjusted credits	690.16	690.16
81,098.98	Total unadjusted credits	96,317.16	15,218.18
	CORPORATE SURPLUS.		
140,177.77	Profit and loss, debit balance	137,279.79	*2,897.98*
3,893,625.35	Grand total	3,924,364.32	30,738.97

Road and equipment.

Account.	Investment in road and equipment, Jan. 1, 1915, to close of preceding year.	Total investment in road and equipment during the year.	Total investment in road and equipment since Dec. 31, 1914.
I. WAY AND STRUCTURES.			
Right of way	*$500.00*	....	*$500.00*
Ties	65.79	....	65.79
Rails, rail fastenings, and joints	246.47	....	246.47
Track and roadway labor	130.83	....	130.83
Poles and fixtures	14.70	....	14.70
Underground conduits	....	$316.86	316.86
Distribution system	95.93	....	95.93
Shops and carhouses	97.30	45.98	143.28
Stations, miscellaneous buildings, and structures	....	95.71	95.71
Other expenditures, way and structures	1.76	....	1.76
Total expenditures for way and structures	152.78	458.55	611.33
II. EQUIPMENT.			
Passenger and combination cars	279.07	429.37	708.44
Electric equipment of cars	415.00	*1,313.60*	*898.60*
Shop equipment	50.00	....	50.00
Total expenditures for equipment	744.07	*884.23*	*140.16*
III. POWER.			
Substation buildings	2,249.82	61.69	2,311.51
Transmission system	631.32	....	631.32
Total expenditures for power	2,881.14	61.69	2,942.83
Grand total	3,777.99	*363.99*	3,414.00

The uniform system of accounts for electric railway corporations in accordance with which books of this company are kept does not provide for a separation of investments in new lines and extensions and investments in additions and betterments.

Respondent's investment in road and equipment at close of year.

Investment to Dec. 31, 1908	$3,667,537.37
Investment from Dec. 31, 1908, to Dec. 31, 1914	140,857.10
Investment since Dec. 31, 1914	3,414.00
Total investment in road and equipment	3,811,808.47

Length of road owned, 25.36 miles.

Average investment per mile of road, exclusive of improvements on leased lines, $150,307.91.

Length of track owned, 41.427 miles.

Average investment per mile of track, $92,012.66.

Memorandum of securities included in investment in "Road and equipment": None.

Summary of securities owned: None.

Sinking funds: None.

Deposits in lieu of mortgaged property sold: None.

Special deposits at close of year: Baltimore Trust Co., for payment of coupons, $275.00.

Miscellaneous physical property: None.

Investments in securities of noncarrier companies affiliated with respondent: None.

Investments in securities of carriers affiliated with respondent: None

Investments in securities of nonaffiliated companies: None.

Investment advances to other companies: None.

Securities and other intangibles owned or controlled through nonreporting subsidiaries: None.

Insurance and other funds: None.

Discounts and premiums on securities outstanding: None.

Property abandoned chargeable to operating expenses.

Description of property abandoned.	Date of abandonment.	Amount charged to this account as of time of abandonment.	Amount written off to operating expenses prior to beginning of year.	Amount written off to operating expenses during year.	Remainder not yet written off.
Surface tracks on North Capitol Street between T and W Streets	1910	$9,473.26	$5,683.95	$947.33	$2,841.98
One switch and curve and 107.9 feet of straight track on Michigan Avenue between Monroe Street and the terminus near the B. & O. tracks, Brookland	1910	993.55	596.13	99.35	298.07
Total		10,466.81	6,280.08	1,046.68	3,140.05

Other unadjusted debits: Minor item, one in number, book value of item at close of year, $53.33.

Capital stock.

Common stock, authorizations closed prior to present year:

Par value of amount authorized	$1,750,000
Par value of total amount actually issued to close of year	1,750,000
Par value of amount actually outstanding at close of year	1,750,000
Stocks actually issued prior to present year—	
Par value	1,750,000
Cash received as consideration for issue	642,000
Cash value of other property acquired as consideration for issue	1,108,000

NOTES AND MEMORANDA ON CAPITAL STOCKS.

NOTE.—The sum of $760 is due the company for unpaid subscription to capital stock.

Stock sold to stockholders at par (less unpaid subscription to capital stock now amounting to $760), $642,000.

Issued to Elkins and Widener in exchange for $10,000 bonds of the Belt Railway Co., $10,000.

Issued in part payment for all the property and franchises of the Maryland & Washington Railway Co. for the District of Columbia, purchased per authority contained in act of Congress approved June 27, 1898, $500,000.

Issued in part payment for corporate property and franchises of the Columbia & Maryland Railway, which includes the line of railway extending from the northeast outline of the District of Columbia, at its intersection with Rhode Island Avenue, through the town of Hyattsville, to the town of Laurel, in the State of Maryland, purchased per authority contained in act of Congress approved June 27, 1898, $598,000.

Rates and dates of declaration of dividends during year (including rate per cent per annum and dates of maturity of interest on debenture stock, if any).	Amount of dividends declared during year.	Amount of dividends paid during year.	Amount of dividends due and unpaid at close of year.
2 per cent June 15, 1916	$34,913	$34,650	$263
2 per cent Dec. 21, 1916	34,913	34,650	263
Prior dates			799
Grand total, all classes of stocks	69,826	69,300	1,325

Particulars of obligations in support of which stocks are pledged and of stocks pledged thereunder: None.

Purposes of open authorizations and particulars of authorizations closed during the year: None.

Stock liability for conversion of securities of other companies: None.

Summary statement of unmatured funded debt.

Equipment obligations:	
Amount actually outstanding at close of year	$1,750,000.00
Interest liability at close of year on actually outstanding debt—	
Interest matured and unpaid	275.00
Interest accrued not due	36,458.30
Interest during year on actually outstanding debt—	
Interest accrued	87,500.00
Interest paid	88,200.00

SECURITY FOR UNMATURED FUNDED DEBT.

First mortgage 5 per cent (printed copy of mortgage previously filed).
Road mortgaged, City & Suburban Railway of Washington.
Miles of road, 25.36.
Miles of track, 41.427 (no limitation per mile of road).
Equipment, securities, income, etc., mortgaged or pledged: All franchises and property of the City & Suburban Railway of Washington.
Equipment obligations: None.

Unmatured funded debt other than equipment obligations.

Name and character of obligation: First mortgage bonds:	
Nominal date of issue, Aug. 1, 1898.	
Date of maturity, Aug. 1, 1948.	
Interest provisions—	
Rate per cent per annum, 5 per cent.	
Dates due, February and August.	
Par value of extent of indebtedness authorized	$1,750,000.00
Par value of evidences of debt—	
Actually issued to close of year	1,750,000.00
Evidences of debt actually issued prior to present year—	
Actually outstanding at close of year	1,750,000.00
Par value of total amount	1,750,000.00
Cash received as consideration for issue	237,500.00
Cash value of other property acquired as consideration for issue Cash value of services received as consideration for issue	1,500,000.00
Bonds sold for $237,500	250,000.00

Bonds issued in part payment for the property and franchises of the Maryland & Washington Ry. Co. of the District of Columbia, purchased per authority given by act of Congress approved June 27, 1898	$200,000.00
Bonds issued in part payment for the property and franchises of the Columbia & Maryland Ry. Co., purchased per authority given by act of Congress approved June 27, 1898	100,000.00
Bonds issued in accordance with contract dated August 25, 1898, between the Baltimore Security & Trading Co. of Baltimore and the City & Suburban Ry. of Washington. Under said contract the Baltimore Security & Trading Co. for $1,200,000 bonds and $200,000 in cash agreed to retire the bonds of the Eckington & Soldiers' Home Ry. Co., paying principal and interest due; make deed to property, car barn, etc., at Thirteenth and D Streets NE., pay floating debt of the Maryland & Washington Ry. Co.; refund one month's interest on bonds for period Aug. 1, 1898, to Sept. 1, 1898, construct, reconstruct, and equip the lines of railway owned by the City & Suburban Ry. of Washington, and other valuable considerations	1,200,000.00
Total discount on actual issues of prior years	12,500.00
Total discounts extinguished to close of year charged to construction or other investment account	12,500.00
Amount of interest accrued during year charged to income	87,500.00
Amount of interest paid during year	88,200.00
Interest liability at close of year—	
Matured and unpaid	275.00
Accrued not yet due	36,458.30

Purposes for which bonds and other evidences of funded debt were issued or assumed during the year: None.

Receiver's certificates: None.

Nonnegotiable debt to affiliated companies.

Name of creditor company: Washington Railway & Electric Co.	
Oct. 31, 1914, demand, 6 per cent, total amount owing at beginning of year	$89,909.02
Interest:	
Rate per annum, 6 per cent.	
(No interest charged to cost of property).	
Dates due, demand.	
Amount accrued during year	5,394.54
Amount paid during year	5,394.54
Total amount owing at close of year	89,909.02

Sundry current liabilities.

MISCELLANEOUS ACCOUNTS PAYABLE.

	Credit balance at close of year.
Washington Railway & Electric Co	$43,796.32
Potomac Electric Power Co	15,359.05
Total	59,155.37

Sundry unadjusted credits.

OPERATING RESERVES.

	Credit balance at close of year.
Damage reserves, amount set aside for injuries and damages	$4,602.42

OTHER UNADJUSTED CREDITS.

Minor accounts, 2 in number	690.16

Depreciation—Road, equipment, and miscellaneous physical property.

DEBIT ITEMS.

Retirement of electric equipment of cars	$1,004.23
Balances at close of year, accrued depreciation, road and equipment	79,604.89
Total	80,609.12

CREDIT ITEMS.

Balances at beginning of year, accrued depreciation, road and equipment	59,872.64
Passenger and combination cars, depreciation	5,400.00
Service equipment, depreciation	630.00
Electric equipment of cars, depreciation	4,169.22
Way and structures	9,551.20
Power	986.06
Total	80,609.12

BASES OF DEPRECIATION CHARGES.

Depreciation of cars and car equipment: Basis, 3 per cent per annum on the basis of the following arbitrary values:

A. Passenger and combination cars; double-truck suburban cars, $4,500 each.
C. Service equipment, $1,500 each.
D. Electric equipment of cars, $850 per motor.

Depreciation of way and structures: Basis, 9 per cent of revenue from transportation, covering maintenance, renewals. and depreciation balance above in depreciation fund represents excess of amount charged expenses over actual disbursements.

Depreciation of power-plant buildings and equipment: Basis, one-fourth per cent of revenue from transportation covering maintenance, renewals, and depreciation balance above in depreciation fund, represents excess of amount charged expenses over actual disbursements.

Profit and loss statement.

Item.	Debits.	Credits.
Credits:		
Credit balance at beginning of fiscal period		$140,177.77
Credit balance transferred from income account		67,829.02
Debits:		
Dividend appropriations of surplus	$69,826.00	
Miscellaneous appropriations of surplus (p. 314)	901.00	
Balance carried forward to balance sheet	137,279.79	
Total	208,006.79	208,006.79

Dividends declared during the year.

Name of security on which dividend was declared.	Rate per cent. Regular.	Rate per cent. Extra.	Par value of amount on which dividend was declared.	Amount of dividend.	Date. Declared.	Date. Payable.
	Per cent.					
Common stock	2	None	$1,745,650	$34,913	June 15, 1916	June 30, 1916
Do	2	None	1,745,650	34,913	Dec. 21, 1916	Dec. 30, 1916
Total				69,826		

Dividends were not declared on stock on which there was any unpaid subscription nor on stock the ownership of which is unknown.

No obligations were incurred for the purpose of procuring funds for the payment of dividends.

Income statement for the year.

Item.		Amount applicable to the year.	Comparison with preceding year (increase in roman, decrease in italic).
I. OPERATING INCOME.			
Railway operating revenues		$603,208.63	$19,014.79
Railway operating expenses		408,432.73	32,720.63
Net revenue, railway operations		194,775.90	*13,705.84*
Taxes assignable to railway operations:			
On real and personal property	$3,863.22		
On earnings	19,221.16		
Miscellaneous	10,116.23		
		33,200.61	1,447.76
Operating income		161,575.29	*15,153.60*
II. NONOPERATING INCOME.			
Income from unfunded securities and accounts		318.58	69.53
Gross income		161,893.87	*15,084.07*
III. DEDUCTIONS FROM GROSS INCOME.			
Interest on funded debt		87,500.00	.01
Interest on unfunded debt		6,012.26	*126.70*
Miscellaneous debits		552.59	*364.18*
Total deductions from gross income		94,064.85	*490.87*
Income balance transferred to profit and loss		67,829.02	*14,593.20*

Railway operating revenues.

Class of railway operating revenues.	Amount of revenue for the year.	Comparison with revenue of preceding year (increase in roman, decrease in italic).
I. REVENUE FROM TRANSPORTATION.		
Passenger revenue	$595,784.16	$22,063.77
Parlor, sleeping, dining, and special car revenue	256.25	90.75
Mail revenue	62.22	22.61
Total revenue from transportation	596,102.63	22,177.13
II. REVENUE FROM OTHER RAILWAY OPERATIONS.		
Station and car privileges	2,600.04	225.06
Rent of tracks and facilities		*3,966.62*
Rent of equipment	3,594.42	567.72
Rent of buildings and other property	911.54	11.50
Total revenue from other railway operations	7,106.00	*3,162.34*
Total operating revenues	603,208.63	19,014.79

Auxiliary operations: None.
Miscellaneous operations: None.

Railway operating expenses.

Name of railway operating expense account.	Amount of operating expenses for the year.	Comparison with expenses of preceding year (increases in roman, decreases in italic).
I. WAY AND STRUCTURES.		
Superintendence of way and structures	$3,744.62	$1,556.06
Maintenance of track and roadway	28,359.05	454.88
Other maintenance of way	565.99	69.37
Poles and fixtures	1,333.37	*653.32*
Underground conduits		*116.91*
Distribution system	4,782.51	1,064.73
Miscellaneous electric line expenses	72.10	11.45
Buildings, fixtures, and grounds	5,001.70	2,564.97
Depreciation of way and structures	9,551.20	*8,933.33*
Total way and structures	53,410.54	*3,982.10*
II. EQUIPMENT.		
Superintendence of equipment	1,466.31	*113.35*
Maintenance of cars	19,447.82	2,593.68
Electric equipment of cars	9,086.55	1,146.51
Miscellaneous equipment expenses	3,532.06	268.88
Depreciation of equipment	10,358.59	*31.85*
Total equipment	43,891.33	3,863.87
III. POWER.		
Superintendence of power	655.93	133.58
Power plant buildings, fixtures, and grounds	60.03	*138.67*
Substation equipment	291.61	*258.67*
Transmission system	152.55	*88.28*
Depreciation of power plant buildings and equipment	986.06	541.04
Substation employees	4,421.28	800.56
Substation supplies and expenses	220.23	*55.33*
Power purchased	67,453.68	1,900.11
Total power	74,241.37	2,834.34
IV. CONDUCTING TRANSPORTATION.		
Superintendence of transportation	10,308.30	660.49
Passenger conductors, motormen, and trainmen	125,803.14	12,114.02
Miscellaneous car-service employees and expenses	9,015.81	2,171.74
Station employees and expenses	267.20	100.00
IV. CONDUCTING TRANSPORTATION—continued.		
Car house employees and expenses	$13,506.89	$165.34
Signal, interlocking, telephone, and telegraph systems	320.61	*479.02*
Other transportation expenses	1,480.98	225.82
Total conducting transportation	160,702.93	14,958.39
V. TRAFFIC.		
Traffic expense	660.83	7.52
VI. GENERAL AND MISCELLANEOUS.		
Salaries and expenses of general officers and general office clerks	13,089.52	1,934.57
General office supplies and expenses	1,688.71	292.10
Law expenses	1,332.57	404.53
Relief department expenses	190.39	*71.43*
Pensions and gratuities	136.67	116.67
Miscellaneous general expenses	2,665.54	889.64
Valuation expenses	2,400.00	40
Injuries and damages	20,883.07	9,404.53
Insurance	585.41	*1.29*
Stationery and printing	4,222.34	469.66
Store expenses	1,716.99	324.50
Garage and stable expenses	856.79	117.06
Rent of equipment	25,757.73	1,157.67
Total general and miscellaneous	75,525.73	15,038.61
Grand total operating expenses	408,432.73	32,720.63
RECAPITULATION.		
I. Way and structures	53,410.54	*3,982.10*
II. Equipment	43,891.33	3,863.87
III. Power	74,241.37	2,834.34
IV. Conducting transportation	160,702.93	14,958.39
V. Traffic	75,525.73	15,038.61
VI. General and miscellaneous	660.83	7.52
Grand total operating expenses	408,432.73	32,720.63

Operating ratio (ratio of operating expenses to operating revenues) 67.71 per cent.
Income from lease of road: None.
Miscellaneous rent income: None.
Dividend income: None.
Income from funded securities: None.

INCOME FROM UNFUNDED SECURITIES AND ACCOUNTS.

Description of unfunded security, advance, loan, or account showing characteristics of such security, etc., and name of the debtor: Interest on bank deposits.
Period covered by interest: January 1, 1916, to December 31, 1916.
Income derived as interest, $318.58.
Contributions from others: None.
Miscellaneous income: None.
Rent for leased roads: None.
Abstracts of leasehold contracts: None.
Miscellaneous rents: None.

Interest on unfunded debt charged to income.

Interest on nonnegotiable debt to affiliated companies	$5,394.54
Interest on loans and notes payable	617.72
Total	6,012.26

Income transferred to other companies: None.

Miscellaneous debits.

Minor items (2 in number)	$552.59
Commission for paying interest coupons	55.33
Income taxes levied on bondholders and assumed by the company	497.26
Total	552.59

Appropriations of surplus to sinking fund and other reserves: None.
Appropriations of surplus for investment in physical property: None.
Miscellaneous appropriations of surplus.—Amount charged to profit and loss.

Distribution to conductors and motormen under profit-sharing plan	$901

Miscellaneous items in profit and loss account for the year: None.

Road operated at close of year.

Class.	Name of road or track.	Termini between which road named extends.	Miles of road.	Miles of second main track.	Miles of sidings and turnouts.	Miles of track in car houses, shops, etc.	Total.
1A	East Washington line.	Fifteenth and G Streets NW. to Thirteenth and D Streets NE.	2.635	1.150	0.159		3.94
4A	Main line	First and G Streets to Stanton Square, return Third and Massachusetts Avenue to First and G.	.761	.646	.194		1.601
1B	Spur	Fifth and G Streets NW. to Fifth and F NW.	.063	.063	.042		168
1A	Maryland line, main line.	Fifth and G Streets to Laurel, Md.	18.420	8,973	.415	.679	28.487
	Brookland line:						
1A	Main line		3.576	3.547	.052		7.175
1B	Spur		.820	.820	.013		1.653
	Total		26.275	15.199	.875	.679	43.028

Miles of road operated at close of year—by States and Territories (single track).

State or Territory.	Line owned.		Line operated under trackage rights.	Total mileage operated.
	Main line.	Branches and spurs.		
District of Columbia	20.950	1.821	1.601	24.372
Maryland	18.656			18.656
Total mileage (single track)	39.606	1.821	1.601	43.028

Road owned at close of year—by States and Territories: None.
Auxiliary operations carried on at the close of the year: None.
Miscellaneous physical properties operated at the close of the year: None.

Mileage traffic, and miscellaneous statistics.

Item.	Number or amount.	Item.	Number or amount.
Passenger-car mileage	2,250,009	Revenue from transportation per car-mile	$0.26493
Passenger car-hours	256,164	Revenue from transportation per car-hour	2.32704
Regular fare passengers carried	13,961,560	Total revenue from other railway operations	7,106.00
Revenue transfer passengers carried	105,775	Revenue from other railway operations per car-mile	.00316
Total revenue passengers carried	14,067,335	Revenue from other railway operations per car-hour	.02774
Free transfer passengers carried	3,549,629	Total operating revenues	603,208.63
Total passengers carried	17,616,964	Operating revenues per car-mile	.26809
Employees and others carried free	86,663	Operating revenues per car-hour	2.35478
Passenger revenue	$595,784.16	Total operating expenses	408,432.73
Average fare, revenue passengers	.04235	Operating expenses per car-mile	.18152
Average fare, all passengers (including transfer passengers)	.03382	Operating expenses per car-hour	1.59441
Total revenue from transportation	596,102.63		

Accidents to persons.

Item.	Injured.	Total.
Passengers	157	157
Employees	29	29
Other persons	33	33
Total	219	219

Employees.

General administration:	
General officers	15
General office clerks	17
Maintenance of way and structures:	
Superintendents	3
Other employees	68
Maintenance of equipment—Superintendents	2
Power:	
Superintendents	1
Other employees	10
Transportation:	
Superintendents	3
Other employees	208
Total	327

Aggregate salaries and wages paid for the year $193,287.01

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Description of equipment.

With electric equipment:	
Closed passenger cars	40
Work cars	1
Snow plows	1
Sweepers	2
Miscellaneous	10
Total equipment of all classes	54

Statement above of cars, etc., is a statement of cars owned; this company operates 76 passenger cars, hiring from other companies those in excess of cars owned.

Important changes during the year.

	Mile.
Crossover on Massachusetts Avenue, east side of Plaza and sidings in front of station, omitted from last report	0.194
Errors in O. H. and U. G., crossovers, last report	.033
Plus	.161

VERIFICATION.

CITY OF WASHINGTON,
District of Columbia. ss:

William F. Ham makes oath and says that he is comptroller of City & Suburban Railway of Washington, that it is his duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that he knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Public Utilities Commission effective during the said period; that he has carefully examined the said report, and to the best of his knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that he believes that all other statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

WM. F. HAM.

Subscribed and sworn to before me, a notary public in and for the District above named, this 28th day of February, 1917.

[SEAL.] J. E. TENLY.

My commission expires March 3, 1921.

SUPPLEMENTAL OATH.

CITY OF WASHINGTON,
District of Columbia, ss:

Clarence P. King makes oath and says that he is president of City & Suburban Railway of Washington, that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

CLARENCE P. KING.

Subscribed and sworn to before me, a notary public in and for the District above named, this 28th day of February, 1917.

[SEAL.] J. E. TENLY.

My commission expires March 3, 1921.

GEORGETOWN & TENNALLYTOWN RAILWAY CO.

Name of officer in charge of correspondence with the commission regarding this report: William F. Ham, comptroller, 231 Fourteenth Street N. W., Washington, D. C.

IDENTITY OF RESPONDENT.

1. Exact name of company making this report: The Georgetown & Tennallytown Railway Co. of the District of Columbia.
2. Date of organization: August 22, 1888.
3. Under laws of what Government, State, or Territory organized? Under act of Congress approved August 22, 1888 (25 Stats., p. 446); amended March 24, 1890 (26 Stats., p. 29); July 14, 1892 (27 Stats., p. 155); (Washington Railway & Electric Co.) June 5, 1900.
4. If a consolidated or a merging company, name all constituent and all merged companies. Not a consolidated or merged company.
5. Date and authority for each consolidation and for each merger: Not a consolidated or merged company.
6. If a reorganized company, give name of original corporation, refer to laws under which it was organized, and state the occasion for the reorganization. Not a reorganized company.
7. State whether or not the respondent during the year conducted any part of its business under a name or names other than that shown in response to inquiry No. 1, above. No.
8. Give name of operating company, if any, having control of the respondent's property. Operates its own railroad.

Directors.

Name of director.	Office address.	Date of beginning of term.	Date of expiration of term.
Milton E. Ailes	Riggs National Bank, Washington, D. C.	Jan. 15, 1916	Jan. 20, 1917
Charles J. Bell	American Security & Trust Co., Washington, D. C.	do	Do.
Woodbury Blair	Hibbs Building, Washington, D. C.	do	Do.
William F. Ham	231 Fourteenth Street NW., Washington, D. C.	do	Do.
Clarence P. King	do	do	Do.
Clarence F. Norment	National Bank of Washington, Washington, D. C.	do	Do.
George Truesdall	Lincoln Avenue and R Street NE., Washington, D. C.	do	Do.
William Loeb, jr	165 Broadway, New York City	do	Do.
Oscar L. Tubelman	120 Williams Street, New York City	do	Do.

Give the names and titles of all officers of the board of directors in control of the respondent at the close of the year. Chairman of board, Clarence P. King; secretary of board, S. R. Bowen.

Name the members of the executive committee of the board of directors of the respondent at the close of the year (naming first the chairman), and state briefly the powers and duties of that committee. Clarence F. Norment (chairman), Clarence P. King, Chas. J. Bell, Woodbury Blair, and Milton E. Ailes. Powers and duties: Immediate charge, management, and control of business of company subject to the direction of board of directors. Full powers in the intervals between the meetings of board of directors to exercise all powers of the board, exception those of electing officers or of fixing the compensation of officers.

Principal general officers.

Title of general officer.	Name of person holding office at close of year.	Office address.	Salary per annum.
President	Clarence P. King	231 Fourteenth Street NW., Washington, D. C.	$375.00
Vice President	W. F. Ham	do	195.00
Chairman executive committee	Clarence F. Norment	National Bank of Washington	30.00
Medical officer	L. W. Glazebrook	231 Fourteenth Street NW., Washington, D. C.	45.00
Assistant secretary	Wm. L. Clarke	do	45.00
Secretary	S. R. Bowen	do	75.00
Treasurer	C. E. Brown	do	52.50
General attorney	John S. Barbour	do	150.00
Comptroller	W. F. Ham	do	(1)
Assistant to the president	R. W. King	do	75.00
Engineer of way and structures	C. S. Kimball	do	135.00
Superintendent of railways	J. H. Stephens	do	150.00
Superintendent of transportation	J. T. Moffett	do	105.00
Purchasing agent	R. W. Crowell	do	40.50

1 See above.

Employees other than officers.

Class.	Number of employees.	Average wages. Per month.	Per hour.	Per day.	Maximum hours continuous service.
GENERAL AND MISCELLANEOUS.					
Attorneys	3	$5.29			
Chief clerk	1	4.50			8
Clerks, bookkeepers, stenographers	2	74.66			8
TRANSPORTATION.					
Division superintendent	1	120.00			
Inspector	1	100.00			
Dispatchers and depot clerks	2			$3.00	12
Conductors	9		$0.23½–$0.27		12
Motormen	11		.23½– .27		12
Switchmen, flagmen, yardmen	4			1.70	10
Road, track, and line men	10			1.76	9-10
CAR HOUSES AND SHOPS.					
Foremen	2			3.00	10
Car cleaners	3			1.61	10
Car-house men	6			2.10	10

Transportation corporations controlled by respondent: None.
Nontransportation corporations controlled by respondent: None.

Voting powers and elections.

1. State the par value of each share of stock. Common, $50 per share.
2. State whether or not each share of stock has the right to one vote. Yes.
3. Are voting rights proportional to holdings? Yes.
4. Are voting rights attached to any securities other than stock? No.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? No.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing. December 29, 1916; stockholders' meeting.
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. Four thousand votes, as of December 29, 1916.
8. State the total number of stockholders of record, corresponding to the answer to inquiry No. 7. Ninety stockholders.

9. Give the names of the 20 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within one year prior to the actual filing of this report) had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. If the stock book was not closed or the list of stockholders compiled within such year, show such 20 security holders as of the close of the year.

Name of security holder.	Address of security holder.	Number of votes to which security holder was entitled.	Number of votes, classified with respect to securities on which based, common stocks.
American Security & Trust Co., trustee Alexander Mellvile Memorial Fund.[1]	Washington, D. C.	28	28
Jos. F. Birch	do	25	25
Mary A. Britt	do	29	29
Alice Cary Burdette	do	17	17
Susie E. Burdette	do	17	17
Sarah F. Garrison		20	20
Mary F. Goldsbourgh	Washington, D. C., care American Security & Trust Co.	30	30
H. C. Harrison	Washington, D. C	15	15
Gertrude H. Hubbard	do	20	20
Anna G. Hurst	do	35	35
Mary Miller	do	15	15
Jos. H. Saville	do	75	75
Nicholas H. Shea	do	50	50
Geo. M. Sinclair	Philadelphia, Pa., Providence Building.	17	17
M. A. Sinclair	Care G. M. Sinclair, Philadelphia, Pa.	16	16
L. E. Sinclair	231 Fourteenth Street NW., Washington, D. C.	17	17
Harrett G. Bell		12	12
Virginia Taylor	Poughkeepsie, N. Y	20	20
United States Mortgage & Trust Co., trustee.[2]	New York, N. Y	3,133	3,133
Washington Railway & Electric Co.	231 Fourteenth Street NW., Washington, D.C.	110	110

[1] Particulars of trust unknown.
[2] Held as security under Washington Railway & Electric Co. consolidated mortgage.

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. Three thousand one hundred and thirty-nine votes cast.

11. Give the date and place of such meeting. January 15, 1916.

CORPORATE CONTROL OVER RESPONDENT.

1. Did any corporation or corporations, transportation or other, hold control over the respondent at the close of the year? Yes.

If control was so held, state:

(*a*) The form of control, whether sole or joint. Sole.

(*b*) The name of the controlling corporation or corporations. Washington Railway & Electric Co.

(*c*) The manner in which control was established. Through ownership of stock.

(*d*) The extent of control. Eighty-one per cent.

(*e*) Whether control was direct or indirect. Direct.

2. Did any individual, association, or corporation hold control, as trustee, over the respondent at the close of the year? No. The Washington Railway & Electric Co. is the equitable owner of $162,700 out of $200,000 capital stock of this company, and as such, through its board of directors, may direct the voting of such stocks at stockholders' meetings for the election of directors and for certain other corporate purposes, subject, however, to restrictions contained in its consolidated mortgage under which most, if not all, of said stock is pledged.

This corporation is managed and controlled by its own board of directors and officers, and is therefore not under the control of the Washington Railway & Electric Co. (see P. P. Car Co. *v.* Mo. Pac., 150 U. S., 587), limiting, therefore, the sense of the word "control" to a present right to direct the vote of sufficient stock to elect directors of its selection. The schedules above have been filled out.

Guaranties and suretyships: None.

Comparative general balance sheet.

ASSETS.

Balance at beginning of year.	Item.	Balance at close of year.	Net change during year (increase in roman, decrease in italic.)
	INVESTMENTS.		
$386,873.85	Road and equipment	$385,715.45	*$1,158.40*
	CURRENT ASSETS.		
11,846.45	Cash	3,680.99	*8,165.46*
6,663.90	Miscellaneous accounts receivable	3,672.11	*2,991.79*
18,510.35	Total current assets	7,353.10	*11,157.25*
	UNADJUSTED DEBITS.		
19.56	Rents and insurance premiums paid in advance	6.60	*12.96*
2,048.48	Other unadjusted debits		*2,048.48*
2,068.04	Total unadjusted debits	6.60	*2,061.44*
407,452.24	Grand total	393,075.15	*14,377.09*

LIABILITIES.

Balance at beginning of year.	Item.	Balance at close of year.	Net change during year
	STOCK.		
$200,000.00	Capital stock	$200,000.00	
	LONG-TERM DEBT.		
172,266.48	Nonnegotiable debt to affiliated companies, notes	172,266.48	
	CURRENT LIABILITIES.		
860.94	Audited accounts and wages payable	958.49	$97.55
50,380.15	Miscellaneous accounts payable	46,614.43	*3,765.72*
80,100.00	Matured interest, dividends, and rents unpaid	80,100.00	
100,000.00	Matured funded debt unpaid	100,000.00	
231,341.09	Total current liabilities	227,672.92	*3,668.17*
	UNADJUSTED CREDITS.		
1,610.46	Tax liability	1,575.42	*35.04*
	Operating reserves	1,732.44	1,732.44
279.00	Accrued depreciation, road and equipment	352.50	73.50
1,749.06	Other unadjusted credits	1,905.79	156.73
3,638.52	Total unadjusted credits	5,566.15	1,927.63
	CORPORATE SURPLUS.		
199,793.85	Profit and loss	*212,430.40*	*12,636.55*
407,452.24	Grand total	393,075.15	*14,377.09*

Road and equipment.

Account.	Investment in road and equipment Jan. 1, 1915, to close of preceding year.	Total investment in road and equipment during the year.	Total investment in road and equipment since Dec. 31, 1914.
I. WAY AND STRUCTURES.			
Engineering and superintendence	....	$36.00	$36.00
Grading	....	36.41	36.41
Rails, rail fastenings, and joints	$413.82	....	413.82
Special work	....	750.00	750.00
Track and roadway labor	106.18	104.80	210.98
Paving	4,568.92	150.00	4,418.92
Distribution system	37.87	12.00	49.87
Shops and carhouses	18,972.00	22.99	18,949.01
Total expenditures for way and structures	14,960.95	993.40	15,954.35
II. EQUIPMENT.			
Service equipment	....	165.00	165.00
Grand total	14,960.95	1,158.40	16,119.35

The uniform system of accounts for electric railways corporations, in accordance with which books of this company are kept, does not provide for a separation of investment in new lines and extensions and investments in additions and betterment.

Respondent's investment in road and equipment at close of year.

Investment to Dec. 31, 1908	$441,711.06
Investment from Dec. 31, 1908, to Dec. 31, 1914	39,876.26
Investment since Dec. 31, 1914	16,119.35
Total investment in road and equipment	385,715.45

Length of road owned, 4.309 miles.

Average investment per mile of road, exclusive of improvements on leased lines, $89,513.91.

Length of track owned, 8.514 miles.

Average investment per mile of track, $45,303.67.

Securities included in investment in "Road and equipment:" None.

Summary of securities owned: None.

Sinking funds: None.

Deposits in lieu of mortgaged property sold: None.

Miscellaneous physical property: None.

Special deposits: None.

Investments in securities of noncarrier companies affiliated with respondent: None.

Investments in securities of carriers affiliated with respondent: None.

Investments in securities of nonaffiliated companies: None.

Investment advances to other companies: None.

Securities and other intangibles owned or controlled through nonreporting subsidiaries: None.

Insurance and other funds: None.

Discounts and premiums on securities outstanding: None.

Property abandoned chargeable to operating expenses: None.

Other unadjusted debits: None.

Capital stock.

Common stock, authorizations closed prior to present year:	
Par value of amount authorized	$200,000
Par value of total amount actually issued to close of year	200,000
Par value of amount actually outstanding at close of year	200,000
Stocks actually issued prior to present year—	
Par value	200,000
Cash received as consideration for issue	200,000

Receipts outstanding at the close of the year for installments received on subscriptions for stocks: None.

Obligations in support of which stocks are pledged and of stocks pledged thereunder: None.

Purposes of open authorizations and particulars of authorizations closed during the year: None.

Stock liability for conversion of securities of other companies: None.

Summary statement of unmatured funded debt: None.

Security for unmatured funded debt: None.

Equipment obligations: None.

Unmatured funded debt other than equipment obligations: None.

Purposes for which bonds and other evidences of funded debt were issued or assumed during the year: None.

Receiver's certificates: None.

Nonnegotiable debt to affiliated companies.

Name of creditor company.	Total amount owing at beginning of year.	Interest.				Total amount owing at close of year.
		Rate per annum.	Dates due.	Amount accrued during year.	Amount paid during year.	
		Per cent.				
Washington Ry. & Electric Co., $109,000	$109,000.00	6	On demand	$6,540.00	$6,540.00	$109,000.00
Washington Ry. & Electric Co., $63,266.48	63,266.48		...do......	None.	None.	63,266.48
Total	172,266.48			6,540.00	6,540.00	172,266.48

No interest charged to cost of property.

Sundry current liabilities.

Name of creditor or of obligation.	Character of liability or of transactions involved.	Credit balance at close of year.
MISCELLANEOUS ACCOUNTS PAYABLE.		
Potomac Electric Power Co		$44.06
City & Suburban Ry. of Washington		5,042.24
Washington Ry. & Electric Co		41,528.13
Total		46,614.43
MATURED FUNDED DEBT UNPAID.		
First mortgage 6 per cent bonds	Unable to liquidate debt when due Feb. 1, 1904.	70,000.00
Second mortgage 6 per cent bonds	.....do	30,000.00
Total		100,000.00

Sundry unadjusted credits.

Name of subaccount.	Character of subaccount.	Credit balance at close of year.
OPERATING RESERVES.		
Damage reserves	Amount set aside for injuries and damages	$1,732.44
OTHER UNADJUSTED CREDITS.		
Commutation ticket sales	Unredeemed tickets	1,905.79

Depreciation—Road, equipment, and miscellaneous physical property.

DEBIT ITEMS.

Balances at close of year, accrued depreciation, road and equipment	$352.50

CREDIT ITEMS.

Balances at beginning of year, accrued depreciation, road and equipment	279.00
Service equipment, depreciation	22.50
Electric equipment of cars, depreciation	51.00
Total	352.50

BASES OF DEPRECIATION CHARGES.

Depreciation of cars and car equipment: Basis, 3 per cent per annum on the basis of the following arbitrary values:

C. Service equipment, $1,500 each.

D. Electric equipment of cars, $850 per motor.

Depreciation of way and structures: Basis, 9 per cent of revenue from transportation, covering maintenance, renewals, and depreciation. This amount being less than actual disbursements for such purposes, no balance was created in the fund for accrued depreciation of way and structures.

Profit and loss statement.

Item.	Debits.	Credits.
Debits:		
Debit balance at beginning of fiscal period	$199,793.85	
Debit balance transferred from income account	12,449.05	
Miscellaneous appropriations of surplus	161.25	
Loss on road and equipment retired	26.25	
Balance carried forward to balance sheet		212,430.40
Total	212,430.40	212,430.40

Dividends declared during the year: None.

Income statement for the year.

Item.		Amount applicable to the year.	Comparison with preceding year (increase in roman, decrease in italic).
I. OPERATING INCOME.			
Railway operating revenues		$72,501.98	$136.50
Railway operating expenses		68,797.15	4,537.62
Net revenue, railway operations		3,704.83	*4,401.12*
Taxes assignable to railway operations:			
On real and personal property	$298.43		
On earnings	2,853.47		
Miscellaneous	731.32		
		3,883.22	*23.80*
Operating income		*178.39*	*4,377.32*
II. NONOPERATING INCOME.			
Income from unfunded securities and accounts		269.34	85.60
Gross income		90.95	*4,291.72*

Income statement for the year—Continued.

Item.	Amount applicable to the year.	Comparison with preceding year (increase in roman, decrease in italic).
III. DEDUCTIONS FROM GROSS INCOME.		
Miscellaneous rents		*$766.50*
Interest on funded debt		*6,000.00*
Interest on unfunded debt	[1]$12,540.00	6,000.00
Total deductions from gross income	12,540.00	*766.50*
Income balance transferred to profit and loss	*12,449.05*	*3,525.22*

[1] Up to Jan. 1, 1916, interest on matured funded debt was treated as interest on funded debt. Subsequent to that date interest has been treated as interest on unfunded debt.

Railway operating revenues.

Class of railway operating revenues.	Amount of revenue for the year.	Comparison with revenue of preceding year (increases in roman, decreases in italic).
I. REVENUE FROM TRANSPORTATION.		
Passenger revenue	$71,574.08	*$31.59*
Parlor, sleeping, dining, and special car revenue	190.73	134.73
Mail revenue	194.80	
Total revenue from transportation	71,959.61	103.14
II. REVENUE FROM OTHER RAILWAY OPERATIONS.		
Station and car privileges	390.00	33.75
Rent of tracks and facilities	152.37	*.39*
Total revenue from other railway operations	542.37	33.36
Total operating revenues	72,501.98	136.50

Auxiliary operations: None.
Miscellaneous operations: None.

Railway operating expenses.

Name of railway operating expense account.	Amount of operating expenses for the year.	Comparison with expenses of preceding year (increases in roman, decreases in italic).
I. WAY AND STRUCTURES.		
Superintendence of way and structures	$588.28	$267.63
Maintenance of way	7,179.47	*1,117.66*
Maintenance of electric lines	1,434.68	*158.26*
Buildings, fixtures, and grounds	279.61	61.07
Total way and structures	9,482.04	*947.22*

Railway operating expenses—Continued.

Name of railway operating expense account.	Amount of operating expenses for the year.	Comparison with expenses of preceding year (increases in roman, decreases in italic).
II. EQUIPMENT.		
Superintendence of equipment	$219.96	*$16.97*
Maintenance of cars	2,018.82	*210.90*
Maintenance of electric equipment of cars	1,499.80	*428.05*
Miscellaneous equipment expenses	531.23	36.63
Depreciation of equipment	182.25	*3.75*
Total equipment	4,452.06	*622.44*
III. POWER.		
Power purchased	10,469.16	*379.77*
IV. CONDUCTING TRANSPORTATION.		
Superintendence of transportation	2,175.46	225.29
Conductors, motormen, and trainmen	16,871.33	1,209.89
Miscellaneous transportation expenses	6,809.92	897.22
Total conducting transportation	25,856.71	2,332.40
V. TRAFFIC.		
Traffic expenses	18.12	1.10
VI. GENERAL AND MISCELLANEOUS.		
General expenses	2,916.24	550.27
Valuation expenses	360.00	.07
Injuries and damages	6,597.97	3,723.71
Insurance	21.14	*.07*
Stationery and printing	703.68	*108.39*
Store, garage, and stable expenses	386.13	66.34
Rent of equipment	7,533.90	*78.38*
Total general and miscellaneous	18,519.06	4,153.55
RECAPITULATION OF EXPENSES.		
I. Way and structures	9,482.04	*947.22*
II. Equipment	4,452.06	*622.44*
III. Power	10,469.16	*379.77*
IV. Conducting transportation	25,856.71	2,332.40
V. Traffic	18.12	1.10
VI. General and miscellaneous	18,519.06	4,153.55
Grand total operating expenses	68,797.15	4,537.62

Operating ratio (ratio of operating expenses to operating revenues), 94.89 per cent.
Income from lease of road: None.
Abstract of terms and conditions of leases: None.
Miscellaneous rent income: None.
Dividend income: None.
Income from funded securities: None.

INCOME FROM UNFUNDED SECURITIES AND ACCOUNTS.

Description of unfunded security, advance, loan, or account showing characteristics of such security, etc., and name of the debtor: Interest on bank deposits.
Period covered by interest: January 1, 1916, to December 31, 1916.
Income derived as interest, $269.34.
Contributions from others: None.
Miscellaneous income: None.
Rent for leased roads: None.
Abstracts of leasehold contracts: None.
Miscellaneous rents: None.

Interest on unfunded debt—Amount of interest charged to income.

Interest on nonnegotiable debt to affiliated companies	$6,540.00
Interest on matured funded debt unpaid	6,000.00
Total	12,540.00

Income transferred to other companies: None.
Miscellaneous debits: None.
Appropriations of surplus to sinking fund and other reserves: None.
Appropriations of surplus for investment in physical property: None.

Miscellaneous appropriations of surplus—Amount charged to profit and loss.

Distribution to conductors and motormen under profit-sharing plan.......... $161.25

Miscellaneous items in profit and loss account for the year.

DEBITS.

Subaccount No. 315. Minor item (1 in number).............................. $26.25

Road operated at close of year.

Class 1a. The Georgetown & Tennallytown Ry. Co., Thirty-second and M Streets NW., to District line and Wisconsin Avenue:

Miles of road	4.309
Miles of second main track	4.173
Miles of sidings and turnouts	.032
Total	8.514

Miles of road operated at close of year—by States and Territories (single track).

District of Columbia:

Line owned, main line	8.514
Total mileage operated	8.514

Road owned at close of year—by States and Territories: None.
Auxiliary operations carried on at the close of the year: None.
Miscellaneous physical properties operated at the close of the year: None.

Mileage, traffic, and miscellaneous statistics.

Item.	Number or amount.	Item.	Number or amount.
Passenger-car mileage	344,219	Revenue from transportation per car-hour	$2.31080
Passenger car-hours	31,140½	Total revenue from other railway operations	542.37
Regular fare passengers carried	1,669,447	Revenue from other railway operations per car-mile	.00158
Free transfer passengers carried	787,058	Revenue from other railway operations per car-hour	.01742
Total passengers carried	2,456,505	Total operating revenues	72,501.98
Employees and others carried free	10,190	Operating revenues per car-mile	.21063
Passenger revenue	$71,574.08	Operating revenues per car-hour	2.32822
Average fare, revenue passengers	.04287	Total operating expenses	68,797.15
Average fare, all passengers (including transfer passengers)	.02914	Operating expenses per car-mile	.19986
Total revenue from transportation	71,959.61	Operating expenses per car-hour	2.20925
Revenue from transportation per car-mile	.20905		

Injuries to persons.

Passengers	12
Employees	5
Other persons	7
Total	24

Employees.

General administration:	
General officers	14
General office clerks	2
Maintenance of way and structures:	
Superintendents	1
Other employees	13
Maintenance of equipment superintendent	1
Transportation:	
Superintendents	2
Other employees	34
Total	67

Aggregate salaries and wages paid for the year, $35,185.27.

Description of equipment: Sweepers, without electric equipment, 2.

This company owns no passenger cars, It operates 15 cars, hiring them from other companies.

Contracts, agreements, etc.: None.

IMPORTANT CHANGES DURING THE YEAR.

All decreases of mileage: Barn curves at old barn removed, Thirty-seventh Street and Wisconsin Avenue NW., 0.046 mile.

VERIFICATION.

CITY OF WASHINGTON,
District of Columbia, ss:

William F. Ham makes oath and says that he is comptroller of the Georgetown & Tennallytown Railway Co; that it is his duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that he knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Public Utilities Commission effective during the said period; that he has carefully examined the said report, and to the best of his knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that he believes that all other statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

WM. F. HAM.

Subscribed and sworn to before me, a notary public, in and for the District above named, this 28th day of February, 1917.

[SEAL.] J. E. TENLY.

My commission expires March 3, 1921.

SUPPLEMENTAL OATH.

CITY OF WASHINGTON,
District of Columbia, ss:

Clarence P. King makes oath and says that he is president of the Georgetown & Tennallytown Railway Co.; that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

CLARENCE P. KING.

Subscribed and sworn to before me, a notary public, in and for the District above named, this 28th day of February, 1917.

[SEAL.] J. E. TENLY.

My commission expires March 3, 1921.

POTOMAC ELECTRIC POWER CO.

HISTORY.

1. Exact name of company making this report: Potomac Electric Power Co.
2. Date of organization: April 28, 1896.
3. Under laws of what Government, State, or Territory organized? Organized under general incorporation laws of District of Columbia, articles of incorporation amended June 29, 1898, August 29, 1902, August 13, 1904, April 27, 1912.
4. If a consolidated company, name the constituent companies. In the nature of a consolidated company. Heisler Electric Co.; conditions of incorporation not known. United States Electric Lighting Co., incorporated under laws of the State of West Virginia October 17, 1882; amended January 8, 1890, and April 20, 1891. Brush-Swan Electric Co., incorporated under laws of the District of Columbia July 5, 1884. Potomac Electric Co., incorporated under laws of the District of Columbia April 18, 1891. Potomac Light & Power Co., incorporated under laws of the District of Columbia November 3, 1894. Potomac Light & Power Co., incorporated under laws of the State of Virginia January 20, 1896.
5. Date and authority for each consolidation. The United States Electric Lighting Co. acquired the property rights and franchises of the Heisler Electric Co. in 1882 and of the Brush-Swan Electric Co. in 1885. The Potomac Light & Power Co. (of Virginia) in 1896 became the successor to the property, rights, and franchises of the Potomac Electric Co. and the Potomac Light & Power Co. (of the District of Columbia). The Potomac Electric Power Co. acquired by purchase the property, rights, and franchises of the Potomac Light & Power Co. (of Virginia) on June 30, 1896, and of the United States Electric Lighting Co. on September 27, 1902.
6. State whether respondent is a corporation, a joint-stock association, a firm or partnership, or an individual. Corporation.
7. If a reorganized company, give name of original organization and refer to laws under which it was organized. No.

Directors.

Name.	Post-office address.	Expiration of term.
Milton E. Ailes	Washington, D. C	Jan. 20, 1917
Charles J. Bell	do	Do.
Woodbury Blair	do	Do.
W. F. Ham	do	Do.
Clarence P. King	do	Do.
Clarence F. Norment	do	Do.
George Truesdale	do	Do.
Oscar L. Gubelman	New York City	Do.
Wm. Loeb, jr	do	Do.

Principal officers.

Name.	Title.	Salary.
Clarence F. Norment	Chairman of the executive committee	$1,000
Clarence P. King	President	12,500
W. F. Ham	Vice president and comptroller	6,500
L. R. Bowen	Secretary and assistant treasurer	3,000
W. L. Clarke	Assistant secretary and asistant treasurer	1,500
C. E. Brown	Treasurer	1,750
J. S. Barbour	Attorney or general counsel	5,000
J. C. McLaughlin	Manager commercial department	5,000
L. E. Sinclair	General superintendent	10,000
R. W. Crowell	Purchasing agent	1,350
J. B. Hoellmon	General storekeeper	1,000
R. W. King	Assistant to president	2,500
General office force other than clerks and bookkeepers.		6,321

Officer to whom correspondence concerning this report should be addressed: W. F. Ham, comptroller, Fourteenth and C Streets NW.

Employees, other than officers.

Class.	Number of employees.	Average wages. Per month.	Average wages. Per day.	Maximum hours continuous service.
GENERAL OFFICE.				
Clerks	40	$66.09		8-9
Bookkeepers	5	110.66		8
Porters and messengers	5	32.50		11
POWER PLANT.				
Chief engineer	1	104.16		8
Stationary engineer	2	112.50		8-10
Firemen and boiler-room employees	15		$1.95	8-10
Other power-plant employees	16		2.32	8-10
SUBSTATION.				
Superintendents	2	159.16		9
Operators	15		2.47	9
Other substation employees	1	75.00		9
Do	10		2.27	9-10
DISTRIBUTION.				
Superintendents	8	177.96		8½-9
Clerks	33	58.40		8½-9
Linemen	20		2.60	9-10
Laborers	93		1.74	9
Watchmen and miscellaneous	8		1.84	11-12
Other distribution employees	11	75.00		8½-9
Do	97		2.35	9-10
COMMERCIAL.				
Bookkeepers	20	64.75		8½
Meter readers	11		1.70	9
Solicitors	15	82.88		8½
Other commercial employees	33	60.45		8½

Corporations controlled by respondent: None.

FACTS PERTAINING TO CONTROL OF THE RESPONDENT.

1. Date of last meeting of stockholders for election of directors: January 15, 1916.
2. Date of last closing of stock books before end of year for which this report is made: December 29, 1916.
3. Total number of stockholders of record at the date required in answer to question 2: Thirteen.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any individual, association, corporation or corporations, gas, electric, or other, control the respondent on December 31, 1916? Under authority of act of Congress approved June 5, 1900, the Washington Railway & Electric Co. is the equitable owner of the entire capital stock of this company, and as such, through its board of directors, may direct the voting of such stock at stockholders' meetings for the election of directors and for certain other corporate purposes, subject, however, to restrictions contained in its consolidated mortgage, under which most, if not all, of said stock is pledged.

If control was so held, state:

(*a*) The form of control, whether sole or joint. Sole.

(*b*) The name of the controlling corporation or corporations. Washington Railway & Electric Co.

(*c*) The manner in which control was established. Through ownership of stock.

(*d*) The extent of control. One hundred per cent.

(*e*) Whether control was direct or indirect. Direct.

8. Did any individual, association, or corporation, as trustee, control the respondent on December 31, 1916? No.

Companies operated: Potomac Electric Power Co.

Companies jointly operated: None.

Capital stock.

Description.	Number of shares author-ized.	Par value of one share.	Total par value au-thorized.	Total par value out-standing.	Total par value held by respon-dent cor-poration.	Total par value not held by re-pondent corporation.	Dividends declared during year. Rate.	Amount.
							Per cent.	
Common.....	97,500	$100	$9,750,000	$5,750,000	None......	$5,750,000	11	$632,500
Preferred.....	2,500	100	250,000	250,000	None......	250,000	11	27,500
Total...	100,000	....	10,000,000	6,000,000	....	6,000,000	....	660,000

As nearly as the present management is able to ascertain, the capital stock has been issued for the following purposes:

Purpose.		Shares. Number.	Kind.	Par value.
Sold for cash $817,950 (see note below), applied as follows.............		8,179½	Common..	$817,950
For purchase of property of Potomac Light & Power Co.	$255,000			
Part payment of first mortgage 5 per cent gold bonds of issue Jan. 1, 1898..	425,000			
For general purposes of the company....................	137,950			
Total..	817,950			
Issued for conduit materials..		27	...do......	2,700
Issued for services in organizing, constructing, developing, and financing the property for period from June 30, 1896 to Apr. 30, 1899.		3,543½	...do......	354,350
		$2,500	Preferred..	250,000
Issued for purchase of United States Electric Lighting Co.'s plant, including real estate, buildings, fixtures, machinery, appliances and equipment, materials and supplies, unexpired contracts for light and power, and all other properties of said company, real, personal, or mixed, including the good will of the business, subject to a debt of said company represented by the improvement debenture bonds and certificates of indebtedness of a par value of $650,000 and the assumption of the floating debt, and of unperformed contracts of said company.		32,500	Common..	3,250,000
Issued in part payment of $650,000 par value first mortgage 5 per cent gold bonds of issue of Jan. 1, 1898, and accrued interest on said bonds, $80,888.85 (balance paid by cash from sale of stock above referred to).		3,250	...do......	325,000
Issued for purchase of two-thirds interest in the Great Falls water-power site.		10,000	...do......	1,000,000
Total..		60,000	....	6,000,000

NOTE.—Includes amounts charged to individual accounts of subscribers to stock.

Funded debt.

Designation of bond or obligation.	Date. Issue.	Maturity.	Total par value authorized.	Total par value outstanding.	Total par value held by respondent corporation in sinking or other funds.	Total value not held by respondent corporation.	Interest. Rate.	Amount accrued during year.	Amount paid during year.
							Per cent.		
First mortgage 5 per cent gold bond..............	1904	1929	$4,000,000	$1,700,000	....	$1,700,000	[1] 5	$85,000.06	$85,000
Consolidated mortgage 5 per cent bond...........	1906	1936	7,000,000	5,300,000	$369,000	4,931,000	[2] 5	265,000.00	265,000
Total...............	......	......	11,000,000	7,000,000	369,000	6,631,000	......	350,000.06	350,000

[1] Payable June and December. [2] Payable July and January

Total par value outstanding, $7,000,000.

Cash realized from the sale of $1,700,000 first mortgage bonds was disposed of as follows:

Paid to retire $280,000 first mortgage 4½ per cent bonds, issue of Nov. 1, 1902	$280,000
Paid to retire floating indebtedness	805,000
For extensions, additions, betterments, and improvements	513,000
Total	1,598,000

Cash realized from the sale of $5,300,000 consolidated mortgage bonds, amounting to $5,086,790, was expended as follows:

For redemption of improvement debenture bonds and certificates of indebtedness of the United States Electric Lighting Co. of a par value of $650,000, matured May 1, 1907	$650,000
For extensions, additions, betterments, and improvements	4,436,790
Total	5,086,790

Actual amount of coupons retired or canceled during year as reported by Commercial Trust Co. of New Jersey, trustee, as follows:

First mortgage 5 per cent bonds	$83,925
Consolidated mortgage 5 per cent bonds	264,525

Receiver's certificates: None.

Security for funded debt: First mortgage 5 per cent gold bonds and consolidated mortgage 5 per cent bonds. Property mortgaged and securities pledged: All property of every kind, real, personal, or mixed now owned or hereafter acquired by the company, including land, buildings, apparatus, appliances, miscellaneous equipment, franchises, etc. Value: Unable to state; now in process of ascertainment.

Recapitulation of capitalization.

	Total par value outstanding.	Assignment to electric.
Capital stock	$6,000,000	$6,000,000
Funded debt	7,000,000	7,000,000
Total	13,000,000	13,000,000

Income account statement.

Operating income:			
Operating revenues	$2,420,537.08		
Operating expenses	1,042,541.55		
Net operating revenue		$1,377,995.53	
Deductions from total net revenue:			
Taxes	122,928.55		
Uncollectible customers' bills	12,102.68		
Total deductions from net revenue		135,031.23	
Net operating income			$1,242,964.30
Other income:			
Dividend revenues		270.00	
Interest revenues		11,666.26	
Total other income			11,936.26
Gross corporate income			1,254,900.56

Deductions from gross corporate income:		
Interest deductions	$365,784.83	
Bad debts written off	232.85	
Sinking funds chargeable to income	106,000.00	
Amortization of debt discount and expense	11,022.36	
Total deductions from gross corporate income		$483,040.04
Net corporate income		771,860.52
Disposition of net corporate income: Dividends declared		660,000.00
Surplus		111,860.52

Operating revenues.

Street and park lighting	$226,999.03
Commercial lighting	1,648,891.24
Commercial power	509,285.61
Other electric corporations	14,748.89
Electric merchandise and jobbing	13,984.40
Other miscellaneous electric revenue	90.00
Rent of land and buildings	3,528.10
Rent of equipment	3,009.81
Total operating revenues	2,420,537.80

Operating expenses.

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
I. PRODUCTION EXPENSES.		*Per cent.*	*Per cent.*
Power-plant wages	$15,636.32	6.53	1.50
Fuel	185,945.69	77.59	17.84
Lubricants	2,157.35	.90	.21
Electric energy from other sources	439.48	.18	.04
Miscellaneous power-plant expenses	2,200.27	.92	.21
Power-plant buildings, maintenance	3,849.89	1.61	.37
Motive power, maintenance	24,255.81	10.12	2.33
Electrical apparatus, maintenance	3,555.67	1.48	.34
Miscellaneous power-plant equipment, maintenance	1,435.02	.60	.14
Power-plant tools and implements, maintenance	173.91	.07	.01
Total production expenses	239,649.41	100.00	22.99
II. TRANSMISSION EXPENSES.			
Substation labor	18,956.36	67.79	1.82
Substation supplies and expenses	2,122.51	7.59	.20
Transmission poles and fixtures, maintenance	*16.93*	*.06*	....
Overhead transmission system, maintenance	72.70	.26	....
Underground transmission system, maintenance	533.58	1.91	.05
Substation buildings, maintenance	573.57	2.05	.06
Substation equipment, maintenance	5,721.21	20.46	.55
Total transmission expenses	27,963.00	100.00	2.68
III. DISTRIBUTION EXPENSES.			
Distribution superintendence	35,274.29	16.13	3.38
Distribution office expenses	1,037.29	.47	.10
Setting and removing meters and transformers	7,201.48	3.29	.69
Electric meter operation	22,090.59	10.10	2.12
Commercial arc lamps, operation	805.04	.37	.08
Commercial incandescent lamps, renewals	16,069.58	7.35	1.54
Commercial glower lamps, operation	235.11	.12	.02
Customers' signs, operation	3,331.88	1.52	.32
Public arc lamps, operation	4,624.53	2.12	.44
Public incandescent lamps, operation	8,635.75	3.95	.83
Public incandescent lamps, renewals	6,281.22	2.87	.60
Public glower lamps, operation	491.11	.23	.05
Miscellaneous distribution labor	19,067.41	8.72	1.83
Miscellaneous distribution supplies	6,296.93	2.88	.60
Distribution poles and fixtures, maintenance	11,652.34	5.33	1.12
Overhead distribution system, maintenance	2,719.95	1.24	.26
Underground distribution conduits, maintenance	6,857.55	3.14	.66

Operating expenses—Continued.

Account.	Amount.	Ratio to total of general account.	Ratio to total operating expenses.
III. DISTRIBUTION EXPENSES—continued.		*Per cent.*	*Per cent.*
Underground distribution system, maintenance	$17,911.37	8.19	1.72
Electric meters, maintenance	5,720.08	2.62	.55
Transformers, maintenance	1,552.17	.71	.15
Electric services, maintenance	5,207.80	2.38	.50
Commercial arc lamps, maintenance	6,102.70	2.79	.59
Commercial glower lamps, maintenance	2,394.59	1.10	.23
Public arc lamps, maintenance	10,445.38	4.78	1.00
Public glower lamps, maintenance	3,244.19	1.48	.31
Miscellaneous distribution equipment, maintenance	13,381.64	6.12	1.28
Total distribution expenses	218,631.97	100.00	20.97
IV. COMMERCIAL EXPENSES.			
Commercial administration	46,842.18	57.88	4.49
Advertising	9,925.57	12.27	.95
Other commercial expenses	24,155.74	29.85	2.32
Total commercial expenses	80,923.49	100.00	7.76
V. GENERAL AND MISCELLANEOUS EXPENSES.			
Salaries and expenses of general officers	48,242.41	10.15	4.63
Salaries and expenses of general office clerks	19,519.61	4.11	1.87
General office supplies and expenses	5,976.41	1.26	.57
General law expenses	13,071.30	2.75	1.25
Miscellaneous general expenses	46,353.06	9.75	4.45
Insurance	5,819.17	1.22	.56
Relief department and pensions	1,331.12	.28	.13
General amortization	259,687.81	54.63	24.91
Injuries to persons and property	6,051.35	1.27	.58
Stationery and printing	17,018.17	3.58	1.63
Store expenses	13,521.09	2.84	1.30
Stable expenses	31,481.80	6.62	3.02
General structure, maintenance	7,300.38	1.54	.70
Total general and miscellaneous expenses	475,373.68	100.00	45.60
RECAPITULATION.			
I. Total production expenses	239,649.41	....	22.99
II. Total transmission expenses	27,963.00	....	2.68
III. Total distribution expenses	218,631.97	....	20.97
IV. Total commercial expenses	80,923.49	....	7.76
V. Total general and miscellaneous expenses	475,373.68	....	45.60
Total	1,042,541.55	....	100.00

Ratio of operating expenses to operating revenues, 43.07.
Property devoted to outside operations: None.
Advances to proprietary, affiliated, or controlled companies: None.

Balance sheet accounts.

	Dec. 31, 1916.	Dec. 31, 1915.	Increase or decrease.
ASSETS.			
Permanent and long term investments:			
Fixed capital, plant and equipment, Dec. 31, 1909 (devoted to operation)	$9,314,557.85	$9,355,619.28	*$41,061.43*
Expenditures for plant and equipment since Dec. 31, 1909	3,195,786.25	2,610,140.27	585,645.98
	12,510,344.10	11,965,759.55	544,584.55
Accrued amortization of capital	797,117.99	558,869.20	238,248.79
Total	11,713,226.11	11,406,890.35	306,335.76
Other permanent investments	1,588,625.99	1,444,916.55	143,709.44
Funded debt	367,900.00	367,900.00	....
Total	1,956,525.99	1,812,816.55	143,709.44

Balance sheet accounts—Continued.

	Dec. 31, 1916.	Dec. 31, 1915.	Increase or decrease.
ASSETS—continued.			
Working assets:			
Materials and supplies	$157,378.06	$113,807.65	$43,570.41
Cash	337,094.68	382,630.90	*45,536.22*
Coupon special deposits	142,642.50	141,092.50	1,550.00
Other special deposits	9,542.91	10,692.04	*1,149.13*
Bills receivable	19,833.95	17,272.20	2,561.75
Accounts receivable	390,178.90	313,016.76	77,162.14
Advances	17,672.93	22,059.47	*4,386.54*
Total	1,074,343.93	1,000,571.52	73,772.41
Accrued income not due: Interest and dividends receivable	166.66	166.66	....
Deferred debit items:			
Property abandoned	....	7,046.46	*7,046.46*
Insurance premiums paid in advance	2,866.56	8,043.11	*5,176.55*
Unamortized debt discount and expense	195,663.24	206,685.60	*11,022.36*
Other suspense	5,486.55	3,553.78	1,932.77
Total	204,016.35	225,328.95	*21,312.60*
Grand total	14,948,279.04	14,445,774.03	502,505.01
LIABILITIES.			
Capital stock:			
Common	5,750,000.00	5,750,000.00	....
Preferred	250,000.00	250,000.00	....
Total	6,000,000.00	6,000,000.00	....
Long-term funded debt	7,000,000.00	7,000,000.00	....
Working liabilities:			
Consumers' deposits	92,178.83	87,054.72	5,124.11
Loans and bills payable	193,763.28	163,763.28	30,000.00
Audited vouchers and wages unpaid	263,640.03	65,524.84	198,115.19
Other working liabilities	142,707.50	141,107.50	1,600.00
Total	692,289.64	457,450.34	234,839.30
Accrued liabilities not due:			
Taxes accrued	69,627.57	58,355.24	11,272.33
Interest accrued	14,532.12	10,804.68	3,727.44
Total	84,159.69	69,159.92	14,999.77
Appropriated surplus, reserves	895,855.95	762,432.44	133,423.51
Free surplus, balance	275,973.76	156,731.33	119,242.43
Grand total	14,948,279.04	14,445,774.03	502,505.01

Capital accounts.

Accounts.	Installed during year 1916 from assets.	Total year 1916.	Installed Dec. 31, 1909, to Jan. 1, 1916.	Total to Dec. 31, 1916.
Land devoted to electric operations	$42,051.50	$42,051.50	$53,816.01	$95,867.51
General structures and equipment:				
General structures	31,890.60	31,890.60	120,686.20	152,576.80
General equipment	8,876.97	8,876.97	39,175.33	48,052.30
Total general structures and equipment	40,767.57	40,767.57	159,861.53	200,629.10
Production plant:				
Power-plant buildings	44,355.86	44,355.86	3,620.64	47,976.50
Furnaces, boilers, and accessories	15,343.62	15,343.62	132,381.93	147,725.55
Steam engines	129,456.66	129,456.66	196,808.71	326,265.37
Electric generators	56,155.15	56,155.15	107,326.44	163,481.59
Accessory electric power equipment	10,590.99	10,590.99	44,796.15	55,387.14
Miscellaneous power-plant equipment	61.85	61.85	1,219.69	1,281.54
Total production plant	255,964.13	255,964.13	486,153.56	742,117.69

Capital accounts—Continued.

Accounts.	Installed during year 1916 from assets.	Total year 1916.	Installed Dec. 31, 1909, to Jan. 1, 1916.	Total to Dec. 31, 1916.
Transmission and distribution plant:				
Substation buildings	....	....	$8,409.56	$8,409.56
Substation equipment	$45,473.24	$45,473.24	351,812.84	397,286.08
Poles and fixtures	11,801.01	11,801.01	87,155.83	98,956.84
Underground conduits	41,223.14	41,223.14	346,273.61	387,496.75
Transmission system	1,591.85	1,591.85	170,404.97	171,996.82
Distribution system	43,768.74	43,768.74	309,414.28	353,183.02
Line transformers and devices	15,334.09	15,334.09	58,531.05	73,865.14
Electric services	42,478.12	42,478.12	241,159.36	283,637.48
Electric meters	34,934.36	34,934.36	154,395.01	189,329.37
Total transmission and distribution plant	236,604.55	236,604.55	1,727,556.51	1,964,161.06
Street and park lighting system	3,367.59	3,367.59	196,347.56	199,715.15
Ancillary equipment:				
Commercial arc lamps	*6,584.85*	*6,584.85*	*17,084.35*	*23,669.20*
Electric tools and implements	262.04	262.04	751.18	1,013.22
Electric laboratory equipment	183.60	183.60	1,065.42	1,249.02
Total ancillary equipment	*6,139.21*	*6,139.21*	*15,267.75*	*21,406.96*
Undistributed construction expenditures:				
Engineering and superintendence	11,797.02	11,797.02	....	11,797.02
Injuries during construction	1,232.83	1,232.83	1,672.85	2,905.68
Total undistributed construction expenditures	13,029.85	13,029.85	1,672.85	14,702.70
RECAPITULATION.				
Land devoted to electric operations	42,051.50	42,051.50	53,816.01	95,867.51
General structures and equipment	40,767.57	40,767.57	159,861.53	200,629.10
Production plant	255,964.13	255,964.13	486,153.56	742,117.69
Transmission and distribution plant	236,604.55	236,604.55	1,727,556.51	1,964,161.06
Street and park lighting system	3,367.59	3,367.59	196,347.56	199,715.15
Ancillary equipment	*6,139.21*	*6,139.21*	*15,267.75*	*21,406.96*
Undistributed construction expenditures	13,029.85	13,029.85	1,672.85	14,702.70
Grand total	585,645.98	585,645.98	2,610,140.27	3,195,786.25

Corporate surplus.

DEBITS.

Balance sheet	$275,973.76

CREDITS.

Balance	$156,731.33
Credit balance transferred from income account	111,860.52
Inventory adjustment, period prior to Jan. 1, 1916	7,381.91
Total	275,973.76

Stocks and funded debt owned.

STOCKS.

Name.	Par value of stocks owned.	Dividends declared.		Valuation of stocks owned.
		Rate.	Amount.	
Other than proprietary, affiliated, or controlled companies:		*Per cent.*		
Electric testing laboratories	$2,700	10	$270	$2,700
F. H. Geyer Co. (Inc.)	352	....	....	352
Grand total	3,052	....	270	3,052

Stocks and funded debt owned—Continued.

FUNDED DEBT.

Name.	Par value of funded debt owned.	Interest accrued.		Valuation of funded debt owned.
		Rate.	Amount.	
Other than proprietary, affiliated, or controlled companies:				
Washington & Rockville Ry. Co. first mortgage 5 per cent bonds	$20,000	*Per cent.* 5	$1,000	$20,000

See also securities in sinking fund, below.

Sinking, redemption, and other special funds.

Name of fund and security.	Securities in fund.		Cash in fund.	Total.
	Par value.	Cost.		
Sinking fund assets:				
Potomac Electric Power Co. consolidated mortgage 5 per cent gold bonds	$369,000.00	$367,900.00		
Washington Railway & Electric Co. consolidated mortgage 4 per cent bonds	542,000.00	449,418.19	$9,542.91	$826,861.10
Total	911,000.00	817,318.19	9,542.91	82,861.10

Outside operations, revenues and expenses: None.

IMPORTANT CHANGES DURING THE YEAR.

Extensions or additions to plant or equipment and decrease or abandonment of plant or equipment: (See details on pages 108 and 109 for plant and equipment since December 31, 1909.) Fixed capital, plant, and equipment, December 31, 1909, see pages 108 and 109, decreased $41,061.43 on account of abandonment of storage battery, rotary, etc. Changes in the respondent's holdings of stocks and funded debt: $176,000 par value Washington Railway & Electric Co. 4 per cent bonds purchased during year for sinking fund.

Contracts and agreements: None.

Taxes and assessments (paid).

State or Territory.	Ad valorem on real and personal property.	Specific on earnings: Revenue or dividends.	On property owned not used in operation and miscellaneous.	Internal revenue, United States Government.	Total.
District of Columbia	$19,286.13				
State of Maryland	1,172.97				
District of Columbia		$81,373.26			
Do			$1,604.90		
United States Government				$8,465.59	
Total	20,459.10	81,373.26	1,604.90	8,465.59	$111,902.85

Property abandoned.

One 2,000 kilowatt turbine:
- Account credited, plant and equipment, Dec. 31, 1909.
- Date abandoned, 1912.
- Total amount chargeable $35,933.93
- Amount charged off 35,933.93

The amount charged off has been charged to operating expenses in accordance with plans approved by the Interstate Commerce Commission.

ELECTRIC STATISTICS CONCERNING PROPERTY LOCATED WITHIN DISTRICT OF COLUMBIA.

Number, character, and location of generating plant: Bennings Road and Eastern Branch, steam turbine plant; Fourteenth and B Streets NW., steam engine plant.

Number, character, and location of substations: 405 Eighth Street NW., rotary and battery; 450 Washington Street, rotary and battery; Brightwood, D. C., rotary; alley between Fourteenth and Fifteenth, H and I, rotary and battery; Thirty-third and Water Streets NW., rotary; Sherman Avenue and Harvard Street, rotary; Bennings Road, rotary; Fourteenth and B Streets NW., rotary.

REAL ESTATE DEVOTED TO ELECTRIC PLANT.

Benning power plant and substation: Parcel 169–9, containing 550,163 square feet; acquired 1906; power-plant building 219 by 183 feet, built of concrete block and steel; substation building 46 by 31 feet, built of concrete block.

Fourteenth and B Streets power plant, substation, office building, stores buildings, and stable: Lots 1, 3, 4, 5, 6, 7, 8, A, B, C, D, E, of square 259, containing 81,795 square feet; acquired 1890, 1894, 1897, 1912, and 1916; power-plant building and substation building, 246 by 131 feet, built of concrete, brick, and iron; office building approximately 195 by 92 feet, built of concrete, brick, and iron; file room and shop 56 by 27 feet, built of concrete, brick, and iron; stable building, 135 by 120 feet, built of brick.

Eighth Street substation: Lot 5, square 431, containing 2,288.6 square feet; acquired 1913; building, 62 by 30 feet, built of brick.

Washington Street substation: Part of lots 27, 28, 101, and lot 100, square 518, containing 10,553 square feet; acquired 1899, 1906, 1907; building, 100 by 90 feet, built of brick.

Georgia Avenue substation: Lot 800, square 2896, containing 17,789 square feet; acquired 1905, building 46 by 31 feet, built of brick.

I Street substation: Lot 53, square 220, containing 3,948.85 square feet; acquired 1907; building 86 by 45 feet built of brick and iron.

Sherman Avenue substation: Lot 30, square 2852, containing 6,000 square feet; acquired 1907; building 89 by 32 feet, built of brick.

Water Street substation and stores buildings: Part of lots 35, 38, and 39, square 1184, lots 31, 32, and 33, square 1176, lot 40, and part of lots 41 and 80, square 1185, containing 110,185 square feet; acquired 1897, 1899; substation and stores building 220 by 90 feet, built of brick.

All of the foregoing property is owned by the Potomac Electric Power Co.

The cost and book values of land and buildings are not stated separately on the company's books.

Description of motive power.

BOILERS.

Where located.	Number of each kind.	Maker.	Type.	Year of installation.	Usual steam pressure.	Rated horse power of each.	Total rated horse power.
Bennings Road and Eastern Branch.	16	Babcock & Wilcox Co.	Water tube.	1906	185	600	9,600
Do	4	do	do	1910	185	525	2,100
Do	4	do	do	1912	185	600	2,400
Fourteenth and B Streets NW.	6	do	do	1898	185	300	1,800
Do	7	do	do	1901–1906	185	450	3,150
Total horsepower							19,050

STEAM ENGINES.

Where located.	Number of each kind.	Maker.	Type of engine.	Year of installation.	Rated horse-power of each.	Total rated horse-power.
Fourteenth and B Streets NW.	2	McIntosh & Seymour Co.	Composite, compound, condensing.	1899	1,600	3,200
Do	2	do		1899	800	1,600
Do	1	do		1902	1,000	1,000
Bennings Road and Eastern Branch.	5	General Electric Co.	Vertical turbines	1907–1912	15,000	75,000
Do	1	do	Horizontal turbine.	1916	20,000	20,000
Total horsepower						100,800

Description of dynamos at generating stations.

Where located.	Number of each kind.	Maker.	Type.	Year of installation.	Current.	Capacity of each in kilowatts.	Total capacity, in kilowatts.
Fourteenth and B Streets NW.	6	General Electric Co...	Constant potential.	1899	Direct.	240	1,440
Do	2	.....do	...do	1899	...do...	480	960
Do	1	.....do	...do	1902	...do...	600	600
Bennings Road and Eastern Branch.	3	.....do	Turbo generator.	1907-1912	Alternating.	9,000	27,000
Do	2	.....do	...do	1907-1912	...do...	5,000	10,000
Do	1	.....do	...do	1916	...do...	15,000	15,000
Total kilowatts							55,000

Distribution system, overhead lines.

Size of wire.	Solid conductor.	Stranded conductor.	Total wire of each size, in feet.	Size of wire.	Solid conductor.	Stranded conductor.	Total wire of each size, in feet.
1		1,150	1,150	2/0		1,644	1,644
2	2,495	515,308	517,803	3/0		290	290
4	687,635	4,018	691,653	4/0		30	30
6	1,449,198		1,449,198	250,000 c. m.		272	272
8	2,065,630	3,246	2,068,876	500,000 c. m.		851	851
10	4,484		4,484	600,000 c. m.		10,099	10,099
12	77		77	Mast arm	69		69
14	460		460				
1/0		166,681	166.681	Total	4,210,048	703,589	4,913,637

Poles, commercial.

Height in feet.	Wooden poles.	Iron poles.	For what purpose used.	Height in feet.	Wooden poles.	Iron poles.	For what purpose used.
20	9		Guy and line.	60	2		Line.
25	124		Do.	65	8		Do.
30	5,141		Do.	20		1	Guy and line.
35	2,350		Line.	25		69	Do.
37½	2		Do.	30		81	Do.
40	275		Do.	35		3	Line.
45	132		Do.	40		5	Do.
50	18		Do.				
55	7		Do.	Total	8,072	159	

Poles, municipal, iron.

10 to 20 feet in height	925
20 feet in height	617

Distribution system, underground.

CONDUITS.

Character of duct.	Number of ducts.	Miles of conduit.	Character of duct.	Number of ducts.	Miles of conduit.
Terra cotta	1	96.75	Terra cotta	24	1.15
Do	2	9.45	Do	26	.12
Do	3	.34	Do	28	.46
Do	4	88.06	Do	30	.02
Do	5	.12	Do	32	.13
Do	6	26.23	Do	36	.58
Do	7	.07	Do	42	.08
Do	8	11.27	Do	48	.03
Do	9	1.25	Do	60	.004
Do	10	.39	Do	64	.02
Do	11	.03	Cement lined iron pipe	2	.02
Do	12	8.14	Do	4	.16
Do	13	.03	Do	6	.16
Do	14	2.14	Do	8	.10
Do	15	.02	Do	12	1.73
Do	16	1.43	Do	13	.18
Do	17	.01	Do	16	.10
Do	18	.05	Do	17	.04
Do	20	.14			
Do	22	.06	Total	....	251.064

CABLE UNDERGROUND.

Size and number of conductor.	Miles of cable.	Size and number of conductor.	Miles of cable.
HIGH TENSION.		LOW TENSION.	
500,000, 1-conductor	0.01	1,500,000, 1-conductor	3.48
250,000, 1-conductor	.20	1,000,000, 1-conductor	42.05
3/0, 1-conductor	.09	750,000, 1-conductor	5.15
2/0, 1-conductor	.79	700,000, 1-conductor	22.96
1/0, 1-conductor	23.26	600,000, 1-conductor	6.36
No. 1, 1-conductor	31.54	500,000, 1-conductor	44.42
No. 2, 1-conductor	29.25	350,000, 1-conductor	16.47
No. 4, 1-conductor	59.11	300,000, 1-conductor	5.48
No. 6, 1-conductor	64.55	250,000, 1-conductor	45.93
No. 8, 1-conductor	27.52	4/0, 1-conductor	14.14
No. 10, 1-conductor	211.37	3/0, 1-conductor	40.01
1/0, 2-conductor	29.88	2/0, 1-conductor	19.01
No. 2, 2-conductor	1.28	1/0, 1-conductor	65.07
No. 4, 2-conductor	1.95	No. 1, 1-conductor	28.92
No. 8, 2-conductor	.19	No. 2, 1-conductor	244.15
No. 10, 2-conductor	7.71	No. 4, 1-conductor	28.95
No. 12, 2-conductor	.30	No. 6, 1-conductor	255.94
250,000, 3-conductor	57.30	No. 8, 1-conductor	4.97
4/0, 3-conductor	10.21	No. 10, 1-conductor	1.11
1/0, 3-conductor	15.44	1,000,000, 2-conductor	8.33
No. 2, 3-conductor	6.87	700,000, 2-conductor	.08
No. 4, 3-conductor	.06	1/0, 2-conductor	.05
No. 6, 3-conductor	.80	No. 6, 2-conductor	.02
No. 10, 3-conductor	1.17	250,000, 3-conductor	.005
No. 14, 3-conductor	.06	1/0, 3-conductor	.04
1/0, 4-conductor	4.76	No. 2, 3-conductor	.01
No. 1, 4-conductor	.96	No. 6, 3-conductor	.002
No. 2, 4-conductor	1.61	No. 10, 3-conductor	.06
No. 6, 4-conductor	1.67	No. 14, 3-conductor	26.60
Total	589.91	Total	929.767

Substation and transformer equipment.

STORAGE BATTERIES.

Where located.	Maker.	Number of cells.	Number of plates per cell. Positive.	Number of plates per cell. Negative.	Area of plates in square inches.	Rate of charging in amperes.	Voltage. Maximum.	Voltage. Minimum.	Rate of discharging in amperes. 1 hour.	Rate of discharging in amperes. 5 hours.	Rate of discharging in amperes. 10 hours.
405 Eighth Street NW.	Electric Storage Battery Co.	144	14	15	930	500	2.6	1.7	2,000	700	500
450 Washington Street NW.	.....do............	138	26	27	465	500	2.6	1.7	2,000	700	500
Alley between Fourteenth and Fifteenth, H and I Streets.	.....do............	146	14	15	930	500	2.6	1.7	2,000	700	500

OTHER EQUIPMENT.

Where located.	Rotaries. No.	Rotaries. Capacity in kilowatts.	Booster sets. No.	Booster sets. Capacity in kilowatts.	Step-up or step-down transformers. No.	Step-up or step-down transformers. Capacity in kilowatts.	Motor generator sets. No.	Motor generator sets. Capacity in kilowatts.	Frequency changer sets. No.	Frequency changer sets. Capacity in kilowatts.
Corby Bros	2	1,000	...	....	2	1,100	...	....	...	....
Fidelity Storage	1	100	...	....	1	120	...	....	...	....
American Express	1	100	...	....	1	120	...	....	...	....
Washington Steel & Ordnance Co	2	600	...	....	3	960	...	....	...	....
Bureau of Engraving & Printing	1	500	...	....	1	550.	...	....	...	....
405 Eighth Street NW	2	1,500	...	....	2	1,650	1	500	...	....
450 Washington Street NW	5	6,000	1	140	5	6,600	1	500	...	....
Fifth and T Streets NE	2	1,000	...	....	3	1,130	...	....	1	600
Brightwood, D. C	2	1,000	1	30	2	1,100	...	....	...	....
Alley, Fourteenth and Fifteenth and H and I Streets NW	4	4,000	1	100	4	4,400	1	500	...	....
Thirteenth and D Streets NE	2	1,000	...	....	2	1,100	...	....	...	....
Thirty-third and K Streets NW	3	2,000	1	60	4	3,700	...	....	2	1,000
Sherman Avenue and Harvard Street	2	1,500	...	....	2	1,650	...	....	2	2,000
Bennings Road	2	1,500	1	60	3	5,250	...	....	...	....
Fourteenth and B Streets NW	3	3,000	...	....	3	3,225	...	....	3	4,600
Anacostia	1	500	1	90	2	650	...	....	...	....
Bureau of Standards	...	....	...	....	1	220	2	187½	...	....

LINE TRANSFORMERS.

Capacity of each in kilowatts.	Number in use Dec. 31, 1916.	Capacity of each in kilowatts.	Number in use Dec. 31, 1916.
0.6	46	15	64
1	150	20	59
1.5	120	25	26
2	101	30	72
2.5	82	40	1
3	95	75	2
4	63	150	1
5	165		
7.5	178	Total	13.92
10	167		

Connected load on Dec. 31, 1916.

Classification.	Alternating current.	Direct current.	Total connected load in K. W.
MUNICIPAL ARCS.			
Series mag.; amperes, 4; watts, 320		523	167.3
Series mag.; amperes, 6.6; watts, 500		821	160.5
Multiple inclosed; amperes, 5 watts, 550		6	3.3
Series inclosed; amperes, 6.6, watts, 500		57	28.5
COMMERCIAL ARCS.			
Inclosed; amperes, 4; watts, 440		5	2.2
Inclosed; amperes, 5; watts, 550		176	93.4
Inclosed; amperes, 6; watts, 500	41		20.5
Photo.; amperes, 10; watts, 1,100		2	2.2
MUNICIPAL INCANDESCENTS.			
Tungsten lamps	7,697	118	477.1
Nernst lamps	64		22.5
COMMERCIAL INCANDESCENTS.			
Carbon lamps	[1] 878,60.0		43,930.0
Tungsten lamps			
Nernst lamps	9		3.4
Total connected lighting load			44,910.9
POWER.			
Municipal motors	25,682¾		19,159.4
Total connected power load			19,159.4

[1] 50-watt equivalent.

Rated capacity of meters and number of each size in use.

Current.	Number in use Dec. 31, 1915.	Removed since.	Installed since.	Number in use Dec. 31, 1916.	Voltage.
Direct	7,128	851	1,125	7,402	110–220
Alternating	17,900	1,742	4,644	20,802	60-cycle.
Do	27			27	25-cycle.
Direct	195	27	49	217	550-volt.
Total	25,250	2,620	5,818	28,448	

NOTE.—With reference to details of physical property, such as overhead lines, poles, conduits, cables, transformers, etc., we have adopted the quantities as ascertained by our consulting engineers on July 1, 1916, and have added or deducted from such ascertainment the additions or deductions in such physical property from July 1, 1916, to and including December 31, 1916.

It has not been possible up to the present time to restate the records of the company pertaining to such physical property.

Record of output for year ending Dec. 31, 1916.

Total kilowatt-hours, generated or purchased, delivered at switchboard for all purposes	58,892,213
Kilowatt-hours delivered for street lights	3,550,256
Kilowatt-hours sold to commercial customers	38,639,398
Kilowatt-hours accounted for	42,189,654
Kilowatt-hours unaccounted for	16,702.559

Is electricity sold to other companies or to municipal plants; and if so, where is the current measured and where delivered? Yes. Measured and delivered at customers' premises in Virginia.

Is electricity sold for operating street cars; and if so, where is the current measured and where delivered? No. Electricity is manufactured jointly by this company and the Washington Railway & Electric Co. Other property such as conduits, overhead lines, etc., is also used jointly as contemplated by the act of Congress approved June 5, 1900, thereby preventing duplication and bringing about much greater efficiency.

DEPRECIATION.

In accordance with classification of accounts prescribed by the Interstate Commerce Commission, the company has during the year from month to month charged to operating expenses for repairs, maintenance, and general amortization, sums equal to 16 per cent of operating revenues, which sums were estimated to be necessary to cover such wear and tear, obsolescence, and inadequacy as accrued in the tangible electric capital of the corporation, such portion of the life of intangible fixed capital as expired or was consumed, and the amount estimated to be necessary to provide a reserve to cover the cost of property destroyed by extraordinary casualties.

OATH.

City of Washington,
District of Columbia, ss:

WE, THE UNDERSIGNED, Clarence P. King, president, and W. F. Ham, comptroller, of Potomac Electric Power Co. of Washington, D. C., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company, which are kept in accordance with the accounting rules promulgated by the Public Utilities Commission; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

Clarence P. King, *President.*
Wm. F. Ham.

Subscribed and sworn to before me this 1st day of March, 1917.

[seal.]

J. E. Tenly,
Notary Public, District of Columbia.

CHESAPEAKE & POTOMAC TELEPHONE CO.

Name of officer in charge of correspondence with the commission regarding this report: Robert V. Marye, general attorney, 15 Dey Street, New York, N. Y.

IDENTITY OF RESPONDENT.

1. Exact name of telephone company making this report: The Chesapeake & Potomac Telephone Co.
2. Date of organization: July 2, 1883.
3. Under laws of what Government, State, or Territory organized? Respondent was organized under the laws of the State of New York, pursuant to an act entitled "An act to provide for the incorporation and regulation of telegraph companies" (ch. 265 of the laws of 1848), and the several acts supplemental thereto or amendatory thereof, now embraced in Article IX of the transportation corporation law (ch. 219 of the laws of 1909), the general corporation law (ch. 28 of the laws of 1909), and the stock corporation law (ch. 61 of the laws of 1909).
4. If a consolidated, combined, or a merging company, name all constituent and all merged companies. The following-named corporations were consolidated with the respondent on dates mentioned: The Telephone Exchange Co., incorporated February 27, 1882, consolidated July 2, 1883; The National Capital Telephone Co., incorporated June 14, 1881, consolidated July 2, 1883.

The telephone companies above mentioned were incorporated and consolidated under the provisions of chapters 53 and 54 of the Code of Public General Laws of the State of West Virginia. Agreement of consolidation approved by the stockholders of the consolidated companies.

The properties and business of the following were purchased by respondent on the dates below mentioned:

Name of company.	Date purchased.	Organized under the laws of—
Point Pleasant Telephone Co.	Nov. 1, 1912	State of West Virginia.
Williamson Telephone Co.	Dec. 31, 1914	Not incorporated.

These transactions were neither mergers nor consolidations according to the laws of the State of West Virginia, but the properties were incorporated with, and now form part of that of the respondent. By the sale of their property the companies automatically ceased to exist.

5. Date and authority for each consolidation, combination, or merger. See answer to question No. 4.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized and state the occasion for the reorganization. Not a reorganized company.
7. State whether or not the respondent during the year conducted any part of its business under a name or names other than that shown in response to inquiry No. 1, above. No.

Directors.

Name of director.	Office address.	Date of beginning of term.	Date of expiration of term.
U. N. Bethell	15 Dey Street, New York, N. Y	Feb. 14, 1916	Feb. 19, 1917
F. H. Bethell	do	do	Do.
C. J. Bell	American Security & Trust Co., Washington, D. C.	do	Do.
M. H. Buehler	108 East Lexington Street, Baltimore, Md.	do	Do.
C. H. Carter	Central Savings Bank Building, Baltimore, Md.	do	Do.
Francis B. Reeves	1631 Arch Street, Philadelphia, Pa	do	Do.
Thomas J. Shryock	Philpot and Thames Street, Baltimore, Md.	do	Do.

Directors elected to serve one year, or until their successors have been chosen and qualified.

Give the names (and titles) of all officers of the board of directors of the respondent at the close of the year. Chairman of board, U. N. Bethell, secretary of the company, acts as secretary for the board.

Name the members of the executive committee of the board of directors of the respondent at the close of the year (naming first the chairman) and state briefly the powers and duties of that committee. Members of the executive committee: U. N. Bethell, F. H. Bethell, Francis B. Reeves, and Thomas J. Shryock. Powers and duties: Article X of by-laws provides that "Except as may otherwise be prescribed by law, the executive committee shall have and exercise all the powers of the board of directors in the intervals between the meetings of the board."

Principal general officers.

Title of general officer.	Name of person holding office at close of year.	Office address.	Monthly salary. Total.	Monthly salary. Applicable to District of Columbia.
President	F. H. Bethell	15 Dey Street, New York, N. Y	$750.00	$118.35
Vice president	H. F. Thurber	....do	400.00	63.12
Vice president	Ford Huntington	....do	150.00	23.67
Vice president and general manager.	M. H. Buehler	108 East Lexington Street, Baltimore, Md.	1,250.00	197.25
Engineer	P. G. Burton	....do	625.00	98.63
Secretary	W. S. Peirsol	1631 Arch Street, Philadelphia, Pa	218.74	34.52
Treasurer	....do	....do	72.92	11.51
General counsel	J. L. Swayze	15 Dey Street, New York, N. Y	225.00	35.51
General attorney	Robert V. Marye	....do	150.00	23.67
Auditor	J. R. Y. Savage	108 East Lexington Street, Baltimore, Md.	400.00	63.12
General auditor	J. S. Wiley	15 Dey Street, New York, N. Y	175.00	27.62
Chief engineer	E. F. Sherwood	....do	150.00	23.67
General superintendent of plant.	W. A. Tower	108 East Lexington Street, Baltimore, Md.	700.00	110.46
General superintendent of traffic.	E. Corrigan	....do	700.00	110.46
General commercial superintendent.	S. M. Greer	....do	833.33	131.50

Telephone corporations controlled by respondent.

Name of active telephone corporation controlled.	Character of control. Sole or joint.	Character of control. How established.	Character of control. Extent.	Character of control. Direct or indirect.
ACTIVE.				
Chesapeake & Potomac Telephone Co. of Baltimore City.	Sole	Stock ownership	Per cent. 100	Direct.
Maryland Telephone Co. of Baltimore City	...do	....do	100	Do.
Chesapeake & Potomac Telephone Co. of Virginia	...do	....do	100	Do.
INACTIVE.[1]				
Chesapeake & Potomac Telephone Co. of West Virginia.	...do	....do	100	Do.

[1] This above represents qualifying stock issued to directors at the time the company was organized and was temporarily held by respondent, but it has been disposed of since Dec. 31, 1916.

Active nontelephone corporations controlled by respondent: None.
Inactive nontelephone corporations controlled by respondent: None.

CORPORATE CONTROL OVER RESPONDENT.

Did any corporation or corporations, telephone or other, hold control over the respondent at the close of the year? Yes.

If control was so held, state:

(*a*) The form of control, whether sole or joint. Sole and joint. From the point of view of the Bell Telephone Co. of Pennsylvania, the control is sole and direct, and from that of the New York Telephone Co. which controls the Bell Telephone Co. of Pennsylvania, the control is joint and indirect.

(*b*) The name of the controlling corporation or corporations. The Bell Telephone Co. of Pennsylvania and the New York Telephone Co.

(*c*) The manner in which control was established. Stock ownership.

(*d*) The extent of control. The Bell Telephone Co. of Pennsylvania, 61.5; New York Telephone Co., 38.5.

(*e*) Whether control was direct or indirect. Direct and indirect.

(*f*) The name of the intermediary through which control, if indirect, was established. The Bell Telephone Co. of Pennsylvania.

Did any individual, association, or corporation hold control, as trustee, over the respondent at the close of the year? No.

VOTING POWERS AND ELECTIONS.

1. State the par value of each share of stock. Common, $100 per share.
2. State whether or not each share of stock has the right to one vote. Each share has one vote.
3. Are voting rights proportional to holdings? Yes.
4. Are voting rights attached to any securities other than stock? No.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? No.
6. Give the date and state the purpose of the latest closing of the stock book or compilation of list of stockholders and their holdings prior to the actual filing of this report (even though such date be after the close of the year). February 19, 1917, annual meeting of stockholders.
7. State the total voting power of all security holders of the respondent at the date given in answer to inquiry No. 6, if within one year of the date of such filing; if not, state as of the close of the year. 130,000 votes, as of February 19, 1917.
8. State the total number of stockholders of record, corresponding to the answer to inquiry No. 7. Nine stockholders.
9. Give the names of the 20 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. If the stock book was not closed or the list of stockholders compiled within such year, show such 20 security holders as of the close of the year.

Name of security holder.	Address of security holder.	Number of votes to which security holder was entitled.	Number of votes, classified with respect to securities on which based, common stocks.
Bell Telephone Co. of Pennsylvania....	1631 Arch Street, Philadelphia, Pa....	79,965	79,965
New York Telephone Co...............	15 Dey Street, New York, N. Y.......	50,000	50,000
U. N. Bethell..........................	.....do................................	[1] 5	5
F. H. Bethell..........................	.....do................................	[1] 5	5
C. J. Bell..............................	American Security & Trust Co., Washington, D. C.	[1] 5	5
M. H. Buehler..........................	108 East Lexington Street, Baltimore, Md.	[1] 5	[1] 5
C. H. Carter...........................	Central Savings Bank Building, Baltimore, Md.	[1] 5	[1] 5
Francis B. Reeves.....................	1631 Arch Street, Philadelphia, Pa....	[1] 5	5
Thomas J. Shryock....................	Philpot and Thames Streets, Baltimore, Md.	[1] 5	5

[1] Qualifying stock held by directors.

State the total number of votes cast at the latest general meeting for the election of directors of the respondent. One hundred and thirty thousand votes cast.

Give the date and place of such meeting. February 19, 1917; 195 Broadway, New York, N. Y.

Guaranties and suretyships: None.

Comparative general balance sheet.

ASSETS.

Balance at beginning of year.	Item.		Balance at close of year.	Net change during year (increase in roman, decrease in italic).
	INVESTMENT.			
$9,016,020.76	Fixed capital installed since Dec. 31, 1912		$9,337,265.42	$321,244.66
19,313.19	Construction work in progress		47,793.79	28,480.60
6,106,811.78	Investment securities	[1] $6,026,811.78	6,026,811.78	[2] *80,000.00*
12,796,736.73	Advances to system corporations for construction, etc	[1] 12,884,000.00	12,884,000.00	87,263.27
50,728.96	Miscellaneous investments		50,728.96	....
27,989,611.42	Total investment		28,346,599.95	356,988.53
	WORKING ASSETS AND ACCRUED INCOME.			
125,014.46	Cash and deposits	[1] $382,328.92	382,328.92	257,314.46
16,625.00	Employees' working funds	[1] 18,500.00	18,500.00	1,875.00
20,000.00	Bills receivable		....	*20,000.00*
190,329.68	Due from subscribers and agents		200,685.21	10,355.53
198,554.80	Accounts receivable from system corporations		105,191.06	*93,363.74*
11,859.29	Miscellaneous accounts receivable		9,850.99	*2,008.30*
....	Matured interest and dividends receivable		52,152.78	52,152.78
77,276.70	Materials and supplies		161,109.99	83,833.29
13,929.92	Unmatured interest, dividends, and rents receivable		42,770.00	28,840.08
653,589.85	Total working assets and accrued income		972,588.95	318,999.10
	DEFERRED DEBIT ITEMS.			
217,040.73	Sinking fund assets	[1] $253,993.83	253,993.83	36,953.10
19,747.83	Prepayments		12,205.22	*7,542.61*
101.38	Other suspense		1,872.55	1,771.17
236,889.94	Total deferred debit items		268,071.60	31,181.66
28,880,091.21	Grand total		29,587,260.50	707,169.29

LIABILITIES.

	STOCKS.			
$13,000,000.00	Capital stock		$13,000,000.00	....
	LONG-TERM DEBT.			
1,291,000.00	Funded debt	[3] $1,291,000.00	1,291,000.00	....
11,825,000.00	Advances from system corporations for construction, etc	[3] 11,875,000.00	11,875,000.00	$50,000.00
13,116,000.00	Total long-term debt		13,166,000.00	50,000.00
	WORKING LIABILITIES AND ACCRUED LIABILITIES.			
48,853.33	Audited vouchers and wages unpaid		37,570.64	*11,282.69*
484.95	Subscribers' deposits		1,214.88	729.93
117,414.15	Accounts payable to system corporations		113,159.46	*4,254.69*
4,711.18	Miscellaneous accounts payable	[3] $3,895.49	3,895.49	*815.69*
....	Matured interest, dividends, and rents unpaid		48,229.17	48,229.17
1,125.71	Service billed in advance		2,169.67	1,043.96
5.50	Other current liabilities		5.50	....
45,938.45	Taxes accrued		101,379.66	55,441.21
58,981.36	Other accrued liabilities not due		234,043.73	175,062.37
277,514.63	Total working liabilities and accrued liabilities		541,668.20	264,153.57

[1] Total book assets at close of year.
[2] Due to adjustment on account of transferring part of original charge made in 1915, to extraordinary repairs.
[3] The fixed capital accounts were classified prior to January 1, 1913, to conform to the classification following and the entire fixed capital is reported under this schedule.

Comparative general balance sheet—Continued.

LIABILITIES—Continued.

Balance at beginning of year.	Item.	Balance at close of year.	Net change during year (increase in roman, decrease in italic).
	DEFERRED CREDIT ITEMS.		
$1,855,192.93	Reserved for accrued depreciation—Cr	$2,149,500.71	$294,307.78
42,208.82	Reserved for amortization of intangible capital—Cr	47,703.35	5,494.53
85,254.03	Liability on account of provident funds	85,254.03	....
1,982,655.78	Total deferred credit items	2,282,458.09	299,802.31
	UNAPPROPRIATED SURPLUS.		
503,920.80	Corporate surplus unappropriated (credit balance)	597,134.21	93,213.41
28,880,091.21	Grand total	29,587,260.50	707,169.29

Memorandum of securities included in "Fixed capital installed prior to January 1, 1913,": None.

Entire fixed capital.

Name of subaccount.	Balance at beginning of year.	Charges for capital added during year.	Credits made to subaccount during year.	Balance at close of year.
Right of way	$32,450.57	$4,953.49	$567.24	$36,836.82
Land	91,809.38	62.20	....	91,871.58
Buildings	585,903.29	[1] *1,621.49*	....	584,281.80
Land and buildings	677,712.67	[1] *1,559.29*	....	676,153.38
Central office telephone equipment	1,115,314.92	39,333.55	23,145.53	1,131,502.94
Other equipment of central offices	19,831.34	1,844.63	206.41	21,469.56
Central office equipment	1,135,146.26	41,178.18	23,351.94	1,152,972.50
Station apparatus	395,168.89	98,682.20	79,869.30	413,981.79
Station installations	241,000.00	35,519.59	28,603.72	247,915.87
Interior block wires	8,150.43	5,746.78	6,244.13	7,653.08
Private-branch exchanges	313,389.56	48,537.51	27,538.06	334,389.01
Booths and special fittings	29,113.97	7,245.21	7,594.14	28,765.04
Station equipment	986,822.85	195,731.29	149,849.35	1,032,704.79
Exchange pole lines	146,777.64	11,360.64	12,749.86	145,388.42
Exchange aerial cable	122,508.16	10,805.26	12,294.42	121,019.00
Exchange aerial wire	427,894.63	41,371.29	37,976.82	431,289.10
Exchange underground conduits	1,427,119.69	27,331.69	222.16	1,454,229.22
Exchange underground cable	1,245,107.51	74,703.17	24,486.02	1,295,324.66
Exchange submarine cable	1,819.08	....	....	1,819.08
Toll pole lines	6,441.17	....	....	6,441.17
Toll aerial cable	265.76	....	....	265.76
Toll aerial wire	21,909.30	1,443.06	....	23,352.36
Toll underground conduit	8,406.52	....	....	8,406.52
Toll underground cable	4,192.00	13,518.28	....	17,710.28
Office furniture and fixtures	15,639.21	2,497.80	1,814.45	16,322.56
General store equipment	908.49	311.41	103.93	1,115.97
General stable and garage equipment	21,782.72	10,978.37	749.36	32,011.73
General tools and implements	10,144.26	2,394.35	2,535.99	10,002.62
General equipment	48,474.68	16,181.93	5,203.73	59,452.88
Total District of Columbia	6,293,048.49	437,018.99	266,701.54	6,463,365.94
Total outside District of Columbia	2,722,972.27	289,128.33	138,201.12	2,873,899.48
Total	9,016,020.76	726,147.32	404,902.66	9,337,265.42

[1] Due to adjustment on account of transferring part of original charge made in 1915 to extraordinary repairs.

Summary of fixed capital.

Fixed capital account.	Balance at beginning of year.	Charges for capital added during year.	Credits made during year.				Balance at close of year.
			Charged to reserve for depreciation.	Charged to reserve for amortization of intangible capital.	Charged to corporate surplus or deficit.	Charged to other accounts.	
District of Columbia......	$6,293,048.49	$437,018.99	$98,399.43	$567.24	....	[1]$167,734.87	$6,463,365.94
Outside District of Columbia................	2,722,972.27	289,128.33	63,705.58	1,550.55	$366.37	72,578.62	2,873,899.48
Total...............	9,016,020.76	726,147.32	162,105.01	2,117.79	366.37	240,313.49	9,337,265.42

[1] Amount representing the cost of station equipment charged to account 607, station removals and changes, and credited to proper fixed capital accounts, $56,746.95; salvage on fixed capital retired, $110,987.92; total, District of Columbia, $167,734.87.

Summary of securities owned.

Kind of securities held.	Securities held unencumbered.		Securities held in sinking and other special funds.		Total securities owned.	
	Par value.	Book value.	Par value.	Book value.	Par value.	Book value.
Securities of other corporations not assumed by respondent.						
STOCKS.						
Companies affiliated with respondent:						
Telephone corporations—						
Active.................	$5,257,000	$6,011,311.78	....	....	$5,257,000	$6,011,311.78
Inactive...............	5,000	5,000.00	....	....	5,000	5,000.00
Total.................	5,262,000	6,016,311.78	....	....	5,262,000	6,016,311.78
Nonaffiliated companies:						
Telephone corporations, active..................	500	500.00	....	....	500	500.00
Other corporations, active.	....	....	$187,000	$185,062	187,000	185,062.00
Total for nonaffiliated companies.............	500	500.00	187,000	185,062	187,500	185,562.00
BONDS.						
Nonaffiliated companies:						
Telephone corporations, active..................	10,000	10,000.00	....	....	10,000	10,000.00
Recapitulation of securities of other corporations not assumed.						
Stocks of companies affiliated with respondent.............	5,262,000	6,016,311.78	....	....	5,262,000	6,016,311.78
Stocks of nonaffiliated companies..........................	500	500.00	187,000	185,062	187,500	185,562.00
Funded debt of nonaffiliated companies..................	10,000	10,000.00	....	....	10,000	10,000.00
Total securities of nonaffiliated companies......	10,500	10,500.00	187,000	185,062	197,500	195,562.00
Grand total..............	5,272,500	6,026,811.78	187,000	185,062	5,459,500	6,211,873.78

Investments in securities of telephone companies affiliated with respondent.

Class No.	Name of issuing company and description of security held.	Unpledged. Par value of amount held at close of year.	Unpledged. Book value at close of year.
A-1	200 shares of common stock of the Chesapeake & Potomac Telephone Co. of Baltimore City[1]	$10,000.00	$10,000.00
A-1	42,470 shares of common stock of the Chesapeake & Potomac Telephone Co. of Virginia; dividend rate, 4 per cent	4,247,000.00	5,001,311.78
A-1	10,000 shares of common stock of the Maryland Telephone Co. of Baltimore City[1]	1,000,000.00	1,000,000.00
	Total class A-1	5,257,000.00	6,011,311.78
A-2	50 shares of common stock of the Chesapeake & Potomac Telephone Co. of West Virginia[1]	5,000.00	5,000.00
	Grand total	5,262,000.00	6,016,311.78

[1] No dividends paid.

Investments in securities of nontelephone companies affiliated with respondent: None.

Investments in securities of nonaffiliated companies.

Class No.	Name of issuing company and description of security held.	Unpledged. Par value of amount held at close of year.	Unpledged. Book value at close of year.
A-1	50 shares of common stock of the Romney Consolidated Telephone Co.[1]	$500	$500
B-1	10 notes of $1,000 each of the Wythe Mutual Telephone Co., dated July 1, 1915, due July 1, 1935; interest, 6 per cent	10,000	10,000
	Grand total	10,500	10,500

[1] No dividends paid.

Securities and other intangibles owned or controlled through nonreporting subsidiaries: None.

Long-term advances to other companies.

Name of debtor company.	Amount of unpaid advances (including interest) at beginning of year. Principal.	Amount of unpaid advances (including interest) at beginning of year. Interest.	Advances made during year.	Interest accrued during year. Rate per cent per annum.	Interest accrued during year. Amount.
				Per cent.	
Chesapeake & Potomac Telephone Co. of Baltimore City	$9,900,000.00	$98,287.50	$525,000.00	6	$605,437.50
Maryland Telephone Co. of Baltimore City	2,165,000.00	....	109,000.00	6	131,517.50
Chesapeake & Potomac Telephone Co. of Virginia	725,000.00	3,825.00	300,000.00	5	19,333.28
Southern Bell Telephone & Telegraph Co. of Kentucky	6,736.73	33.69	....	6	122.37
Chesapeake & Potomac Telephone Co. of West Virginia	....	....	60,000.00	6	910.00
Total	12,796,736.73	102,146.19	994,000.00	....	757,320.65

Long-term advances to other companies—Continued.

Name of debtor company.	Repayments made by debtor during year.		Amount of unpaid advances (including interest) at close of year.	
	Principal.	Interest.	Principal.	Interest.
Chesapeake & Potomac Telephone Co. of Baltimore City	$50,000.00	$652,650.00	$10,375,000.00	$51,075.00
Maryland Telephone Co. of Baltimore City		131,517.50	2,274,000.00	
Chesapeake & Potomac Telephone Co. of Virginia	850,000.00	22,380.50	175,000.00	777.78
Southern Bell Telephone & Telegraph Co. of Kentucky	6,736.73	156.06		
Chesapeake & Potomac Telephone Co. of West Virginia		610.00	60,000.00	300.00
Total	906,736.73	807,314.06	12,884,000.00	52,152.78

MISCELLANEOUS INVESTMENTS.

Land and building located in the city of Washington, D. C., and designated on the municipal records as lot No. 11 in square No. 288 on the east side of Thirteenth Street between G and H Streets, NW.; not used for operating purposes of the respondent. Date of acquisition, December 15, 1908. Actual money cost to respondent: The above described property was acquired from the American Telephone & Telegraph Co., together with other real estate in the city of Washington, D. C., valued at $1,370,453.75, in exchange for which $1,300,000 par value of capital stock and $70,453.75 cash was given. The above described property was listed at the time of acquisition at a value of $50,707.50. The difference between this amount and that carried on respondent's books represents additions to this property since date of acquisition. Amount at which carried on respondent's books at close of year, $50,728.96.

Cash and special deposits.

Name of depositary.	Purpose of deposit.	Amount at close of year.
Collector of taxes for the District of Columbia	To indemnify the District of Columbia against loss due to resurfacing streets in connection with the construction and maintenance of the respondent's plant.	$1,000.00
American Security & Trust Co., Washington, D. C.	Advance payment to trustee of bond interest due Jan. 1, 1917.	32,275.00
District of Columbia		33,275.00
Outside of District of Columbia		60.00
Total special deposits		33,335.00
Cash on hand and in banks, available for general corporate purposes.		348,993.92
Total cash and special deposits		382,328.92

Employees' working funds.

Name of custodian of fund.	Purpose of fund.	Amount at close of year.
J. H. FitzGerald, Washington, D. C.	Working funds from which certain expenditures are to be made and accounted for.	$1,700
S. O. Ford, Washington, D. C.	do	1,800
One minor fund less than $1,000		800
District of Columbia		4,300
Outside of District of Columbia		14,200
Total		18,500

Bills and accounts receivable at the close of year.

MISCELLANEOUS ACCOUNTS RECEIVABLE.

Debtor:

Maryland Brass & Metal Works	$4,089.52
Sundry debtors each owing $1,000 or less	5,761.47
Total	9,850.99

Accounts receivable from system corporations.

Name of debtor.	Character of transaction.	Amount at close of year.
Chesapeake & Potomac Telephone Co. of Baltimore City.	Traffic settlement and miscellaneous	$75,085.43
Chesapeake & Potomac Telephone Co. of Virginia.	do	22,506.51
Bluefield Telephone Co	Traffic settlement	1,170.07
Limestone Telephone Co	Traffic settlement and rental of attachments.	2,272.70
Sundry debtors each owing $1,000 or less		4,156.35
Total		105,191.06

Marketable securities: None.

SINKING FUND ASSETS.

Name of fund: The Chesapeake & Potomac Telephone Co., consolidated mortgage 5 per cent bond sinking fund.

Description of obligation to be redeemed through operation of fund: The Chesapeake & Potomac Telephone Co. consolidated mortgage 5 per cent bonds due July 1, 1929.

Name of trustee of fund: The American Security & Trust Co., Washington, D. C.

Balance in fund at beginning of year	$217,040.73
Additions to fund during year:	
Income from investment of fund	10,653.33
Cash appropriations to fund	25,820.00
Other additions to fund	479.77
Total additions to fund	36,953.10
Balance in fund at close of year	253,993.83
Cash in fund uninvested at close of year	65,843.50

Class.	Names of securities and other investments in fund at close of year.	Other securities held in fund at close of year.	
		Par value.	Book value
A-3	1,700 shares of the 4 per cent corporate stock of the city of Baltimore ($70,000 due 1951, $100,000 due 1961)	$170,000	$167,450
A-3	170 shares of the $4\frac{1}{2}$ per cent corporate stock of the city of Baltimore ($17,000 due 1950)	17,000	17,612
	Grand total	187,000	185,062

Difference between amount in "Balance in fund at close of year" and the totals of "Cash in fund uninvested at close of year," and "Other securities held in fund at close of year, book value," represents interest accrued but not due on investment held in fund, $3,088.33.

Insurance and other reserve fund assets: None.

Provident fund assets: None.

Discounts and premiums on securities outstanding: None.

Other suspense—book value of item at close of year.

Minor items, 9 in each less than $1,000	$1,872.55

Capital stocks.

Common stock, authorizations closed prior to present year:	
Par value of amount authorized	$13,000,000
(See note B.)	
Par value of total amount actually issued to close of year	13,000,000
Par value of amount actually outstanding at close of year	13,000,000
Stocks actually issued prior to present year—	
Par value	13,000,000
(Complete information not available; see Note A.)	
Rates and dates of declaration of dividends during year (including rate per cent per annum and dates of maturity of interest on debenture stock, if any): 1½ per cent dividends declared Mar. 30, June 29, Sept. 28, and Dec. 28, 1916.	
Amount of dividends declared during year	780,000
Amount of dividends paid during year	585,000
Amount of dividends declared but not yet due at close of year	195,000

NOTE A.

Aug. 1, 1883, purchase of property of the National Capital Telephone Co. and the Telephone Exchange Co		$2,650,000.00
Dec. 15, 1908:		
Purchase of real estate (real estate in the District of Columbia purchased from American Telephone & Telegraph Co.; stock and bonds of the Maryland Telephone Co. of Baltimore City)	$1,300,000.00	
Purchase of securities and accrued interest	870,083.33	
Retirement of respondent's notes	7,471,076.57	
Accrued interest on notes	105,766.67	
Cash	603,073.43	
		10,350,000.00
Total		13,000,000.00

NOTE B.—The total authorized capital stock is $15,000,000, approved by the stockholders, Nov. 23, 1908; which amount was acted upon by the board of directors, Nov. 25, 1908, and certificate filed with and approved by the secretary of state of New York; but further acts of approval are necessary before any additional amounts of stock may be issued.

Purposes of open authorizations and particulars of authorizations closed during the year: None.

Stock liability for conversion of securities: None.

Summary statement of unmatured funded debt.

Mortgage bonds:	
Amount actually outstanding at close of year	$1,291,000
Interest liability at close of year on actually outstanding debt—interest accrued not due	32,275
Interest during year on actually outstanding debt—	
Interest accrued	64,550
Interest paid	64,550

SECURITY FOR UNMATURED FUNDED DEBT.

Designation of mortgage, pledge, or other lien: Consolidated mortgage.

Plant and equipment mortgaged: All real estate and telephone property in the District of Columbia owned by respondent.

See page 125 for particulars of sinking fund.

THE CHESAPEAKE & POTOMAC TELEPHONE CO. CONSOLIDATED MORTGAGE 5 PER CENT BONDS.

It is further covenanted and agreed by the telephone company that said company, party hereto of the first part, shall and will create a sinking fund for the purchase or payment of the bonds hereby secured, by setting aside for and paying to the trustee, party hereto of the second part, semiannually, on the 15th day of January and the 15th day of July in each and every year commencing January 1, 1901, a sum of money equal in amount to 1 per cent of so much of the said $1,500,000 as may be issued and then outstanding, being at the rate of 2 per cent per annum, payable semiannually as aforesaid. The trustee shall and will, if and when by the telephone company directed so to do, invest the then amount of the fund created by the sums so set aside and paid in, and the accumulations thereof, in such securities or property as shall be satisfactory to the telephone company. Any securities or property which shall be so purchased with any of the moneys so set aside for and paid into such sinking fund, or with the accumulations thereof, shall come under and be subject to the lien of this deed of trust, and shall by the trustee be held for and applied to the purposes of the trust hereby created, except that if any bonds secured hereby shall have been so purchased such bonds shall be canceled forthwith.

Unmatured funded debt.

Consolidated mortgage 5 per cent bonds:	
Nominal date of issue, July 1, 1899.	
Date of maturity, July 1, 1929.	
Interest provisions—	
Rate per cent per annum, 5 per cent.	
Dates due, January 1 and July 1.	
Par value of extent of indebtedness authorized	$1,500,000
Par value of evidences of debt—	
Actually issued to close of year	1,500,000
Reacquired after actual issue and canceled	209,000
Actually outstanding at close of year	1,291,000
Evidences of debt actually issued prior to present year—par value of total amount	1,500,000
Amount of interest accrued during year charged to income	64,550
Amount of interest paid during year	64,550
Interest liability at close of year, accrued not yet due	32,275

Purposes for which bonds and other evidences of funded debt were issued or assumed during the year: None.

Receiver's certificates: None.

Long-term advances payable.

Name of creditor company.	Total amount owing at beginning of year.	Principal received during year.			Principal repaid during year.		Interest.				Total amount owing at close of year.
		Amount.	Date of receipt.	Date of maturity.	Amount.	Date of repayment.	Rate per annum.	Dates due.	Amount accrued during year	Amount paid during year.	
Bell Telephone Co. of Pennsylvania	$11,825,000	....	....	Demand	$200,000 300,000 100,000	May 11, 1916 June 24, 1916 Sept. 22, 1916	5	Monthly	$215,149.29 69,427.07 138,500.00 152,798.60	$264,565.96 69,427.07 138,500.00 106,027.77	$11,225,000
		$150,000 100,000 200,000 200,000	Feb. 2, 1916 Nov. 29, 1916 Dec. 20, 1916 Dec. 27, 1916	do	....	....	5	do	6,833.33 444.45 305.56 111.11	6,208.33 27.78	150,000 100,000 200,000 200,000
Total	11,825,000	650,000			600,000				583,569.41	584,756.91	11,875,000

No interest charged to cost of property. Principal repaid in cash.

Sundry working liabilities.

Name of creditor or of obligation.	Character of transactions involved.	Credit balance at close of year.
ACCOUNTS PAYABLE TO SYSTEM CORPORATIONS.		
American Telephone and Telegraph Co.	Traffic settlement and miscellaneous.	$61,688.75
Western Electric Co. (Inc.)	Supplies	49,168.17
New York Telephone Co.	Services, expenses, and miscellaneous.	1,692.67
Minor accounts, 17 in number, each less than $1,000.		609.87
Total		113,159.46
MISCELLANEOUS ACCOUNTS PAYABLE.		
Western Union Telegraph Co.	Balance due in settlement of telegrams telephoned over the lines of respondent, collection for which was made by the respondent, month of December, 1916.	3,526.33
Minor accounts, 230 in number, each less than $1,000.		369.16
Total		3,895.49
OTHER CURRENT LIABILITIES.		
One minor account, less than $1,000		5.50

Reserve for accrued depreciation.

Debit item.	Amount.	Credit item.	Amount.
Amount of "Repairs charged to reserves"	$67,138.79	Balance at beginning of year	$1,855,192.93
Retirement of tangible fixed capital	185,982.31	Amount charged for "Depreciation of plant and equipment"	539,180.47
Adjustment of reserve, for depreciation on used supplies—Cr	1,863.00	Depreciation charges in "Stable and garage expense"	5,691.32
Balance at close of year	2,149,500.71	Depreciation charges in tool expense	4,276.62
		Depreciation charges in "Supply expense"	193.47
Total	2,404,484.81	Total	2,404,484.81

Reserve for amortization of intangible capital.

Debit item.	Amount.	Credit item.	Amount.
Expiration or relinquishment of intangible capital	$2,117.79	Balance at beginning of year	$42,208.82
Balance at close of year	47,703.35	Amount charged for "Amortization of landed capital"	7,612.32
Total	49,821.14	Total	49,821.14

Analysis of expiration and relinquishment of intangible capital: No individual item charged to account reserve for amortization of intangible capital exceeded $500.

Bases of charges for depreciation and amortization of capital.

[The amounts of the annual depreciation and amortization charges are determined by applying the annual rates of depreciation and amortization given in the schedule below to the average annual amounts in the corresponding fixed capital accounts.]

Fixed capital account.	Estimated average life (years).	Net recovery value (per cent of first cost).	Annual rate of depreciation (per cent of first cost).
Buildings	24.0	38	2.6
Central office equipment:			
Central office telephone equipment	8.3	17	10.0
Other equipment of central offices	10.0		10.0
Station equipment:			
Station apparatus—Station installations (taken care of by charges to station removals and changes)	9.0	10	10.0
Interior block wires	8.0	20	[1] 7.5
Private branch exchanges	9.0	10	10.0
Booths and special fittings	9.0	10	10.0
Exchange pole lines	10.5		9.5
Exchange aerial cable:			
Cable	12.0	30	5.8
Terminals	10.0		10.0
Average			6.22
Exchange aerial wire:			
Bare copper	14.0	30	5.0
Bare iron	8.5	[2] 16	13.7
Insulated wire (including drops)	6.5	30	[1] 8.9
Average			8.90
Exchange underground conduit:			
Main	50.0		2.0
Subsidiary	15.0		6.7
Average			3.31
Exchange underground cable:			
Main	20.0	40	3.0
Subsidiary	13.0	25	5.8
Terminals	10.0		10.0
Average			3.93
Exchange submarine cable	9.0		11.1
Toll pole lines	16.0		6.2
Toll aerial cable:			
Cable	12.0	30	5.8
Loading coils	20.0		5.0
Average			5.8
Toll aerial wire:			
Copper	30.0	35	2.2
Iron	15.0	[2] 16	2.7
Loading coils	20.0		5.0
Average			3.23
Toll underground conduit	50.0		2.0
Toll underground cable:			
Cable	25.0	40	2.4
Loading coils	20.0		5.0
Average			3.16
Toll submarine cable	9.0		11.1
General equipment:			
Office furniture and fixtures	10.0		10.0
General shop equipment	10.0		10.0
General store equipment	10.0		10.0
General stable and garage equipment	4.5	10	20.0
General tools and implements	4.0	20	20.0

[1] A portion of the loss is taken care of by charges to account station removals and changes. [2] Minus.

Annual rate for amortization of landed capital carried in account "Right of way."

	Estimated average life (years)	Net recovery value (per cent of first cost).	Annual rate.
			Per cent.
Exchange right of way	16.6		6
Toll right of way	33.3		3

Analysis of charges made during the year to reserve for accrued depreciation on account of tangible fixed capital.

Item.	Plant removed or abandoned.				Plant sold.		Extraordinary repairs.			Net charge to "Reserve for accrued depreciation."
	Original cost.	Cost of removal.	Salvage.	Miscellaneous adjustments.[1]	Original cost.	Selling price.	Gross cost.	Salvage.	Miscellaneous adjustments.[2]	
Pole lines	$12,749.86	$3,504.78	$894.26				$677.79	$0.11		$16,038.06
Aerial cable	12,294.42	750.55	5,639.48				317.45	21.61		7,701.33
Aerial wire	16,077.72	1,652.66	5,862.60				1,046.50	17.05		12,897.23
Underground conduit	222.16	84.47	141.82				325.29			490.10
Underground cable	24,486.02	1,414.01	12,879.33				516.00	24.50		13,512.20
Central office equipment	23,351.94	2,265.82	2,083.95							23,533.81
Station equipment	114,071.62	728.29	82,744.42		$929.88	$296.00	1,790.43	1,153.28		33,326.52
Buildings							12,430.61			12,430.61
Office furniture and fixtures	772.54		50.00	$229.16	812.75	258.81				1,505.64
General store equipment	41.32			62.61						103.93
General stable and garage equipment	541.40		2.50	*156.11*	364.07	82.50				664.36
General tools and implements	1,734.75		52.25	801.24						2,483.74
Total, District of Columbia	206,343.75	10,400.58	110,350.61	936.90	2,106.70	637.31	17,104.07	1,216.55		124,687.53
Total outside District of Columbia	107,338.45	13,515.52	45,681.50	1,131.88	1,537.07	659.12	53,686.25	2,473.78	$38.80	128,433.57
Total company	313,682.20	23,916.10	156,032.11	2,068.78	3,643.77	1,296.43	70,790.32	3,690.33	38.80	253,121.10

[1] Annual inventory adjustments of general equipment.

[2] Adjustment due to decrease in value of plant on account of extraordinary repairs.

SUNDRY DEFERRED CREDIT ITEMS.

Liability on account of provident funds: Plan for employees' pensions, disability benefits, and death benefits.

Credit balance at close of year, $85,254.03.

Corporate surplus or deficit account.

Item.	Debits.	Credits.
Credit balance at beginning of year		$503,920.80
Credit balance transferred from income		166,768.46
Miscellaneous additions to surplus		110.14
Amortization unprovided for elsewhere	$366.37	
Miscellaneous appropriations of surplus	64,312.09	
Other deductions from surplus	8,986.73	
Balance carried forward to credit side of balance sheet	597,134.21	
Total	670,799.40	670,799.40

Dividends declared during the year.

Name of security on which dividend was declared.	Regular rate.	Par value of amount on which dividend was declared.	Distribution of charge, income.	Date.	
				Declared.	Payable.
	Per cent.				
Common stock	1½	$13,000,000	$195,000	Mar. 30, 1916	Apr. 12, 1916
Do	1½	13,000,000	195,000	June 29, 1916	July 12, 1916
Do	1½	13,000,000	195,000	Sept. 28, 1916	Oct. 12, 1916
Do	1½	13,000,000	195,000	Dec. 28, 1916	Jan. 12, 1917
Total			780,000		

No obligations of any kind were incurred in connection with the payment of dividends during the year 1916.

Income account for the year.

Item.	Amount applicable to the year.	Comparison with preceding year (increase in roman, decrease in italic).
I. OPERATING INCOME.		
Telephone operating revenues	$1,947,780.93	$72,481.40
Telephone operating expenses	1,123,163.17	55,861.35
Net telephone operating revenue	824,617.76	16,620.05
Uncollectible operating revenues	17,587.26	5,280.28
Taxes assignable to operations	114,680.58	18,534.64
Deductions from net operating revenues	132,267.84	23,814.92
Operating income (District of Columbia)	692,349.92	*7,194.87*
Operating income outside District of Columbia	47,325.50	27,652.85
Total operating income	739,675.42	20,457.98

Income account for the year—Continued.

Item.	Amount applicable to the year.	Comparison with preceding year (increase in roman, decrease in italic).
II. NONOPERATING INCOME.		
Miscellaneous rent revenues	$1,051.91	*$752.91*
Dividend revenues	169,880.00	3,547.50
Interest revenues	764,274.79	4,131.65
Sinking and other reserve fund accretions	8,254.01	783.92
Total nonoperating revenues	943,460.71	7,710.13
Rent expense	1,652.18	*1,208.68*
Miscellaneous nonoperating expense	2,535.24	2,535.24
Total nonoperating expense	4,187.42	1,326.58
Nonoperating taxes	47,912.81	7,660.46
Deductions from nonoperating revenues	52,100.23	8,987.04
Nonoperating income	891,360.48	*1,276.91*
Gross income	1,631,035.90	19,181.07
III. DEDUCTIONS FROM GROSS INCOME.		
Rent deductions for telephone offices	8,822.97	*927.22*
Rent deductions for conduits, poles, and other supports	16,728.92	468.09
Miscellaneous rent deductions	*300.66*	*495.57*
Interest deductions for funded debt	64,550.00	....
Other interest deductions	586,849.35	*5,296.48*
Amortization of landed capital	7,612.32	377.67
Miscellaneous deductions from income	4.54	*1.48*
Total deductions from gross income	684,267.44	*5,874.99*
Net income	946,768.46	25,056.06
IV. DISPOSITION OF NET INCOME.		
Dividend appropriations of income	780,000.00	....
Amount transferred to credit of corporate surplus or deficit	166,768.46	25,056.06

The operating revenues and expenses above stated relate to the period beginning January 1, 1916, and ending December 31, 1916.

Telephone operating revenues (*for the District of Columbia only*).

Class of telephone operating revenues.	Amount of revenue for the year.	Comparison with revenue of preceding year (increase in roman, decrease in italic).
I. EXCHANGE SERVICE REVENUES.		
Subscribers' station revenues	$1,693,272.06	$41,928.81
Public pay station revenues	205,322.89	18,986.67
Service stations	694.09	130.57
Private exchange lines	2,791.34	222.29
Minor rents of exchange plant	11,590.77	1,449.96
Miscellaneous exchange service revenues	15,076.20	1,802.82
Total exchange service revenues	1,913,671.15	62,718.30

Telephone operating revenues (for the District of Columbia only)—Continued.

Class of telephone operating revenues.	Amount of revenue for the year.	Comparison with revenue of preceding year (increase in roman, decrease in italic).
II. TOLL SERVICE REVENUES.		
Message tolls	$84,667.43	$6,008.30
Leased toll lines	475.55	40.74
Telegraph tolls	189.30	8.12
Telegraph service on toll lines	97.35	*52.68*
Miscellaneous toll line revenues	762.20	*3.82*
Total toll service revenues	85,429.63	6,004.48
III. MISCELLANEOUS OPERATING REVENUES.		
Messenger service	313.25	*13.80*
Telegraph commissions	2,185.19	438.83
Advertising and directory	24,352.24	2,436.97
Rents from other operating property	4,308.75	101.25
Other miscellaneous revenue	5,522.62	3,490.71
Miscellaneous direct revenues	36,682.05	6,453.96
Licensee revenue—Dr	88,001.90	2,695.34
Total miscellaneous operating revenues	*51,319.85*	3,758.62
Grand total	1,947,780.93	72,481.40
SUMMARY OF OPERATING REVENUES.		
Direct operating revenues	2,035,782.83	75,176.74
Licensee revenues	*88,001.90*	*2,695.34*
Total	1,947,780.93	72,481.40

LICENSEE REVENUE.

Description of agreement (names of parties, dates, service, etc.): Agreement dated May 23, 1882, March 31, 1883, August 1, 1883, and modifications dated December 11, 1884, March 9, 1897, October 5, 1905, January 15, 1906, December 16, 1912, January 2, 1914, between the American Bell Telephone Co., covering rights and privileges and services, and the use of property and compensation therefor computed on specific items of revenue, with additions thereto and deductions therefrom of certain other amounts; District of Columbia, 4½ per cent of $1,955,599.76.

Licensee revenue—Dr., $88,001.90.

Nontelephone operations: None.

Telephone operating expenses (for the District of Columbia only).

Name of operating expense account.	Amount of operating expenses for the year.	Comparison with expenses of preceding year (increase in roman, decrease in italic).
I. MAINTENANCE EXPENSES.		
Supervision of maintenance	$17,856.65	*$7,957.80*
Repairs of aerial plant	23,197.86	4,855.75
Repairs of underground plant	13,281.65	4,150.63
Repairs of central office equipment	42,335.37	2,572.97
Repairs of station equipment	54,951.66	4,838.61
Repairs of buildings and grounds	14,150.34	12,637.62
Station removals and changes	50,419.91	7,066.16
Depreciation of plant and equipment	367,298.31	9,736.35
Repairs charged to reserves—Cr	15,887.52	11,594.30
Total maintenance expenses	567,604.23	26,305.99

Telephone operating expenses (for the District of Columbia only)—Continued.

Name of operating expense account.	Amount of operating expenses for the year.	Comparison with expenses of preceding year (increase in roman, decrease in italic).
II. TRAFFIC EXPENSES.		
Traffic superintendence	$18,377.79	$13.83
Service inspection	3,293.98	160.06
Clerical operating wages	5,494.43	1,973.25
Central office superintendence	27,166.20	2,147.14
Operators' wages	214,752.22	29,392.78
Rest and lunch rooms	5,833.58	195.48
Operators' schooling	9,312.29	4,172.70
Transmission power	13,439.81	700.51
Central office stationery and printing	1,574.56	*165.86*
Messenger service	309.55	*46.03*
Miscellaneous central office expenses	16,227.86	2,904.54
Central office supplies and expenses	46,697.65	7,761.94
Pay station expenses	6,347.89	*406.86*
Other traffic expenses	8,529.94	4,133.23
Total traffic expenses	303,493.90	42,938.83
III. COMMERCIAL EXPENSES.		
Commercial administration	45,768.72	4,094.20
Advertising	9,407.04	1,245.54
Canvassing	5,350.64	1,849.18
Sublicensee relations	....	*3.97*
Promotion expenses	14,757.68	3,090.75
Revenue accounting	29,756.27	1,204.45
Revenue collecting	32,563.28	982.48
Pay station commissions	32,736.19	2,749.04
Collection expenses	95,055.74	4,935.97
Directory expenses	32,010.91	*2,492.29*
Total commercial expenses	187,593.05	9,628.63
IV. GENERAL AND MISCELLANEOUS EXPENSES.		
Salaries of general officers	11,571.34	*595.82*
Salaries of general office clerks	13,081.07	*2,265.25*
General office salaries	24,652.41	*2,861.07*
Expenses of general officers and clerks	1,157.48	*911.75*
General office stationery and printing	1,483.81	327.26
Other general office supplies and expenses	1,402.40	*91.72*
General office supplies and expenses	4,043.69	*676.21*
General law expenses	5,552.65	*879.98*
Insurance	2,478.96	*2,084.74*
Accidents and damages	1,610.45	*3,254.49*
Law expenses connected with damages	1,583.81	1,332.56
Relief department and pensions	13,688.43	6,389.66
Telephone franchise requirements	38.25	*.75*
Other general expenses	10,861.59	*20,977.83*
Telephone franchise requirements—Cr	38.25	*.75*
Miscellaneous general expenses	24,550.02	*14,588.17*
Total general expenses	64,471.99	*23,012.10*
Grand total	1,123,163.17	55,861.35

Operating ratio—i. e., ratio of operating expenses to operating revenues—57.66 per cent.

Taxes on telephone property.

Name of property.	Name of State or Government.	Amount charged to "Taxes assignable to operations."	Total operating taxes paid during year and charged directly or indirectly to income.	Tax on property owned, not used in operation, and other miscellaneous taxes.
All telephone properties of the respondent, group A.	District of Columbia	$93,568.33	$92,140.14	$30,089.24
Do	U. S. Government	21,112.25	6,986.58	5,246.17
Outside District of Columbia				12,577.40
Total		114,680.58	99,126.72	47,912.81

Rent revenues from lease of telephone plant: None.
Abstract of terms and conditions of leases: None.

Miscellaneous rent revenues.

Minor items, 6 in number, each less than $1,000 per annum, total District of Columbia	$385.25
Total outside District of Columbia	666.66
Total	1,051.91

Dividend revenues.

Description of dividend, yielding stock.	Par value of amount of stock yielding dividends.	Dividend rates.	Amount of dividends credited to income.
		Per cent.	
Common stock of the Chesapeake & Potomac Telephone Co. of Virginia.	$4,247,000	1	$42,470
	4,247,000	1	42,470
	4,247,000	1	42,470
	4,247,000	1	42,470
Total			169,880

Interest revenues.

Description of security, advance, loan, or account showing characteristics of such security, etc., and name of the debtor.	Period covered by interest.		Income derived as interest.
	From—	To—	
Long-term advances to other companies			$757,320.65
Interest on bank balances received during the year 1916	Jan. 1, 1916	Dec. 13, 1916	5,397.45
Minor items, 4 in number, each less than $1,000			1,556.69
Total			764,274.79

Profits and losses from operations of others: None.
Miscellaneous nonoperating revenues: None.
Rent deductions for lease of telephone plant: None.
Abstracts of leasehold contracts: None.

MISCELLANEOUS RENTS.

Minor items, three in number, each less than $1,000. Amount charged to "Income," *$300.66*. Credit due to cancellation of rentals accrued to date, the circuits involved having been purchased by respondent as of dates of installation and accounts adjusted accordingly.

Other interest deductions charged to "Income."

Long-term advances payable	$583,569.41
Interest on open account with the American Telephone & Telegraph Co.	3,267.08
One minor item less than $1,000	12.86
Total	586,849.35

Miscellaneous deductions from income.

Federal revenue tax on telephoned messages not collected from senders of messages $4.54

Appropriations of income and surplus to sinking and other reserve funds: None.

Appropriations of income and surplus for construction, equipment, and betterments: None.

Miscellaneous appropriations of income and surplus charged to "Corporate surplus."

Additional allowances paid to employees $64,312.09

Miscellaneous items in corporate surplus account for the year.

Sub-account No.	Item.	Debits.	Credits.
401	Minor items, 21 in number, each less than $1,000	....	$110.14
414	One minor item, less than $1,000	$366.37	....
417	Difference between the book value and selling price of securities of the Southern Bell Telephone & Telegraph Co. of Kentucky held by the respondent and sold to the Cumberland Telephone & Telegraph Co.	8,986.73	....
	Total	9,353.10	110.14

Plant mileage.

Territorial division.	Pole line.		Aerial cable.		Aerial wire.			
	Miles of pole line.	Increase during year.	Miles of wire in aerial cable.	Increase during year.	Miles of bare copper wire, exchange.	Miles of other bare wire, exchange.	Miles of covered wire, exchange.	Miles of bare copper wire, toll.
Washington division	181	5	6,577	83	2,577	....	1,588	408
West Virginia division	[1] 1,595	22	16,535	805	963	3,826	1,246	7,684
Virginia division	5	....	54	....	20	20	2	74
Total	1,781	27	23,166	888	3,560	3,846	2,836	8,166

Territorial division.	Aerial wire—Concluded.				Phantom circuit.			
	Miles of other bare wire, toll.	Miles of covered wire, toll.	Total miles of aerial wire.	Increase during year.	Miles of phantom circuit, exchange.	Miles of phantom circuit, toll.	Total miles of phantom circuit.	Increase during year.
Washington division	....	1	4,574	186	....	96	96	44
West Virginia division	2,159	10	15,888	657	....	659	659	179
Virginia division	....	....	116	6	....	15	15	....
Total	2,159	11	20,578	849	....	770	770	223

[1] Includes jointly owned poles as follows:

80134—17——15

Plant mileage—Continued.

Territorial division.	Underground conduit.				Underground cable.		Submarine cable.	
	Length of street occupied.		Length of single duct.					
	Miles of trench.	Increase during year.	Miles of duct.	Increase during year.	Miles of wire in underground cable.	Increase during year.	Miles of wire in submarine cable.	Increase during year.
Washington division.	146.83	4.52	593.29	12.94	133,959	5,424	65	....
West Virginia division..............	16.09	1.07	62.18	3.46	15,204	1,203	28	....
Virginia division.....	.13	....	.26	....	20	2	....	....
Total..........	163.05	5.59	655.73	16.40	149,183	6,629	93	....

West Virginia division:
Total miles of jointly owned poles.. 7.23
Respondents' equity in jointly owned poles..per cent.. 50.76

The territory comprising the divisions listed in first column is as follows Washington division, District of Columbia. West Virginia division, entire or parts of the counties of Berkeley, Boone, Braxton, Cabell, Calhoun, Clay, Fayette, Gilmer, Greenbrier, Hampshire, Jackson, Jefferson, Kanawha, Lewis, Lincoln, Logan, Mason, Mercer, Mineral, Mingo, Monroe, Morgan, McDowell, Nicholas, Putnam, Raleigh, Randolph, Roane, Summers, Upshur, Wayne, Webster, Wood, and Wyoming. Virginia division, part of Alexandria County, Va.

Equipment of telephone central offices.

Territorial division.	Central offices.	Principal type of switchboard in service.		Switchboard capacity.			Working lines.	Working stations.	Working trunks.
		Common battery.	Magneto.	Subscribers' and rural line positions.	Lines.	Outgoing trunks.			
Washington division.........	6	6	....	237	36,200	2,107	31,042	59,323	1,533
West Virginia division........	34	9	25	96	13,789	125	11,375	18,695	118
Total.................	....	....	....	333	49,989	2,232	42,417	78,018	1,651

Stations.

Territorial division.	Main stations.	PBX stations.	Extension sets.	Total company stations.	Private line stations.	Service stations.	Total stations.	Population (estimated).	Stations per 100 people.
Washington division.........	29,921	22,803	6,400	59,124	233	169	59,526	368,200	16
West Virginia division.......	14,659	1,705	1,826	18,190	76	505	18,771	201,000	9
Virginia division [1]............	10	17	3	30	....	....	30	2,800	1
Total.................	44,590	24,525	8,229	77,344	309	674	78,327	572,000	14

[1] The stations in this division are connected with central offices located in the Washington division.

Gain and loss of company stations.

Territorial division.	Stations added during year.				Stations discontinued during year.				Net gain or loss during year.
	Main stations.	Private branch exchange stations.	Extension sets.	Total company stations.	Main stations.	Private branch exchange stations.	Extension sets.	Total company stations.	
Washington division	11,320	3,356	1,814	16,490	8,555	1,483	1,609	11,647	4,843
West Virginia division	4,115	236	538	4,889	2,758	35	266	3,059	1,830
Virginia division		4	3	7	14			14	7
Total	15,435	3,596	2,355	21 386	11,327	1,518	1,875	14,720	6,666

Telephone connections.

Territorial division.	Average number of local exchange messages originated per month.		Average number of toll messages originated per month.		Average number of stations.[1]	Average number of local exchange messages originated per station per month.	
	This year.	Last year.	This year.	Last year.		This year	Last year.
Washington division	6,391,955	4,974,566	79,635	68,934	56,285	114	94
West Virginia division	2,805,285	2,405,228	64,658	50,129	17,763	158	153
Total	9,197,240	7,379,794	144,293	119,063	74,048	124	107

Territorial division.	Average number of toll messages originated per station per month.		Average number of lines.	Average number of local exchange messages originated per line per month.		Average number of toll messages originated per line per month.	
	This year.	Last year.		This year.	Last year.	This year.	Last year.
Washington division	1	1	29,562	216	182	3	3
West Virginia division	4	3	10,799	260	242	6	5
Total	2	2	40,361	228	198	4	3

[1] Includes Virginia stations that are connected with central offices located in Washington division.

Franchises acquired during the year: None.

Land acquired during the year and devoted to telephone operations.

Description of tract of land or of interest in land.	Actual money cost to respondent.	Amount at which carried on balance sheet.
Various expenditures in the District of Columbia charged to land, each less than $1,000	$62.20	$62.20
Outside District of Columbia		80.86
Total land		143.06
Various expenditures in the District of Columbia charged to right of way, each less than $1,000	4,953.49	4,953.49
Outside District of Columbia		7,900.70
Total right of way		12,854.19
District of Columbia		5,015.69
Outside District of Columbia		7,981.56
Grand total		12,997.25

IMPORTANT CHANGES DURING THE YEAR.

Additions to central office equipment: Additional equipment, Columbia central office, 1420 Columbia Road, Washington, D. C., as follows: (*a*) Installation in subscriber switchboard of 1,000 subscriber multiple, 940 subscriber answering jacks, 40 outgoing trunks, 5 supervisor's circuits.

(*b*) Installation in trunk switchboard of 1,000 subscriber multiple, 400 subscriber answering jacks, 60 outgoing trunks, 2 supervisor's circuits.

Stocks purchased: July 27, 1916, 50 shares of the capital stock of the Cheaspeake & Potomac Telephone Co. of West Virginia. Stocks sold: April 19, 1916, 850 shares of the capital stock of the Southern Bell Telephone & Telegraph Co. of Kentucky.

Employees in the District of Columbia.

Class.	Number of employees.	Total amount wages (monthly).	Average wages per month.	Daily maximum hours continuous service.[1]
Division commercial manager	1	$475.00	$475.00	7½
District manager	1	233.30	233.30	7½
Salesmen	20	1,880.67	94.03	7½
Cashiers, collectors, and adjusters	12	897.66	74.81	7½
Clerks, stenographers, and bookkeepers	20	1,339.00	66.95	7½
Division auditor of receipts	1	177.66	177.66	7½
Subscribers' billing force	51	3,083.14	60.45	7½
Division traffic superintendent	1	350.00	350.00	7½
District traffic chief	1	240.00	240.00	7½
Traffic chief	3	320.00	106.67	7½
Operators	548	17,697.76	32.29	6-8
Supervisors and monitors	63	3,269.48	51.90	6-8
Matrons	12	286.00	23.83	8
Clerks and stenographers	28	896.99	32.04	7½
Division plant superintendent	1	325.00	325.00	7½
District plant supervisors	2	408.33	204.17	7½
Plant engineering force	23	1,880.66	81.77	7½
Supplies force	21	1,356.95	64.62	8
Foremen	16	1,607.66	100.48	8
Cable force	34	2,224.00	65.41	8
Conduit force	14	710.14	50.72	8
Linemen	79	4,842.52	61.30	8
Installation force	55	3,225.27	58.64	8
Central office maintenance force	24	1,917.89	79.91	8
Troublemen and inspectors	69	4,843.45	70.19	8
Maintenance of building force	30	1,224.13	40.80	3-12
Clerks and stenographers	15	1,014.00	67.60	7½

[1] All general office and clerical workers have 1 hour daily for luncheon. General office and clerical forces given half day Saturday—closing hour 1 p. m. Day and evening operators, lunch period 1 hour. All operators given relief periods as circumstances require. Operators on split trick force work sessions, no one of which exceeds 5 hours in length, with an interval between sessions of 3 hours or more. Night operating force coming on duty at 9 p. m. and remaining until 7 a. m., have rest periods of 3½ hours during night. The maintenance of building force is a group of elevator attendants, porters, watchmen, engineers, janitors, and a foreman of buildings, whose work requires varying hours of duty (18 work 10 to 12 hours and the balance 8 hours or less).

Accidents to employees and other persons occurring in the District of Columbia in 1916.

Occupation of employees.	Number injured in 1916.										Grand total killed and injured.		
	Complete cases with duration of disability of—						Incomplete cases at end of year.	Total number injured.					
	Less than 1 day (no time lost).	1 to 7 days (over 1 day, not over 1 week).	8 to 14 days (over 1 week, not over 4 weeks).	15 to 28 days (over 2 weeks, not over 4 weeks).	29 to 91 days (over 4 weeks, not over 13 weeks).	Total.		Male.	Female.	Total.	Male.	Female.	Total.
Collectors and canvassers	1					1		1		1	1		1
Operators	2	1	2			5			5	5		5	5
Foremen	2					2		2		2	2		2
Inside plant forces	10					10		10		10	10		10
Outside plant forces	30	8	4	2	1	45	1	46		46	46		46
Clerks, including storekeepers, stock-keepers, and students (except operators)	1					1		1		1	1		1
Messengers	2					2		2		2	2		2
Artisans	3					3		3		3	3		3
Unskilled workers	20	4	5	2		31		29	2	31	29	2	31
Total for employees	71	13	11	4	1	100	1	94	7	101	94	7	101
Persons other than employees								5	2	7	5	2	7
Grand total								99	9	108	99	9	108

VERIFICATION.

STATE OF MARYLAND,
City of Baltimore, ss:

J. R. Y. Savage makes oath and says that he is auditor of the Chesapeake & Potomac Telephone Co., that it is his duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that he knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Public Utilities Commission, effective during the said period; that he has carefully examined the said report, and to the best of his knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that he believes that all other statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

J. R. Y. SAVAGE.

Subscribed and sworn to before me, a notary public, in and for the State and city above named, this 20th day of March, 1917.

[SEAL.]

W. HALBERT SMITH,
Notary Public.

My commission expires May 5, 1918.

SUPPLEMENTAL OATH.

STATE OF MARYLAND,
City of Baltimore, ss:

Martin H. Buehler makes oath and says that he is vice president of the Chesapeake & Potomac Telephone Co., that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

M. H. BUEHLER.

Subscribed and sworn to before me, a notary public, in and for the State and city above named, this 20th day of March, 1917.

[SEAL.]

W. HALBERT SMITH,
Notary Public.

My commission expires May 5, 1918.

WASHINGTON & MARYLAND RAILWAY CO.

IDENTITY OF RESPONDENT.

Exact name of company making this report: Washington & Maryland Railway Co.

DIRECTORS.

Charles Selden, jr., 1413 H Street NW., Washington, D. C.
Paul Sleman, Washington, D. C.
W. H. H. Allen, Washington, D. C.
W. M. Terrell, Washington, D. C.
Henry W. Williams, Baltimore, Md.
Charles E. Wire, Washington, D. C.
Norten M. Little, Washington, D. C.

Principal general officers.

Title of general officer.	Name of person holding office at close of year.	Salary.
President	Charles Selden, jr	$1,800
First vice president	Henry W. Williams	
Secretary	Norten M. Little	
Treasurer	William Clabaugh	
General manager	W. A. Meelen	900

Employees other than officers.

Class.	Number of employees.	Average wages per day.	Maximum hours continuous service.
TRANSPORTATION.			
Conductors	3	$1.79	9¾
Motormen	3	1.79	9¾
Road and track men	1	1.50	10
CAR HOUSES AND SHOPS.			
Machinists	1	2.00	11
Watchmen	1	1.75	13

VOTING POWERS AND ELECTIONS.

State the par value of each share of stock. Common, $50 per share.

Give the names of the 20 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. If the stock book was not closed or the list of stockholders compiled within such year, show such 20 security holders as of the close of the year.

Name of security holder.	Address of security holder.	Number of votes to which security holder was entitled.
Henry W. Williams	Baltimore, Md	16
W. H. H. Allen	Washington, D. C	16
Norten M. Little	do	85
W. M. Terrell	do	52
C. Selden, jr	do	16
Charles E. Wire	do	1
Paul Sleman	do	16

Comparative general balance sheet.

ASSETS.

Balance at beginning of year.	Item.	Balance at close of year.	Increase in roman, decrease in italics.
	INVESTMENTS.		
$61,634.12	Road and equipment	$64,456.29	$2,822.17
	CURRENT ASSETS.		
2,071.48	Cash	3.99	*2,067.49*
6,217.73	Loans and notes receivable	6,217.73	....
.95	Miscellaneous accounts receivable	486.45	485.50
8,290.16	Total current assets	6,708.17	*1,581.99*
	UNADJUSTED DEBITS.		
....	Discount on funded debt	27.80	27.80
12,900.00	Other unadjusted debits	10,360.00	*2,540.00*
12,900.00	Total unadjusted debits	10,387.80	*2,512.20*
82,824.28	Grand total	81,552.26	*1,272.02*

LIABILITIES.

Balance at beginning of year.	Item.	Balance at close of year.	Increase in roman, decrease in italics.
	STOCK.		
$12,900.00	Capital stock	$10,360.00	*2,540.00*
	LONG-TERM DEBT.		
19,900.00	Receiver's certificates	19,900.00	....
	CURRENT LIABILITIES.		
32,950.00	Loans and notes payable	38,310.70	5,360.70
7,757.58	Miscellaneous accounts payable	15,713.14	7,955.56
1,500.00	Other current liabilities	....	*1,500.00*
42,207.58	Total current liabilities	54,023.84	11,816.26
	CORPORATE SURPLUS.		
....	Profit and loss, debit balance	*2,731.58*	10,548.28
7,816.70	Grand total	81,552.26	*1,272.02*

Road and equipment—Investment in additions and betterments during the year.

I. WAY AND STRUCTURES.

Shops and carhouses	$42.85
II. EQUIPMENT.	
Passenger and combination cars	2,734.16
Shop equipment	45.16
Total expenditures for equipment	2,779.32
Grand total	2,822.17

Respondent's investment in road and equipment at close of year.

[Revalued in 1915.]

Investment from Dec. 31, 1908, to Dec. 31, 1915	$61,634.12
Investment since Dec. 31, 1915	2,822.17
Total investment in road and equipment	64,456.29

Unadjusted debits: Discount on securities, book value of item at close of year, $10,360.

Capital stock.

Grand total, all classes of stocks:	
Par value of total amount actually issued to close of year	$10,360
Par value of amount actually outstanding at close of year	10,360

Receiver's certificates: Amount actually outstanding at close of year, principal, $19,900.

Sundry current liabilities—Credit balance at close of year.

Loans and notes payable:	
Commercial National Bank, short term and demand notes	$38,235.00
Overdraft	75.70
Total	38,310.70
Miscellaneous accounts payable:	
Sundries for unsettled ticket and transfer exchanges	12,876.13
Subscriptions and advances by investors	2,837.01
Total	15,713.14

Profit and loss statement.

Item.	Debits.	Credits.
Credits:		
Credit balance transferred from income account		$7,816.70
Debits:		
Debit balance at beginning of fiscal period	$8,574.90	
Miscellaneous debits	1,973.38	
Balance carried forward to balance sheet		2,731.58
Total	10,548.28	10,548.28

Income statement for the year.

I. OPERATING INCOME.

Railway operating revenues	$6,209.70
Railway operating expenses	12,041.68
Net revenue, railway operations	5,831.98
Taxes on earnings	244.02
Gross income	*6,076.00*

III. DEDUCTIONS FROM GROSS INCOME.

Interest on unfunded debt	2,498.90
Income balance transferred to profit and loss	*8,574.90*

Railway operating revenues: Revenue from transportation, passenger revenue, $6,209.70.

Increase over preceding year, $109.31.

Railway operating expenses.

Name of railway operating expense account.	Amount of operating expenses for the year.
WAY AND STRUCTURES.	
Superintendence of way and structures..	$1,110.61
Maintenance of way	192.31
Maintenance of electric lines	118.96
Total way and structures	1,421.88
EQUIPMENT.	
Maintenance of cars	417.06
Maintenance of electric equipment of cars	1,005.49
Maintenance of locomotives	74.62
Total equipment	1,497.17
POWER.	
Power purchased	1,178.44
CONDUCTING TRANSPORTATION.	
Superintendence of transportation	450.00
Conductors, motormen, and trainmen	2,698.48
Miscellaneous transportation expenses	519.67
Total conducting transportation	3,668.15
GENERAL AND MISCELLANEOUS.	
General expenses	$1,919.18
Injuries and damages	33.25
Insurance	15.00
Stationery and printing	133.26
Store, garage, and stable expenses	386.35
Rent of equipment	1,789.00
Total general and miscellaneous	4,276.04
RECAPITULATION OF EXPENSES.	
Way and structures	1,421.88
Equipment	1,497.17
Power	1,178.44
Conducting transportation	3,668.15
General and miscellaneous	4,276.04
Grand total operating expenses	12,041.68

Miscellaneous items in profit and loss account for the year: Debits, charged off to correct errors in cash account occurring prior to January 1, 1915, $1,973.38.

Mileage, traffic, and miscellaneous statistics.

Passenger-car mileage	82,120
Passenger-car hours	8,145
Regular-fare passengers carried	313,373
Passenger revenue	$6,209.70
Average fare, revenue passengers	$0.0198

Description of equipment: Closed passenger cars, with electric equipment, 4.

Three cars are rented from the Capital Traction Co. The fourth car was purchased new from the Cincinnati Car Co., in April, 1916.

OATH.

DISTRICT OF COLUMBIA, *ss:*

Charles Selden, jr., makes oath and says that he is president of Washington & Maryland Railway Co.; that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

CHARLES SELDEN, Jr.

Subscribed and sworn to before me, a notary public, in and for the District above named, this 6th day of March, 1917.

[SEAL.] NORTON M. LITTLE.

My commission expires Sept. 18, 1918.

WASHINGTON INTERURBAN RAILWAY CO.

[From March 20, 1916, to December 31, 1916.]

Name of officer in charge of correspondence with the commission regarding this report: William F. Ham, comptroller, 231 Fourteenth Street NW., Washington, D. C.

IDENTITY OF RESPONDENT.

1. Exact name of company making this report: Washington Interurban Railway Co.
2. Date of organization: January 27, 1916.
3. Under laws of what Government, State, or Territory organized? Organized under the public general laws of the State of Maryland.
4. If a consolidated or a merging company, name all constituent and all merged companies. Not a consolidated company.

If a reorganized company, give name of original corporation, refer to laws under which it was organized, and state the occasion for the reorganization.

The Washington, Spa Spring & Gretta Railroad Co. of Prince Georges County, Md., was incorporated under the public general laws of the State of Maryland by certificate filed with the secretary of state of Maryland on February 14, 1905. The said incorporation was ratified and confirmed by act of the General Assembly of Maryland, approved April 6, 1908.

By act of Congress of the United States approved February 18, 1907, the Washington, Spa Spring & Gretta Railroad Co. was authorized to extend its road into the District of Columbia from the District line along Bladensburg Road to Fifteenth and H Streets NE.

By certificate filed with the secretary of state of Maryland under date of October 21, 1912, the name of the Washington, Spa Spring & Gretta Railroad Co. was changed to the Washington Interurban Railway Co.

On or about June 15, 1914, the Railway Storage Battery Co. filed bill in equity in the district court of the United States for the District of Maryland against said company for a foreclosure on the mortgage of said company. In said cause, at some time thereafter, John W. Yerkes and Guy T. Scott were appointed receivers of all the property of said company. On or about May 24, 1915, a decree of foreclosure and sale was entered in said cause, and on December 23, 1915, the assets, property, and franchises of said company were sold to Gustave Herre for the nominal price of $25,000.

In accordance with authorization of the Public Service Commission of the State of Maryland, dated February 23, 1916 (Order No. 2699), and of the Public Utilities Commission of the District of Columbia, dated February 19, 1916 (Order No. 176), this company issued and delivered to said Gustave Herre $49,750 capital stock and $150,000 first mortgage 5 per cent bonds to purchase the assets, property, and franchises of the Washington Interurban Railway Co., previously sold under foreclosure to said Gustave Herre.

State whether or not the respondent during the year conducted any part of its business under a name or names other than that shown in response to first inquiry above. No.

Give name of operating company, if any, having control of the respondent's property. Operates its own road.

Directors.

Name of director.	Office address.	Date of beginning of term.	Date of expiration of term.
C. P. King	231 Fourteenth Street NW., Washington, D. C.	Mar. 20, 1916	Jan. 3, 1917
W. F. Ham	do	do	Do.
C. F. Norment	National Bank of Washington, Washington, D. C.	do	Do.
S. R. Bowen	231 Fourteenth Street NW., Washington, D. C.	do	Do.
L. W. Glazebrook	do	do	Do.

Organization meeting of the stockholders was held January 27, 1916.

Give the names and titles of all officers of the board of directors in control of the respondent at the close of the year. Chairman of board, Clarence P. King; secretary of board, S. R. Bowen.

Name the members of the executive committee of the board of directors of the respondent at the close of the year (naming first the chairman), and state briefly the powers and duties of that committee. None.

Principal general officers.

Title of general officer.	Name of person holding office at close of year.	Office address.
President	Clarence P. King	231 Fourteenth Street NW., Washington, D. C.
Vice president	Wm. F. Ham	Do.
Secretary	S. R. Bowen	Do.
Treasurer	C. E. Brown	Do.
General attorney	J. S. Barbour	Do.
Comptroller	Wm. F. Ham	Do.
Engineer of way and streets	C. S. Kimball	Do.
Superintent of railways	J. H. Stephens	Do.
Superintendent of transportation.	J. T. Moffett	Do.
Assistant to the president	R. W. King	Do.

Salaries: None.

Employees other than officers.

Class.	Number of employees.	Average wages.		Maximum hours continuous service.
		Per hour.	Per day.	
TRANSPORTATION.		Cents.		
Conductors	4	23½-27		12
Motormen	4	23½-27		12
Road and track men	8		$1.86	10

Transportation corporations controlled by respondent: None.
Nontransportation corporations controlled by respondent: None.

VOTING POWERS AND ELECTIONS.

1. State the par value of each share of stock. Common, $50 per share.
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote. Yes.
3. Are voting rights proportional to holdings? Yes.
4. Are voting rights attached to any securities other than stock? No.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? No.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report and state the purpose of such closing. Organization meeting of the stockholders was held January 27, 1916.
7. State the total voting power of all security holders of the respondent at the date of such closing if within one year of the date of such filing; if not, state as of the close of the year. One thousand votes, as of December 31, 1916.
8. State the total number of stockholders of record, corresponding to the answer to inquiry No. 7. Six stockholders.
9. Give the names of the 20 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect

to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. If the stock book was not closed or the list of stockholders compiled within such year, show such 20 security holders as of the close of the year.

Name of security holder.	Address of security holder.	Number of votes to which security holder was entitled.	Number of votes, classified with respect to securities on which based, common stocks.
Washington & Rockville Ry. Co.	231 Fourteenth Street NW., Washington, D. C.	995	995
C. P. King	do	1	1
W. F. Ham	do	1	1
S. R. Bowen	do	1	1
C. F. Norment	National Bank of Washington, Washington, D. C.	1	1
L. W. Glazebrook	231 Fourteenth Street NW., Washington, D. C.	1	1

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. Five votes cast.

11. Give the date and place of such meeting. January 27, 1916, in Hyattsville, Md.

CORPORATE CONTROL OVER RESPONDENT.

1. Did any corporation or corporations, transportation or other, hold control over the respondent at the close of the year? Yes.

If control was so held, state—

(*a*) The form of control, whether sole or joint. Sole.

(*b*) The name of the controlling corporation or corporations. Washington Railway & Electric Co.

(*c*) The manner in which control was established. Through ownership of stock.

(*d*) The extent of control. One hundred per cent.

(*e*) Whether control was direct or indirect. Indirect.

(*f*) The name of the intermediary through which control, if indirect, was established. Washington & Rockville Railway Co.

2. Did any individual, association, or corporation hold control, as trustee, over the respondent at the close of the year? No.

The Washington & Rockville Railway Co. is the equitable owner of the entire capital stock of this company and as such, through its board of directors, may direct the vote of such stock at stockholders' meetings for the election of officers and for certain other corporate purposes.

The Washington Railway & Electric Co. is the equitable owner of the entire capital stock of the Washington & Rockville Railway Co. and as such, through its board of directors, may direct the vote of such stock at stockholders' meetings for the election of officers and for certain other corporate purposes.

This company is managed and controlled by its own board of directors and officers and is therefore not under the control of the Washington & Rockville Railway Co. or the Washington Railway & Electric Co. (See P. P. Car Co. *v.* Mo. Pac., 150 U. S., 587.)

Limiting, therefore, the sense of the word "control" to the present right to direct the vote of sufficient stock to elect directors of its selection, the schedules above have been filled out.

Comparative general balance sheet.

ASSETS.

	Balance at close of year.
Investments, road and equipment	$206, 184.13
Current assets:	
Cash	3, 115.35
Miscellaneous accounts receivable	1, 020.91
Total current assets	4, 136.26
Unadjusted debits	177.39
Grand total	210, 497.78

LIABILITIES.

Capital stock	$50, 000.00
Long-term debt:	
Funded debt unmatured	150, 000.00
Nonnegotiable debt to affiliated companies, notes	4, 257.82
Total long-term debt	154, 257.82
Current liabilities:	
Audited accounts and wages payable	16.28
Miscellaneous accounts payable	1, 675.27
Matured interest, dividends, and rents unpaid	3, 750.00
Accrued interest, dividends, and rents payable	3, 125.00
Total current liabilities	8, 566.55
Unadjusted credits:	
Operating reserves	840.81
Accrued depreciation, road and equipment	1, 063.23
Total unadjusted credits	1, 904.04
Corporate surplus, profit and loss, debit balance	*4, 230.63*
Grand total	210, 497.78

Road and equipment.

Account.	Investment in new lines and extensions during year.	Investment in additions and betterments during the year.	Total investment in road and equipment during the year.	Total investment in road and equipment since Dec. 31, 1914.
WAY AND STRUCTURES.				
Engineering and superintendence	$50.00		$50.00	$50.00
Right of way	1.50		1.50	1.50
Crossings, fences, and signs		$1.83	1.83	1.83
Distribution system		1,202.29	1,202.29	1,202.29
Stations, miscellaneous buildings, and structures		159.38	159.38	159.38
Cost of road purchased	199,050.00		199,050.00	199,050.00
Reconstruction of road purchased		4,764.66	4,764.66	4,764.66
Total expenditures for way and structures	199,101.50	6,128.16	205,229.66	205,229.66
EQUIPMENT.				
Passenger and combination cars		75.00	75.00	75.00
Service equipment		314.47	314.47	314.47
Electric equipment of cars		400.00	400.00	400.00
Furniture		*10.00*	*10.00*	*10.00*
Total expenditures for equipment		779.47	779.47	779.47
GENERAL AND MISCELLANEOUS.				
Taxes	100.00		100.00	100.00
Miscellaneous	75.00		75.00	75.00
Total general and miscellaneous expenditures	175.00		175.00	175.00
Grand total	199,276.50	6,907.63	206,184.13	206,184.13

Respondent's investment in road and equipment at close of year.

Investment since Dec. 31, 1914 .... $206,184.13

Length of road owned, 8.03 miles.

Average investment per mile of road, exclusive of improvements on leased lines, $25,676.73.

Length of track owned, 8.26 miles.

Average investment per mile of track, $24,961.76.

Summary of securities owned: None.

Sinking funds: None.

Deposits in lieu of mortgaged property sold: None.

Miscellaneous physical property: None.

Special deposits: None.

Investments in securities of noncarrier companies affiliated with respondent: None.

Investments in securities of carriers affiliated with respondent: None.

Investments in securities of nonaffiliated companies: None.

Investment advances to other companies: None.

Securities and other intangibles owned or controlled through nonreporting subsidiaries: None.

Insurance and other funds: None.

Discounts and premiums on securities outstanding.

First mortgage 5 per cent bonds:

Total discount suffered on actual issues made during year $75

Discount written off during year to "Profit and loss" 75

Property abandoned chargeable to operating expenses: None.

Other unadjusted debits: Minor items (2), book value of item at close of year, $177.39.

Capital stock.

Common stock, authorizations closed prior to present year:	
Par value of amount authorized	$50,000
Par value of total amount actually issued to close of year	50,000
Par value of amount actually outstanding at close of year	50,000
Stocks actually issued during present year—	
Par value	50,000
Cash received as consideration for issue	250
Cash value of other property acquired as consideration for issue	49,750

Forty-nine thousand seven hundred and fifty dollars of capital stock issued in part payment for the assets, property and franchises of the Washington Interurban Railway Co., previously sold under foreclosure to Gustave Herre.

Purposes of open authorizations and particulars of authorizations closed during the year: Two hundred and fifty dollars capital stock issued for cash and $49,750 capital stock issued in part payment for the assets, property, and franchises of the Washington Interurban Railway Co., previously sold under foreclosure to Gustave Herre.

Stock liability for conversion of securities of other companies: None.

Summary statement of unmatured funded debt.

Mortgage bonds:	
Amount actually outstanding at close of year	$150,000.00
Interest liability at close of year on actually outstanding debt—	
Interest matured and unpaid	[2] 3,750.00
Interest accrued not due	[2] 3,125.00
Interest during year on actually outstanding debt, interest accrued	[1] 5,854.17

SECURITY FOR UNMATURED FUNDED DEBT.

Designation of mortgage, pledge, or other lien: First mortgage 5 per cent bonds.

Road mortgaged from Fifteenth and H streets NE., District of Columbia, to Berwyn Heights, Md.

Miles of road, 8.03; miles of track, 8.26.

Equipment, securities, income, etc., mortgaged or pledged: All its property and franchises.

No limitation per mile of road.

Copy of mortgage not in print. Said mortgage is recorded in liber 116, folio 87, one of the land records of Prince Georges County, Md.

Equipment obligations: None.

Unmatured funded debt other than equipment obligations.

First mortgage bonds:	
Nominal date of issue, Feb. 1, 1916.	
Date of maturity, Feb. 1, 1946.	
Interest provisions—	
Rate per annum, 5 per cent.	
Dates due, February and August.	
Par value of extent of indebtedness authorized	$150,000.00
Par value of evidences of debt—	
Actually issued to close of year	150,000.00
Actually outstanding at close of year	150,000.00
Evidences of debt actually issued during present year—	
Par value of total amount	150,000.00
Cash value of other property acquired as consideration for issue	150,000.00
Discount on actual issues of present year	75.00
Discounts written off to income or profit and loss during year	75.00
Total discounts extinguished to close of year, charged to operating expense, income, or profit and loss	75.00
Amount of interest accrued during year, charged to income	[1] 5,854.17
Interest liability at close of year—	
Matured and unpaid	[2] 3,750.00
Accrued not yet due	[2] 3,125.00

[1] Covers period from February 1, 1916, to December 31, 1916.
[2] Covers period from March 20, 1916, to December 31, 1916.

Receipts outstanding at the close of the year for installments received on subscriptions for bonds and other evidences of funded debt in process of issuance: None.

Purposes for which bonds and other evidences of funded debt were issued or assumed during the year: One hundred and fifty thousand dollars first mortgage 5 per cent bonds issued as part payment for the assets property and franchises of the Washington Interurban Railway Co., previously sold under foreclosure to Gustave Herre.

Receiver's certificates: None.

NONNEGOTIABLE DEBT TO AFFILIATED COMPANIES.

Creditor Company, Washington Railway & Electric Co.:	
Principal received during year—	
Amount	$4,257.82
Date of receipt, December 27, 1916.	
Date of maturity, demand.	
Interest—	
Rate per annum, 6 per cent.	
Dates due, demand.	
Total amount owing at close of year	4,257.82

Sundry current liabilities—Credit balance at close of year.

Miscellaneous accounts payable:	
Potomac Electric Power Co	1,202.29
Minor items (2)	472.98
Total	1,675.27

Sundry unadjusted credits.—Credit balance at close of year.

Operating reserves, minor item (1)	$840.81

Depreciation—road equipment, and miscellaneous physical property.

DEBIT ITEM.

Balances at close of year, accrued depreciation, road and equipment	$1,063.23

CREDIT ITEMS.

Passenger and combination cars, depreciation	3.84
Service equipment, depreciation	5.24
Electric equipment of cars, depreciation	9.33
Way and structures	1,044.82
Total	1,063.23

BASES OF DEPRECIATION CHARGES.

Depreciation of cars and car equipment: Basis, 3 per cent per annum on the basis of following arbitrary values: Passenger cars, at $165 each; service equipment.—One at $75 each; one at $150 each; electric equipment of cars, at $200 per motor.

Depreciation of way and structures: Basis, 9 per cent of revenue from transportation, covering maintenance renewals and depreciation. Balance above in depreciation fund, represents excess of amount charged expenses over actual disbursement.

Profit and loss statement.

Item.	Debits.	Credits.
Debit balance transferred from income account	$4,155.63	
Debt discount extinguished through surplus	75.00	
Balance carried forward to balance sheet		$4,230.63
Total	4,230.63	4,230.63

Dividends declared during the year: None.

Income statement for the year.

OPERATING INCOME.

		Amount applicable to the year.
Railway operating revenues		$18,820.25
Railway operating expenses		16,568.28
Net revenue, railway operations		2,251.97
Taxes assignable to railway operations:		
On real and personal property	$296.25	
On earnings	246.87	
		543.12
Operating income		1,708.85

DEDUCTIONS FROM GROSS INCOME.

Miscellaneous taxes	10.31
Interest on funded debt	5,854.17
Total deductions from gross income	5,864.48
Income balance transferred to profit and loss	*4,155.63*

Railway operating revenues.

Revenue from transportation, passenger revenue	$18,820.25

Auxiliary operations: None.
Miscellaneous operations: None.

Railway operating expenses for the year.

WAY AND STRUCTURES.

Superintendence of way and structures	$0.90
Maintenance of way	428.90
Maintenance of electric lines	132.16
Buildings, fixtures, and grounds	87.05
Depreciation of way and structures	1,044.82
Total way and structures	1,693.83

EQUIPMENT.

Miscellaneous equipment expenses	*5.00*
Depreciation of equipment	18.41
Total equipment	13.41

POWER.

Power purchased	4,114.53

CONDUCTING TRANSPORTATION.

Superintendence of transportation	368.75
Conductors, motormen, and trainmen	5,664.53
Miscellaneous transportation expenses	49.31
Total conducting transportation	6,082.59

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GENERAL AND MISCELLANEOUS.

General expenses	2.56
Injuries and damages	941.00
Stationery and printing	192.67
Store, garage, and stable expenses	.95
Rent of equipment	3,526.74
Total general and miscellaneous	4,663.92

RECAPITULATION OF EXPENSES.

Way and structures	1,693.83
Equipment	13.41
Power	4,114.53
Conducting transportation	6,082.59
General and miscellaneous	4,663.92
Grand total operating expenses	16,568.28

Operating ratio (ratio of operating expenses to operating revenues), 88.03 per cent.
Income from lease of road: None.
Abstract of terms and conditions of leases: None.
Miscellaneous rent income: None.
Dividend income: None.
Income from funded securities: None.
Income from unfunded securities and accounts: None.
Contributions from others: None.
Miscellaneous income: None.
Rent for leased roads: None.
Abstracts of leasehold contracts: None.
Miscellaneous rents: None.
Interest on unfunded debt: None.
Income transferred to other companies: None.
Miscellaneous debits: None.
Appropriations of surplus to sinking fund and other reserves: None.
Appropriations of surplus for investment in physical property: None.
Miscellaneous appropriations of surplus: None.

Miscellaneous items in profit and loss account for the year.

Subaccount No. 313. Minor item (1), debits	$75

ROAD OPERATED AT CLOSE OF YEAR.

Class 1A. Main line.
Termini between which road named extends, Fifteenth and H Streets NE. to Berwyn Heights, Md.
Miles of road, 8.03; miles of sidings and turnouts, 0.23; total, 8.26.

Miles of road owned and operated at close of year, by States and Territories (single track).

Main line:	
District of Columbia	2.64
Maryland	5.62
Total mileage (single track)	8.26

Road owned at close of year, by States and Territories: None.
Auxiliary operations carried on at the close of the year: None.
Miscellaneous physical properties operated at the close of the year: None.

Mileage, traffic, and miscellaneous statistics.

Item.	Number or amount.	Item.	Number or amount.
Passenger-car mileage	117,558	Total revenue from transportation	$18,820.25
Passenger-car hours	12,055	Revenue from transportation per car-mile	.16009
Regular fare passengers carried	426,325	Revenue from transportation per car-hour	1.56120
Free transfer passengers carried	149,395	Total operating revenues	18,820.25
Total passengers carried	575,720	Operating revenues per car-mile	.16009
Employees and others carried free	1,965	Operating revenues per car-hour	1.56120
Passenger revenue	$18,820.25	Total operating expenses	16,568.28
Average fare, revenue passengers	.04415	Operating expenses per car-mile	.14094
Average fare, all passengers (including transfer passengers)	.03269	Operating expenses per car-hour	1.37439

Accidents to persons within the District of Columbia: None.

Employees.

Maintenance of way and structures:	
Superintendents	1
Other employees	7
Transportation:	
Superintendents	1
Other employees	8
Total	17

Aggregate salaries and wages paid for the year, $8,476.24.

Description of equipment.

Class.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	1		1
Miscellaneous		2	2
Total equipment of all classes	1	2	3

Statement above of cars, etc., is a statement of cars owned. This company operates three passenger cars, hiring from other companies those in excess of cars owned.

Contracts, agreements, etc.: None.

IMPORTANT CHANGES DURING THE YEAR.

In accordance with authorization of the Public Service Commission of the State of Maryland, dated March 1, 1916 (Order No. 2712), and the Public Utilities Commission of the District of Columbia, dated March 16, 1916 (Order No. 179), the respondent issued on January 27, 1916, $50,000 capital stock and $150,000 first mortgage 5 per cent bonds, to purchase assets, property rights, and franchises of the Washington Interurban Railway Co.

VERIFICATION.

CITY OF WASHINGTON,
District of Columbia, ss:

William F. Ham makes oath and says that he is comptroller of the Washington Interurban Railroad Co.; that it is his duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that he knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Public Utilities Commission, effective during the said period; that he has carefully examined the said report, and to the best of his knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that he believes that all other statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

WM. F. HAM.

Subscribed and sworn to before me, a notary public in and for the District above named, this 28th day of February, 1917.

[SEAL.] J. E. TENLY.

My commission expires March 3, 1921.

SUPPLEMENTAL OATH.

CITY OF WASHINGTON,
District of Columbia, ss:

Clarence P. King makes oath and says that he is president of the Washington Interurban Railroad Co.; that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

CLARENCE P. KING.

Subscribed and sworn to before me, a notary public in and for the District above named, this 28th day of February, 1917.

[SEAL.] J. E. TENLY.

My commission expires March 3, 1921.

WASHINGTON RAILWAY & ELECTRIC CO.

Name of officer in charge of correspondence with the commission regarding this report: W. F. Ham, comptroller, Fourteenth and C Streets NW., Washington, D. C.

IDENTITY OF RESPONDENT.

1. Exact name of company making this report: Washington Railway & Electric Co.
2. Date of organization: July 29, 1892, under name of Washington & Great Falls Electric Railway Co.
3. Under laws of what government, State, or Territory organized? Under act of Congress approved July 29, 1892 (27 Stat., p. 326); amended August 23, 1894 (28 Stat., p. 492); June 3, 1896, and June 5, 1900; February 25, 1913 (37 Stat., p. 679); September 29, 1914 (38 Stat., p. 724).
4. If a consolidated or a merging company, name all constituent and all merged companies. The Washington & Great Falls Electric Railway Co. by deed dated July 1, 1896, acquired the West Washington & Great Falls Electric Railway Co. of Montgomery County. The latter company was incorporated November 5, 1895, under article 23 of the laws of the State of Maryland.

By virtue of the provisions of the act of June 5, 1900, the Washington & Great Falls Electric Railway Co. by deed dated February 4, 1902, acquired the properties and franchises of the Columbia Railway Co. and the Metropolitan Railroad Co. and changed its own name to the Washington Railway & Electric Co. The Washington Railway & Electric Co. acquired on August 31, 1912, the properties and franchises of the Anacostia & Potomac River Railroad Co., and on December 31, 1912, the Brightwood Railway Co.

Columbia Railway Co., incorporated under acts of Congress approved May 24, 1870 (16 Stat., p. 133), amended June 13, 1898; joint resolution March 1, 1901.

Metropolitan Railroad Co. (embracing the Connecticut Avenue & Park Railway Co., the Union Railroad Co., and the Boundary & Silver Springs Railway Co.), incorporated under act of Congress approved July 1, 1864 (13 Stat., p. 326); amended March 3, 1865 (13 Stat., p. 536); January 30, 1865 (13 Stat., p. 426); March 2, 1867 (14 Stat., p. 440); March 3, 1869 (15 Stat., p. 339); (C. A. & P. Ry. Co.), July 13, 1868 (15 Stat., p. 85); (U. R. R. Co.), January 19, 1872; (B. & S. S. Ry. Co.), January 19, 1872; May 18, 1872 (17 Stat., p. 84); March 3, 1875 (18 Stat., p. 385); August 6, 1890 (26 Stat., p. 310); March 3, 1891 (26 Stat., p. 870); July 22, 1892 (27 Stat., p. 399); July 28, 1892 (27 Stat., p. 290); August 2, 1894 (28 Stat., p. 217); February 26, 1895 (28 Stat., p. 682); February 27, 1897; June 6, 1900.

Brightwood Railway Co., incorporated under act of Congress approved October 18, 1888 (25 Stat., p. 560); amended July 26, 1892 (27 Stat., p. 270); February 27, 1893 (27 Stat., p. 490); July 7, 1898; (Met. R. R. Co.), February 26, 1895 (28 Stat., p. 682); (B. & W. T. Co.), June 8, 1896; (W. W. & F. G. Ry. & P. Co.), June 29, 1898; (W. Ry. & E. Co.), June 5, 1900.

The Anacostia & Potomac River Railroad Co. (embracing the Capital Railway Co. and the Belt Railway Co., formerly the Capitol, North O Street & South Washington Railway Co.), incorporated March 19, 1872, under the general laws of the District of Columbia, as provided by an act of Congress approved May 5, 1870. Act giving approval and sanction of Congress to the route and termini of the A. & P. R. R. Co. and to regulate its construction and operation, February 18, 1875 (18 Stat., p. 328); amended by act of Congress April 5, 1876 (19 Stat., p. 26); sundry civil bill March 3, 1879 (20 Stat., p. 404); act of Congress August 1, 1888 (25 Stat., p. 353); March 24, 1890 (26 Stat., p. 28); April 30, 1892 (27 Stat., p. 22); June 4, 1900, July 1, 1902, March 23, 1908.

5. Date and authority for each consolidation and for each merger. The Metropolitan Railroad Co. absorbed the Connecticut Avenue & Park Railway Co. in June, 1874, the Union Railroad Co. in November, 1872, and the Boundary & Silver Springs Railway Co. in January, 1873. The Washington & Great Falls Electric Railway Co. acquired the West Washington & Great Falls Electric Railway Co. of Montgomery County, the Metropolitan Railroad Co., and the Columbia Railway Co. as above noted. The Anacostia & Potomac River Railroad Co. purchased the Belt Railway

Co. under act of Congress approved June 24, 1898, which was formerly known as the Capitol, North O Street & South Washington Railway; it also purchased the Capital Railway in April, 1899.

6. If a reorganized company, give name of original corporation. Not a reorganized company.

7. State whether or not the respondent during the year conducted any part of its business under a name or names other than that shown in response to inquiry No. 1, above. No.

8. Give name of operating company, if any, having control of the respondent's property. Operates its own road.

Directors.

Name of director.	Office address.	Date of beginning of term.	Date of expiration of term.
Milton E. Ailes	Riggs National Bank, Washington, D. C.	Jan. 15, 1916	Jan. 20, 1917
Chas. J. Bell	American Security & Trust Co., Washington, D. C.	do	Do.
Woodbury Blair	Hibbs Building, Washington, D. C	do	Do.
Wm. F. Ham	231 Fourteenth Street NW., Washington, D. C.	do	Do.
Clarence P. King	do	do	Do.
Clarence F. Norment	National Bank of Washington, Washington, D. C.	do	Do.
George Trusdell	Lincoln Avenue and R Street NE., Washington, D. C.	do	Do.
Wm. Loeb, Jr	165 Broadway, New York City	do	Do.
Oscar L. Gubelman	120 Williams Street, New York City	do	Do.

Give the names and titles of all officers of the board of directors in control of the respondent at the close of the year. Chairman of board, Clarence P. King; secretary of board, S. R. Bowen.

Name the members of the executive committee of the board of directors of the respondent at the close of the year (naming first the chairman), and state briefly the powers and duties of that committee. Clarence F. Norment (chairman), Clarence P. King, Chas. J. Bell, Woodbury Blair, Milton E. Ailes. Powers and duties: Immediate charge, management and control of business of company subject to the direction of board of directors; full power in the intervals between the meetings of board of directors to excise all powers of the board excepting those of electing officers or of fixing the compensation of officers.

Principal general officers.

Title of general officer.	Name of person holding office at close of year.	Office address (Washington, D. C).	Salary per annum.
President	Clarence P. King	231 Fourteenth Street NW	$9,250
Vice president	W. F. Ham	do	4,810
Chairman executive committee.	Clarence F. Norment	National Bank of Washington	740
Assistant to president	R. W. King	231 Fourteenth Street NW	1,850
Chief surgeon	L. H. Glazebrook	do	1,110
Assistant secretary	Wm. L. Clarke	do	1,110
Secretary	S. R. Bowen	do	2,220
Treasurer	C. E. Brown	do	1,295
General attorney	John S. Barbour	do	3,700
Comptroller	W. F. Ham	do	(1)
Engineer of way and structures.	C. S. Kimball	do	3,330
Superintendent of railways	J. H. Stephens	do	3,700
Superintendent of transportation.	J. T. Moffett	do	2,590
Purchasing agent	R. W. Crowell	do	999

[1] See above.

Employees other than officers.

Class.	Number of employees.	Average wages. Per month.	Per hour.	Per day.	Maximum hours continuous service.
GENERAL AND MISCELLANEOUS.			*Cents.*		
Attorneys	4	$101.02			
Chief clerks	1	111.00			8
Clerks, bookkeepers, stenographers	58	74.66			8
Janitors, messengers, etc	3	36.67			8
POWER.					
Engineers	3	116.39			8
Oilers	2			$2.12	8
Firemen and boiler-room employees	12			2.02	8-9
Other power-plant employees	12			2.26	8-9
Substation employees	2	82.50			9
Do	14			2.25	9
TRANSPORTATION.					
Division superintendents	4	130.00			
Inspectors	4	100.00			
Dispatchers and depot clerks	15			2.85	12
Starters	15			2.77	12
Conductors	327		23½-27		12
Motormen	309		23½-27		12
Switchmen, flagmen, yardmen	18			1.72	10
Road, track, and linemen	173			1.92	9-10
Tube cleaners	8			1.50	9
Hostlers, stablemen, etc	2			1.50	12
Instructors, agents, clerks, etc	10	83.85			8
CAR HOUSES AND SHOPS.					
Foremen	18	102.33			10
Armature winders	5			2.65	9
Electricians	4			3.00	9
Car cleaners	37			1.61	10
Car-house men	57			2.10	10
Carpenters	21			2.76	9
Blacksmiths	3			3.08	9
Machinists	9			2.89	9
Woodworkers	1			3.25	9
Painters	8			2.78	9
Other shop employees	49			2.11	9

NOTE.—The Washington Railway & Electric Co. is the equitable owner of the majority of the capital stock of certain corporations and as such, through its board of directors, may direct the voting of such stock at the stockholders meeting for the election of directors and for certain other corporate purposes, subject, however, to restrictions contained in its consolidated mortgage under which most, if not all, of said stock is pledged. The corporations in question are managed and controlled by their respective board of directors and officers, and are, therefore, not under the control of the Washington Railway & Electric Co. (See P. P. Car Co. *v.* Mo. Pac., 115 U. S., 587.) Limiting, therefore, the sense of the word "control" to a present right to direct the vote of sufficient stock to elect directors of its selection, the schedules following have been filled out.

Transportation corporations controlled by respondent.

Name of active transportation corporation controlled.	Character of control. Sole or joint.	How established.	Extent.	Direct or indirect.
			Per cent.	
City & Suburban Ry. of Washington	Sole	Title to securities	96	Direct.
Georgetown & Tennallytown Ry. Co	do	do	81	Do.
Washington & Glen Echo R. R. Co	do	do	98	Do.
Washington & Rockville Ry. Co	do	do	100	Do.
Washington Interurban R. R. Co	do	do	100	Indirect.[1]

[1] Control exists through Washington & Rockville Ry. Co.

NONTRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

Name of active nontransportation corporation controlled: Potomac Electric Power Co.

Character of control: Sole; how established, title to securities; extent, 100 per cent; direct.

NOTE.—Three thousand three hundred and thirty-four shares of the capital stock of the Great Falls Power Co. have been deposited with the United States Mortgage & Trust Co. in escrow to secure the faithful performance of one certain contract between the Washington Railway & Electric Co. and the Potomac Electric Power Co., providing for the conveyance of an undivided two-thirds interest in power site at Great Falls. These shares are not now shown on the books of the railway company as its property.

VOTING POWERS AND ELECTIONS.

1. State the par value of each share of stock. Common, $100 per share; first preferred, $100 per share.
2. State whether or not each share of stock has the right to one vote. Yes.
3. Are voting rights proportional to holdings? Yes.
4. Are voting rights attached to any securities other than stock? No.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? No.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing. December 29, 1916, account stockholders' meeting.
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. One hundred and fifty thousand votes, as of December 29, 1916.
8. State the total number of stockholders of record, corresponding to the answer to inquiry No. 7. Two thousand one hundred and nineteen stockholders.
9. Give the names of the 20 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. If the stock book was not closed or the list of stochholders compiled within such year, show such 20 security holders as of the close of the year.

Name of security holder.	Address of security holder.	Number of votes to which security holder was entitled.	Number of votes, classified with respect to securities on which based.	
			Common stocks.	First preferred stocks.
Truxton Beale	28 Jackson Place, Washington, D. C.	2,528	784	1,744
Daniel Fraser	National Bank of Washington Washington, D. C.	825	100	725
Fidelity Trust Co., trustee, under indenture of Washington Utilities Co., dated May 1, 1915.[1]	Baltimore, Md	27,500	27,500	
J. C. Freeland	603 Hibbs Building, Washington, D. C.	1,000	1,000	
W. B. Hibbs & Co	Washington, D. C	2,812	2,068	744
Jos. H. Hunter	1813 G Street NW., Washington, D. C.	800	200	600
Norman Grey	104 Market Street, Camden, N. J.	1,000	1,000	
Magdalena Lieb	50 Central Park West, New York City.	1,213	1,000	213
Maitland, Coppell & Co	52 Williams Street, New York City	1,310		1,310

Name of security holder.	Address of security holder.	Number of votes to which security holder was entitled.	Number of votes, classified with respect to securities on which based.	
			Common stocks.	First preferred stocks.
Clarence F. Norment	National Bank of Washington, Washington, D. C.	925	925	....
J. W. Rich	1202 Pennsylvania Avenue, Washington, D. C.	1,000	1,000	....
Washington A. Roebling	Trenton, N. J.	4,500	3,000	1,500
Chas. A. Spalding	1703 Rhode Island Avenue, Washington, D. C.	2,825	1,600	1,225
H. Elmer Singewald	Care Fidelity Trust Co., Baltimore, Md.	2,400	2,400	....
Frederich H. Treat	Wayne, Penn	1,000	1,000	....
Geo. Truesdell	1627 Lincoln Avenue NE., Washington, D. C.	1,500	1,500	....
E. L. de M. Van Swinderon	Riggs National Bank	1,015	....	1,015
Mary B. Washington	Cedar Hill, Tenn.	1,850	680	1,170
John F. Wilkins	1512 H Street NW., Washington, D. C.	1,200	1,200	....
Guy F. Whiting	1303 New Hampshire Avenue, Washington, D. C.	750	750	....

[1] Unable to state; particulars of trust unknown.

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. One hundred and seven thousand five hundred and forty and one-fourth votes cast.

11. Give the date and place of such meeting. January 15, 1916, Washington, D. C.

CORPORATE CONTROL OVER RESPONDENT.

1. Did any corporation or corporations, transportation or other, hold control over the respondent at the close of the year? No.

2. Did any individual, association, or corporation hold control, as trustee, over the respondent at the close of the year? No.

GUARANTIES AND SURETYSHIPS.

The Washington Railway & Electric Co. is under contract of guaranty whereby it has agreed to guarantee the Potomac Electric Power Co. consolidated mortgage 5 per cent bonds, secured under deed of trust to the Commercial Trust Co. of New Jersey, dated June 30, 1906, to the amount of $7,000,000, principal and interest thereon. Bonds under this mortgage to the amount of $5,300,000 have been actually issued and under said mortgage and guaranteed. The railway company owns all the capital stock of the said Potomac Co. and guaranty is made under provision of act of Congress approved June 5, 1900.

The Washington Railway & Electric Co. has guaranteed $462,000 bonds of the Anacostia & Potomac River Railroad Co., both principal and interest, issued for the purpose of additions, betterments and extensions in connection with new Union Station. These bonds were issued under the terms of a deed of trust given by the Anacostia Co. to the Baltimore Trust & Guarantee Co., dated April 1, 1899. At the time of guaranty the Washington Railway & Electric Co. owned a majority of the capital stock of the Anacostia Co. On August 31, 1912, the Washington Railway & Electric Co. acquired all the assets, rights, and franchises of the Anacostia Co.

Comparative general balance sheet.

ASSETS.

Balance at beginning of year.	Item.	Balance at close of year.	Net change during year (increase in roman, decrease in italic).
	INVESTMENTS.		
$32,435,369.51	Road and equipment	$32,251,466.75	*$183,902.76*
	(b1) Total book assets at close of year $13,550.36		
	(b2) Respondent's own issues, included in (b1) 5,000.00		
12,223.30	Sinking funds	8,550.36	*3,672.94*
83.53	Miscellaneous physical property	472.65	389.12
	Investments in affiliated companies:		
8,329.63	Stocks	33,819.63	25,490.00
8,000.00	Bonds	160,000.00	152,000.00
80,033.10	Notes	67,524.30	*12,508.80*
32,544,039.07	Total investments	32,521,833.69	*22,205.38*
	CURRENT ASSETS.		
256,730.68	Cash	338,883.04	82,152.36
29,498.49	Special deposits	32,377.49	2,879.00
173,387.54	Loans and notes receivable	255,409.70	82,022.16
184,441.84	Miscellaneous accounts receivable	163,752.07	*20,689.77*
99,006.98	Material and supplies	110,129.34	11,122.36
825.00	Interest, dividends, and rents receivable	1,333.27	508.27
7,606.41	Other current assets	12,643.38	5,036.97
751,496.94	Total current assets	914,528.29	163,031.35
	UNADJUSTED DEBITS.		
7,268.90	Rents and insurance premiums paid in advance	2,238.16	*5,030.74*
332,087.09	Discount on funded debt	323,663.51	*8,423.58*
55,050.45	Other unadjusted debits	47,108.50	*7,941.95*
394,406.44	Total unadjusted debits	373,010.17	*21,396.27*
33,689,942.45	Grand total	33,809,372.15	119,429.70

LIABILITIES.

Balance at beginning of year.	Item.	Balance at close of year.	Net change during year.
	STOCK.		
$15,000,000.00	Capital stock	$15,000,000.00	....
	LONG-TERM DEBT.		
16,466,350.00	Funded debt unmatured	16,466,350.00	....
	(b1) Total book liability at close of year. $16,471,350.00		
	(b2) Respondent's holdings included in (b1) 5,000.00		
	CURRENT LIABILITIES.		
67,509.06	Audited accounts and wages payable	65,480.01	*$2,029.05*
21,762.34	Miscellaneous accounts payable	7,139.85	*14,622.49*
28,380.00	Matured interest, dividends, and rents unpaid	32,259.00	3,879.00
1,118.49	Matured funded debt unpaid	118.49	*1,000.00*
114,482.83	Accrued interest, dividends, and rents payable	114,482.83	....
233,252.72	Total current liabilities	219,480.18	*13,772.54*
	DEFERRED LIABILITIES.		
145.00	Deferred liabilities other than for provident funds	153.00	8.00
	UNADJUSTED CREDITS.		
58,795.46	Tax liability	71,858.99	13,063.53
5,134.71	Operating reserves	71,688.68	66,553.97
746,056.78	Accrued depreciation, road and equipment	793,404.43	47,347.65
121,958.01	Other unadjusted credits	113,246.66	*8,711.35*
931,944.96	Total unadjusted credits	1,050,198.76	118,253.80
	CORPORATE SURPLUS.		
536.94	Sinking fund reserves	1,267.27	730.33
1,057,712.83	Profit and loss, credit balance	1,071,922.94	14,210.11
1,058,249.77	Total corporate surplus	1,073,190.21	14,940.44
33,689,942.45	Grand total	33,809,372.15	119,429.70

Road and equipment.

Account.	Investment in road and equipment, Jan. 1, 1915, to close of preceding year.	Total investment in road and equipment during the year.	Total investment in road and equipment since Dec. 31, 1914.
I. WAY AND STRUCTURES.			
Engineering and superintendence	$15,207.60	$1,728.40	$16,936.00
Right of way	139.88	25.00	164.88
Other land used in electric railway operations	....	4,348.35	4,348.35
Grading	4,011.11	1,972.56	5,983.67
Ballast	8,203.06	4,173.31	12,376.37
Ties	104.80	117.45	222.25
Rails, rail fastenings, and joints	19,256.07	1,295.88	20,551.95
Special work	44,723.71	651.00	45,374.71
Underground construction	44,643.39	371.24	45,014.63
Track and roadway labor	33,474.49	3,354.01	36,828.50
Paving	12,331.23	12,279.94	24,611.17
Roadway machinery and tools	2,695.03	1.25	2,696.28
Bridges, trestles, and culverts	893.91	8.68	902.59
Crossings, fences, and signs	388.46	20.12	408.58
Signals and interlocking apparatus	*276.48*	11.56	*264.92*
Telephone and telegraph lines	698.31	....	698.31
Poles and fixtures	1,256.96	215.62	1,472.58
Underground conduits	109.28	64.06	173.34
Distribution system	16,850.68	1,343.48	18,194.16
Shops and car houses	10,804.86	2,764.41	13,569.27
Stations, miscellaneous buildings, and structures	71.91	1,081.53	1,153.44
Other expenditures, way and structures	6,014.71	1,867.37	7,882.08
Total expenditures for way and structures	221,602.97	37,695.22	259,298.19
II. EQUIPMENT.			
Passenger and combination cars	*5,796.13*	2,892.39	*2,903.74*
Service equipment [1]	*2,230.84*	*895.94*	*3,126.78*
Electric equipment of cars [1]	*286.97*	*1,274.93*	*1,516.90*
Locomotives	551.07	....	551.07
Shop equipment	2,016.46	*1,075.00*	941.46
Furniture	379.25	1,701.23	2,080.48
Miscellaneous equipment	325.35	1,104.65	1,430.00
Total expenditures for equipment	*5,941.81*	2,452.40	*2,589.41*
III. POWER.			
Substation buildings	1,025.71	....	1,025.71
Power plant equipment [1]	....	*67,000.00*	*67,000.00*
Transmission system	90.11	....	90.11
Total expenditures for power	1,115.82	*67,000.00*	*65,884.18*
IV. GENERAL AND MISCELLANEOUS.			
Injuries and damages	147.45	2.56	150.01
Miscellaneous	5,841.29	947.06	6,788.35
Total general and miscellaneous expenditures	5,988.74	949.62	6,938.36
Grand total	223,665.72	*25,902.76*	197,762.96

[1] Equipment sold and retired.

The uniform system of accounts for electric railway corporations in accordance with which books of this company are kept does not provide for a separation of "Investment in new lines and extensions" and "Investment in additions and betterments."

Respondent's investment in road and equipment at close of year.

Investment to Dec. 31, 1908	$27,817,946.49
Investment from Dec. 31, 1908, to Dec. 31, 1914	4,235,757.30
Investment since Dec. 31, 1914	197,762.96
Total investment in road and equipment	32,251,466.75

In addition to securities included in road and equipment, there is included a certain amount of miscellaneous physical property, the book value of which can not be stated separately.

It is not possible to state the cost of road and equipment separately from the cost of stocks, funded debt, and promissory notes owned, as the latter and the properties and franchises of the Metropolitan Railroad Co. and the Columbia Railway Co. were acquired at one and the same time, to wit, February 4, 1902, at which time the Washington & Great Falls Electric Railway Co., now the Washington Railway & Electric Co., delivered $14,913,200 of its capital stock and $7,992,350 of its consolidated mortgage 4 per cent bonds in payment of certain stocks, bonds, and promissory notes, and the properties and franchises of the Metropolitan Railroad Co. and the Columbia Railway Co. On August 31, 1912, this company also acquired, by consolidation, the properties and franchises of the Anacostia & Potomac River Railroad Co., and on December 31, 1912, the properties and franchises of the Brightwood Railway Co.

Investment to Dec. 31, 1908, as shown in last report		$27,975,946.49
Less following securities of Washington & Rockville Ry. Co. and Washington, Woodside & Forest Glen Ry. & Power Co. retired during present year and replaced by new securities, which are included in "Investments":		
Washington & Rockville Ry. Co. first-mortgage bonds	$75,000	
Washington, Woodside & Forest Glen Ry. & Power Co.—		
Stocks	25,000	
First-mortgage bonds	32,000	
Promissory notes	26,000	
		158,000.00
		27,817,946.49

Memorandum of securities included in "Investments in road and equipment."

	Par value of amount included.[1]	Name, location, and extent of road.
City & Suburban Ry. of Washington:		
Stock	$1,667,000.00	City & Suburban Ry. of Washington; District of Columbia and State of Maryland; 41.43 miles of single track.
Promissory notes	89,909.02	
Georgetown & Tennallytown Ry. Co.:		
Stock	161,600.00	Georgetown & Tennallytown Ry. Co.; District of Columbia; 8.51 miles of single track.
First mortgage bonds	70,000.00	
Second mortgage bonds	30,000.00	
Promissory notes	109,000.00	
Washington & Glen Echo R. R. Co.:		
Stock	197,150.00	Washington & Glen Echo R. R. Co.; road not operative.
First mortgage bonds	200,000.00	
Second mortgage bonds	50,000.00	
Promissory notes	22,061.25	
Washington & Rockville Ry. Co., stock	250,000.00	Washington & Rockville Ry. Co.; State of Maryland; 14.44 miles of single track.
Potomac Electric Power Co.:		
Preferred stock	250,000.00	Potomac Electric Power Co.; District of Columbia and State of Maryland.
Common stock	5,750,000.00	
Total	8,846,720.27	

[1] Unable to state book value of amount included.

Summary of securities owned.

Kind of securities held.	Securities held in sinking and other special funds—Par value and book value.	Securities pledged as collateral—Par value and book value.	Securities held unencumbered— Par value.	Securities held unencumbered— Book value.	Total securities owned— Par value.	Total securities owned— Book value.
SECURITIES OF OTHER CORPORATIONS NOT ASSUMED.						
Stocks:						
Companies affiliated with respondent, carrier corporations, active	....	$25,000.00	$15,250.00	$8,819.63	$40,250.00	$33,819.63
Bonds:						
Companies affiliated with respondent, carrier corrations, active	....	133,000.00	27,000.00	27,000.00	160,000.00	160,000.00
Notes:						
Companies affiliated with respondent	....	....	67,524.30	67,524.30	67,524.30	67,524.30
Grand total, securities of other corporations not assumed	....	158,000.00	109,774.30	103,343.93	267,774.30	261,343.93
RECAPITULATION OF SECURITIES OF OTHER CORPORATIONS.						
Stocks of companies affiliated with respondent	....	25,000.00	15,250.00	8,819.63	40,250.00	33,819.63
Bonds of companies affiliated with respondent	....	133,000.00	27,000.00	27,000.00	160,000.00	160,000.00
Notes of companies affiliated with respondent	....	....	67,524.30	67,524.30	67,524.30	67,524.30
Total securities of affiliated companies	....	158,000.00	109,774.30	103,343.93	267,774.30	261,343.93
SECURITIES ISSUED OR ASSUMED BY RESPONDENT.						
Bonds and other evidences of funded debt	$5,000.00	....	....	....	5,000.00	5,000.00

For other securities owned, see memorandum of securities included in "Investment in road and equipment."

Sinking funds.

Fund mark.	Name of fund.	Description of obligation to be redeemed through operation of fund.	Name of trustee of fund.	Balance in fund at beginning of year.
A	Sinking fund, Metropolitan R. R.	Metropolitan R. R. Co. first-mortgage 5 per cent bonds, Feb. 1, 1925.	Baltimore Trust Co.	$17,059.80
B	Sinking fund, Anacostia & Potomac River R. R.	Anacostia & Potomac River R. R. Co. first-mortgage 5 per cent bonds, Apr. 1, 1949.	.....do	163.50
Total	....	....	....	17,223.30

Sinking funds—Continued.

Fund mark.	Additions to fund during year. Income from investment of fund.	Other additions to fund.	Total additions to fund.	Withdrawals from fund during year.[1]	Balance in fund at close of year.	Cash in fund uninvested at close of year.	Names of securities and other investments in fund at close of year.	Securities issued or assumed by respondent and held in fund at close of year. Par value.	Book value.
A	$250	$190.68	$440.68	$4,113.62	$13,386.86	$8,386.86	Metropolitan R. R. Co. first-mortgage 5 per cent bonds due Feb. 1, 1925.	$5,000	$5,000
B					163.50	163.50			
Total	250	190.68	440.68	4,113.62	13,550.36	8,550.36			

[1] Withdrawn for expenditures for improvements per terms of mortgage and with consent of trustee.

Deposits in lieu of mortgaged property sold: None.

Miscellaneous physical property.[1]

Name and description of physical property held at close of year as an investment.	Date of acquisition.	Actual money cost to respondent.	Amount at which carried on respondent's books at close of year.
Laying sidewalk abutting lots 8, 10, and 800 in square 3007, Georgia Avenue	Aug. 29, 1914	$83.53	$83.53
Paving roadway abutting lots 13 to 20 in square 1263 south side P Street	Apr. 20, 1916	279.12	279.12
Land for small parks abutting lots 8, 10, 800, 806, 807, 808, 809, in square 3007, Georgia Avenue and Gallatin Street	Nov. 11, 1916	110.00	110.00
Total			472.65

[1] Covers only changes since July 1, 1914.

Special deposits.

Name of depositary.	Purpose of deposit.	Amount at close of year.
American Security & Trust Co.	Redemption of coupons, Columbia Ry. Co., first mortgage 6 per cent bonds.	$270.00
Do	Redemption of coupons, Columbia Ry. Co. second mortgage 5 per cent bonds.	225.00
Baltimore Trust Co.	Redemption of coupons, Anacostia & Potomac River R.R. Co. first mortgage 5 per cent bonds.	1,800.00
Do	Redemption of coupons, Metropolitan R. R. Co. first mortgage 5 per cent bonds.	775.00
United States Mortgage & Trust Co.	Redemption of coupons Washington Ry. & Electric Co., first mortgage 4 per cent bonds.	29,189.00
Do	Redemption of coupons, outstanding certificates of indebtedness Metropolitan R. R.	118.49
Total		32,377.49

Investments in securities of noncarrier companies affiliated with respondent: None, except as stated in memorandum of securities included in "Investment in road and equipment."

Investments in securities of carriers affiliated with respondent.

Lien reference.	Class No.	Name of issuing company and description of security held.	Pledged.		Unpledged.	
			Par value of amount held at close of year.	Book value at close of year.	Par value of amount held at close of year.	Book value at close of year.
A....	1	City & Suburban Ry. of Washington, stock			$14,150.00	$8,709.63
		Georgetown & Tennallytown Ry. Co.:				
A....	1	Stock			1,100.00	110.00
C....	1	Promissory note			63,266.48	63,266.48
		Washington & Rockville Ry. Co.:				
B....	1	First mortgage 5 per cent bonds (Nov. 1, 1965; May–November)	$133,000	$133,000	27,000.00	27,000.00
A....	1	Stock	25,000	25,000		
C....	1	Washington Interurban R. R. Co., promissory note			4,257.82	4,257.82
		Total	158,000	158,000	109,774.30	103,343.93

For other securities owned see memorandum of securities included in "Investment in road and equipment."

Investments in securities of nonaffiliated companies: None.

Investment advances to other companies: None.

Securities and other intangibles owned or controlled through nonreporting subsidiaries: None.

Insurance and other funds: None.

Discounts and premiums on securities outstanding.

Name of security.	Unextinguished discount at beginning of year.	Total discount suffered on actual issues made during year.	Discount written off during year to "Income."	Discount unextinguished at close of year.
Washington Ry. & Electric Co. consolidated mortgage 4 per cent bonds	$300,014.58	[1] $878.94	$8,353.08	$292,540.44
Anacostia & Potomac River R. R. Co. first mortgage 5 per cent bonds	31,571.70		949.44	30,622.26
Washington Ry. & Electric Co. general improvement 6 per cent debenture bonds	[2] 500.81			500.81
Grand total	332,087.09	878.94	9,302.52	323,663.51

[1] Expense incurred during year 1916 in connection with this mortgage. (No bonds issued during this year.)

[2] This amount represents cost of engraving and printing Washington Ry. & Electric Co. general improvement 6 per cent debenture bonds that have not as yet been issued.

Property abandoned chargeable to operating expenses: None.

Other unadjusted debits—Book value of item at close of year.

Expenses of valuation of properties	$43,612.38
Minor items, pending proper distribution, 7 in number	3,496.12
Total	47,108.50

Capital stock.

Class of stock and authorization.	Par value of amount authorized.	Par value of total amount actually issued to close of year.	Par value of amount actually outstanding at close of year.	Stocks actually issued prior to present year.		Amount of dividends declared during year.	Amount of dividends paid during year.
				Par value.	Cash received as consideration for issue, cash value of other property acquired as consideration for issue, and cash value of services received as consideration for issue.[1]		
Common stock, authorizations closed prior to present year	$6,500,000	$6,500,000	$6,500,000	$6,500,000	$6,500,000	$455,000	$455,000
First preferred stock, authorizations closed prior to present year	8,500,000	8,500,000	8,500,000	8,500,000	8,500,000	425,000	425,000
Grand total, all classes of stocks	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	880,000	880,000

[1] $86,800 common stock issued in 1894 and 1895 for services and expenditures in obtaining charter and right of way.

$6,413,200 common stock and $8,500,000 preferred stock issued Feb. 4, 1902, as part payment for the property and franchises of the Metropolitan R. R. Co., subject to its funded debt, amounting to $2,350,000, including all the lands, franchises, street railway lines and routes and other property, real, personal, and mixed of the Metropolitan R. R. Co., together with all and singular its tracks, buildings, structures, engines, boilers, generators, machinery, tools, bolts, furniture, fixtures, appliances, rights, privileges, contracts, grants, licenses, easements, franchises, consents, poles, wires, feed wires, return wires, overhead construction, motors, underground pipes, conduits, subways, substructures, superstructures, ways and rights of way, stations, offices, and shops, and also all rights of way of the Metropolitan R. R. Co. in, through, or over all streets, avenues, alleys lanes, lands, squares, and other public and private places; also the property and franchises of the Columbia Ry. Co., subject to its funded debt of $1,000,000, including all the lands, franchises, street railway lines and routes, and other property, real, personal, and mixed, of the Columbia Ry. Co., together with all and singular its tracks, buildings, structures, engines, boilers, generators, machinery, tools, belts, furniture, fixtures, appliances, rights, privileges, contracts, grants, licenses, easements franchises, consents, poles, wires, feed wires, return wires, overhead construction, motors, underground pipes, conduits, subways, substructures, superstructures, ways and rights of way, stations, offices, and shops, and also all rights of way of the Columbia Ry. Co. in, through, or over all streets, avenues, alleys, lanes, lands, squares, and other public and private places; also the following stocks, bonds, and promissory notes:

$39,865 shares of the entire 40,000 shares, of the par value of $50 each, of the capital stock of the Anacostia & Potomac River R. R. Co.

3,123 shares of the entire 4,000 shares, of the par value of $50 each, of the capital stock of the Georgetown & Tennallytown Ry. Co.

The entire issue of first-mortgage 6 per cent bonds of the Georgetown & Tennallytown Ry. Co., amounting to $70,000.

The entire issue of second-mortgage 6 per cent bonds of the Georgetown & Tennallytown Ry. Co., amounting to $30,000.

Promissory notes of the Georgetown & Tennallytown Ry. Co., aggregating $102,000.

2,164 shares of the entire 2,170 shares of the par value of $50 each, of the Brightwood Ry. Co.

$100,000 of the outstanding $350,000 of the 6 per cent mortgage bonds of the Brightwood Ry. Co.

Promissory notes of the Brightwood Ry. Co., aggregating $220,500.

The entire capital stock, consisting of 1,000 shares, of the par value of $25 each, of the Washington, Woodside & Forest Glen Ry. & Power Co.

$32,000 of the outstanding $40,000 of the first-mortgage 6 per cent bonds of the Washington, Woodside & Forest Glen Ry. & Power Co.

Promissory notes of the Washington, Woodside & Forest Glen Ry. & Power Co. aggregating $6,000.

The entire capital stock, consisting of 1,000 shares, of the par value of $50 each, of the Washington & Rockville Ry. Co.

The entire issue outstanding, amounting to $45,000, of the first-mortgage bonds of the Washington & Rockville Ry. Co.

Promissory notes of the Washington & Rockville Ry. Co. aggregating $92,700.

3,943 shares of the entire 4,000 shares, of the par value of $50 each, of the capital stock of the Washington & Glen Echo R. R. Co.

The entire issue outstanding, amounting to $200,000, of the first-mortgage bonds of the Washington & Glen Echo R. R. Co.

The entire issue outstanding, amounting to $50,000, of the second-mortgage bonds of the Washington & Glen Echo R. R. Co.

Promissory notes of the Washington & Glen Echo R. R. Co. aggregating $16,000.

Receipts outstanding at the close of the year for installments received on subscriptions for stocks: None.

Purposes of open authorizations and particulars of authorizations closed during the year: None.

Stock liability for conversion of securities of other companies: None.

Summary statement of unmatured funded debt.

Mortgage bonds:	
Amount actually outstanding at close of year	$16,471,350.00
Interest liability at close of year on actually outstanding debt—	
Interest matured and unpaid	31,764.00
Interest accrued not due	114,482.83
Interest during year on actually outstanding debt—	
Interest accrued	706,894.00
Interest paid	703,265.00

Security for unmatured funded debt.

Designation of mortgage, pledge, or other lien.	Road mortgaged.	Miles of road.	Miles of track.	Equipment, securities, income, etc., mortgaged or pledged.
Metropolitan R. R. Co. first mortgage.	Metropolitan R. R. Co.	12.92	24.40	All its property and franchises.
Anacostia & Potomac River R. R. Co. first mortgage.	Anacostia & Potomac River R. R. Co.	10.35	25.21	Do.
Washington Ry. & Electric Co. consolidated mortgage.	Washington Ry. & Electric Co.	51.73	101.60	Do.[1]

[1] Including also:

	Par value.
Railway stock owned	$2,163,000.00
Railway fund debt owned	483,000.00
Other than railway stock owned	6,000,000.00
Promissory notes aggregating	220,970.27
Total	8,866,970.27

See mortgages of Metropolitan R. R. Co. and Anacostia and Potomac River R. R. No limitation per mile of road stated in mortgage.

30,602 shares of the entire 35,000 shares, of the par value of $50 each, of the capital stock of the City & Suburban Ry. of Washington.

Promissory notes of the City & Suburban Ry. of Washington aggregating $129,250.

The entire capital stock, consisting of 2,500 shares of preferred stock and 7,500 shares of common stock, of the par value of $100 each, of the Potomac Electric Power Co.

The entire issue outstanding, amounting to $650,000, of the first mortgage bonds of the Potomac Electric Power Co.

10,678 shares of the entire outstanding 10,976 shares, of the par value of $100 each, of the capital stock of the U. S. Electric Lighting Co.

Promissory note of the U. S. Electric Lighting Co. for $25,000.

Coupons of the first-mortgage bonds of the Washington & Great Falls Electric Ry. Co., dated July 1, 1895, to the amount of $72,000 face value.

Promissory notes of the Washington & Great Falls Electric Ry. Co. aggregating $137,800.

Promissory notes of the Columbia Ry. Co. aggregating $110,000.

One street railway car named "Columbia."

Of the $14,913,200 stock issued Feb. 4, 1902, as above stated, $23,800 common stock and $65,450 preferred stock were subsequently returned to the company. Of this stock $400 common stock and $1,100 preferred stock were delivered as part payment for $2,000 bonds of the Washington Traction & Electric Co.: $23,400 common stock and $64,350 preferred stock was sold on May 21, 1912, for $82,192.50.

Equipment obligations: None.

Unmatured funded debt other than equipment obligations.

Name and character of obligation.	Nominal date of issue.	Date of maturity.	Interest provisions.		Par value of extent of indebtedness authorized.	Par value of evidences of debt.	
			Rate per cent per annum.	Dates due.		Actually issued to close of year.	Reacquired after actual issue and canceled.
MORTGAGE BONDS.							
			P. ct.				
Metropolitan R. R. Co. first mortgage bonds	1895. Feb. 1	1925. Feb. 1	5	Feb.-Aug.	$1,850,000	$1,850,000	....
Washington Ry. & Electric Co. consolidated mortgage bonds	1902. [Mar. 1]	1951. Dec. 1	4	June-Dec.	17,500,000	11,642,350	....
Anacostia & Potomac River R. R. Co. first mortgage bonds	1899. Apr. 1	1949. Apr. 1	5	Apr.-Oct.	3,000,000	3,000,000	$21,000
Total	....	....	....	....	22,350,000	16,492,350	21,000

Name and character of obligation.	Par value of evidence of debt actually outstanding at close of year.	Evidences of debt actually issued prior to present year.			Total discount on actual issues of prior years.	Discount on actual issues of present year.	Discounts written off to income or profit and loss during year.
		Par value of total amount.	Cash received as consideration for issue.	Cash value of other property acquired as consideration for issue.			
MORTGAGE BONDS.							
Metropolitan R. R. Co. first mortgage bonds	$1,850,000	$1,850,000	$1,850,000.00	....	....	....	....
Washington Ry. & Electric Co. consolidated mortgage bonds	11,642,350	11,642,350	2,928,567.46	$8,096,450	$617,455.72	[1] $878.94	$8,353.08
Anacostia & Potomac River R. R. Co. first mortgage bonds	2,979,000	3,000,000	699,787.50	2,250,000	50,212.50 [2] 500.81	....	949.44
Total	16,471,350	16,492,350	5,478,354.96	10,346,450	668,169.03	878.94	9,302.52

[1] Expense incurred during year 1916 in connection with this mortgage. (No bonds issued during this year.)

[2] This amount represents cost of engraving and printing Washington Ry. & Electric Co. general improvement 6 per cent debenture bonds that have not as yet been issued.

Unmatured funded debt other than equipment obligations—Continued.

Name and character of obligation.	Total discounts extinguished to close of year.		Total commissions to close of year charged to operating expense, income, or profit and loss.	Amount of interest accrued during year charged to income.	Amount of interest paid during year.	Interest liability at close of year.		Analyses of evidences of funded debt reacquired after actual issue and held alive—Par value of amount pledged or otherwise subject to lien or restriction.
	Charged to operating expense, income, or profit and loss.	Charged to construction or other investment account.				Matured and unpaid.	Accrued not yet due.	
MORTGAGE BONDS.								
Metropolitan R.R.Co. first mortgage bonds	....	....	$92,500	$92,250	$92,750	$775	$38,437.50	$5,000
Washington Ry. & Electric Co. consolidated mortgage bonds	$111,679.84	$214,114.38	....	465,694	460,740	29,189	38,807.83	....
Anacostia & Potomac River R.R.Co. first mortgage bonds	8,070.24	11,520.00	....	148,950	149,775	1,800	37,237.50	....
Total	119,750.08	225,634.38	92,500	706,894	703,265	31,764	114,482.83	5.000

Receipts outstanding at the close of the year for installments received on subscriptions for bonds and other evidences of funded debt in process of issuance: None.

MEMORANDUM WITH REGARD TO CONSOLIDATED MORTGAGE 4 PER CENT BONDS OF THE WASHINGTON RAILWAY & ELECTRIC CO.

Issued to United States Mortgage & Trust Co. upon order of Samuel B. Lawrence as part payment for the property and franchises of the Metropolitan Railroad Co., subject to its funded debt, amounting to $2,350,000, including all the lands, franchises, street railway lines and routes, and other property, real, personal, and mixed, of the Metropolitan Railroad Co., together with all and singular its tracks, buildings, structures, engines, boilers, generators, machinery, tools, belts, furniture, fixtures, appliances, rights, privileges, contracts, grants, licenses, easements, franchises, consents, poles, wires, feed wires, return wires, overhead construction, motors, underground pipes, conduits, subways, substructures, superstructures, ways and rights of way, stations, offices and shops, and also all rights of way of the Metropolitan Railroad Co. in, through, and over all streets, avenues, alleys, lanes, lands, squares, and other public and private places; also, the property and franchises of the Columbia Railway Co., subject to its funded debt of $1,000,000, including all the lands, franchises, street railway lines and routes, and other property, real, personal, and mixed, of the Columbia Railway Co., together with all and singular its tracks, buildings, structures, engines, boilers, generators, machinery, tools, belts, furniture, fixtures, appliances, rights, privileges, contracts, grants, licenses, easements, franchises, consents, poles, wires, feed wires, return wires, overhead construction, motors, underground pipes, conduits, subways, substructures, superstructures, ways and rights of way, stations, offices and shops, and also all rights of way of the Columbia Railway Co. in, through, or over all streets, avenues, alleys, lanes, lands, squares, and other public and private places; also, the following stocks, bonds, and promissory notes:

Thirty-nine thousand eight hundred and sixty-five shares of the entire 40,000 shares, of the par value of $50 each, of the capital stock of the Anacostia & Potomac River Railroad Co.

Three thousand one hundred and twenty-three shares of the entire 4,000 shares of the par value of $50 each, of the capital stock of the Georgetown & Tennallytown Railway Co.

The entire issue of first mortgage 6 per cent bonds of the Georgetown & Tennallytown Railway Co., amounting to $70,000.

The entire issue of second mortgage 6 per cent bonds of the Georgetown & Tennallytown Railway Co., amounting to $30,000.

Promissory notes of the Georgetown & Tennallytown Railway Co., aggregating $102,000.

Two thousand one hundred and sixty-four shares of the entire 2,170 shares, of the par value of $50 each, of the Brightwood Railway Co.

One hundred thousand dollars out of the outstanding $350,000 of 6 per cent mortgage bonds of the Brightwood Railway Co.

Promissory notes of the Brightwood Railway Co., aggregating $220,500.

The entire capital stock, consisting of 1,000 shares, of the par value of $25 each, of the Washington, Woodside & Forest Glen Railway & Power Co.

Thirty-two thousand dollars of the outstanding $40,000 of the first mortgage 6 per cent bonds of the Washington, Woodside & Forest Glen Railway & Power Co.

Promissory notes of the Washington, Woodside & Forest Glen Railway & Power Co., aggregating $6,000.

The entire capital stock, consisting of 1,000 shares, of the par value of $50 each, of the Washington & Rockville Railway Co.

The entire issue outstanding, amounting to $45,000, of the first mortgage bonds of the Washington & Rockville Railway Co.

Promissory notes of the Washington & Rockville Railway Co., aggregating $92,700.

Three thousand nine hundred and forty-three shares of the entire 4,000 shares, of the par value of $50 each, of the capital stock of the Washington & Glen Echo Railroad Co.

The entire issue outstanding, amounting to $200,000, of the first mortgage bonds of the Washington & Glen Echo Railroad Co.

The entire issue outstanding, amounting to $50,000, of the second mortgage bonds of the Washington & Glen Echo Railroad Co.

Promissory notes of the Washington & Glen Echo Railroad Co., aggregating $16,000.

Thirty thousand six hundred and two shares of the entire 35,000 shares, of the par value of $50 each, of the capital stock of the City & Suburban Railway of Washington.

Promissory notes of the City & Suburban Railway of Washington, aggregating $129,250.

The entire capital stock, consisting of 2,500 shares of the preferred stock and 7,500 shares of common stock, of the par value of $100 each, of the Potomac Electric Power Co.

The entire issue outstanding, amounting to $650,000, of the first mortgage bonds of the Potomac Electric Power Co.

Ten thousand six hundred and seventy-eight shares of the entire outstanding 10,976 shares, of the par value of $100 each, of the capital stock of the United States Electric Lighting Co.

Promissory note of the United States Electric Lighting Co. for $25,000.

Coupons of the first mortgage bonds of the Washington & Great Falls Electric Railway Co., dated July 1, 1895, to the amount of $72,030 face value.

Promissory notes of the Washington & Great Falls Electric Railway Co., aggregating $137,800.

Promissory note of the Columbia Railway Co., aggregating $110,000.

One street railway car, named "Columbia."

Aggregate		$7,992,350
NOTE.—Of these bonds, $392,700 were subsequently returned to the company.		
Issued to United States Mortgage & Trust Co. in exchange, at par, for first mortgage 6 per cent bonds of the Washington & Great Falls Electric Railway Co		400,000
Issued to the treasury of the company		3,250,000
Total amount issued		11,642,350
The bonds issued and delivered to the treasury of the company are accounted for as follows:		
Issued to treasury	$3,250,000	
Add returned to company (see note above)	392,700	
		3,642,700

Of these there were—

Issued as part payment for $2,000 bonds of the Washington Traction & Electric Co.		$1,100
Issued to United States Mortgage & Trust Co. for final settlement of expenses of reorganization committee		40,000
Issued as payment for 800 shares of stock of the City & Suburban Railway of Washington		20,000
Issued in exchange for first mortgage 6 per cent bonds of the Brightwood Railway Co. (at a discount of 15 per cent)		42,000
Sales for cash:		
Proceeds	$2,928,567.46	
Discount	611,032.54	
		2,539,600
Total		3,642,700

Anacostia & Potomac River Railroad Co. first mortgage 5 per cent bonds: $2,250,000 issued for the acquisition of the property and franchises of the Belt Railway Co. and for its equipment with electric power; for the satisfaction of the outstanding obligations of the Anacostia & Potomac River Railroad Co. and for its equipment with electric power; for the acquisition of the property and franchises of the Capital Railway; and for the sum of $117,000 for the general purposes of the company.

Receiver's certificates: None.

Nonnegotiable debt to affiliated companies: None.

Sundry current liabilities.

Name of creditor or of obligation.	Character of liability or of transactions involved.	Credit balance at close of year.
MISCELLANEOUS ACCOUNTS PAYABLE.		
Washington & Glen Echo R. R. Co.	Open account	$2,176.85
Distribution account Anacostia & Potomac River R. R. Co. stock.		4,700.00
Minor items, 2 in number		263.00
Total		7,139.85
MATURED FUNDED DEBT UNPAID.		
Metropolitan R. R. Co., certificates of indebtedness.	Outstanding	118.49

Sundry unadjusted credits.

Name of subaccount.	Character of subaccount.		Credit balance at close of year.
OPERATING RESERVES.			
Damage reserve			$71,688.68
OTHER UNADJUSTED CREDITS.			
Suspense	Note of Georgetown & Tennallytown Ry. Co. covering matured interest on notes held pending adjustment	$63,266.48	
	Charge by the District of Columbia for grading and widening roadway on Massachusetts Avenue held in suspense pending determination of legal responsibility	3,371.71	
			66,638.19
Ticket sales	Unredeemed tickets		46,608.47
Total			113,246.66

Depreciation—Road, equipment, and miscellaneous physical property.

DEBIT ITEMS.

Retirement of passenger and combination cars	$682.50
Retirement of service equipment	1,700.00
Retirement of electric equipment of cars	2,100.00
Retirement of shop lathe	180.00
Retirement of 3 Prov. Greene engines with generators and accessories	60,800.00
Balances at close of year, accrued depreciations, road and equipment	793,404.43
Total	858,866.93

CREDIT ITEMS.

Balances at beginning of year, accrued depreciation, road and equipment	746,056.78
Passenger and combination cars, depreciation	43,977.50
Freight, express, and mail cars, depreciation	120.00
Service equipment, depreciation	1,796.25
Electric equipment of cars, depreciation	28,033.09
Locomotives, depreciation	480.00
Way and structures	31,446.17
Power	6,957.14
Total	858,866.93

BASES OF DEPRECIATION CHARGES.

Depreciation of cars and car equipment: Basis, 3 per cent per annum on the basis of the following arbitrary values:

Passenger and combination cars:		
Double truck, suburban	each	$4,500
Double truck, city	do	3,000
Single truck, city	do	1,000
Freight, express, and mail cars	do	4,000
Service equipment	do	1,500
Electric equipment of cars	per motor	850
Locomotives	each	8,000

Depreciation of way and structures: Basis, 9 per cent of revenue from transportation covering maintenance, renewals, and depreciation. Balance above in depreciation fund represents excess of amount charged expenses over actual disbursements.

Depreciation of power plant buildings and equipment: Basis, one-half per cent of revenue from transportation, covering maintenance, renewals, and depreciation. Balance above in depreciation fund, represents excess of amount charged expenses over actual disbursements.

Profit and loss statement.

Item.	Debits.	Credits.
Credits:		
Credit balance at beginning of fiscal period		$1,057,712.83
Credit balance transferred from income account		905,159.65
Debits:		
Appropriations of surplus to sinking fund and other reserves	$730.33	
Dividend appropriations of surplus	880,000.00	
Miscellaneous appropriations of surplus	4,374.15	
Miscellaneous debits	5,845.06	
Balance carried forward to balance sheet	1,071,922.94	
Total	1,962,872.48	1,962,872.48

Dividends declared during the year.

Name of security on which dividend was declared.	Regular rate.	Par value of amount on which dividend was declared.	Amount of dividend.	Date.	
				Declared.	Payable.
	Per cent.			1916.	1916.
Preferred stock	2½	$8,500,000	$212,500	Jan. 15	Mar. 1 June 1
Do	2½	8,500,000	212,500	July 20	Sept. 1 Dec. 1
Common stock	1¾	6,500,000	113,750	Jan. 15	Mar. 1
Do	1¾	6,500,000	113,750	Apr. 27	June 1
Do	1¾	6,500,000	113,750	July 20	Sept. 1
Do	1¾	6,500,000	113,750	Oct. 19	Dec. 1
Total			880,000		

On January 15, 1916, and July 20, 1916, the regular semiannual dividend of 2½ per cent on preferred stock was declared, payable June 1, 1916, and December 1, 1916, respectively; provided, however, that all holders of certificates of said stock bearing a stamp changing the time and manner of payment of dividends from semiannually to quarterly were entitled to receive on March 1, 1916, and September 1, 1916, respectively, one-half of said semiannual dividend.

No obligation incurred for purpose of securing funds for dividends.

Income statement for the year.

Item.		Amount applicable to the year.	Comparison with preceding year (increase in roman, decrease in italic).
I. OPERATING INCOME.			
Railway operating revenues		$2,485,874.27	$74,667.85
Railway operating expenses		1,502,070.86	67,675.49
Net revenue, railway operations		983,803.41	6,992.36
Taxes assignable to railway operations:			
On real and personal property	$13,574.55		
On earnings	88,658.32		
Miscellaneous	45,695.09		
		147,927.96	15,831.73
Operating income		835,875.45	*8,839.37*
II. NONOPERATING INCOME.			
Net income from miscellaneous physical property		1,594.98	64.41
Dividend income		727,246.00	*5,700.00*
Income from funded securities		19,211.60	7,061.60
Income from unfunded securities and accounts		42,821.26	10,836.54
Income from sinking fund and other reserves		190.68	*98.97*
Miscellaneous income		1,711.19	1,509.18
Total nonoperating income		792,775.71	15,672.76
Gross income		1,628,651.16	6,833.39
III. DEDUCTIONS FROM GROSS INCOME.			
Miscellaneous rents		1,312.63	698.63
Miscellaneous taxes		.50	*99.02*
Interest on funded debt		706,894.00	*.02*
Interest on unfunded debt		17.09	17.09
Amortization of discount on funded debt		9,302.52	....
Miscellaneous debits		5,964.77	701.07
Total deductions from gross income		723,491.51	1,317.75
Income balance transferred to profit and loss		905,159.65	5,515.64

Railway operating revenues.

Class of railway operating revenues.	Amount of revenue for the year.	Comparison with revenue of preceding year (increases in roman, decreases in italic).
I. REVENUE FROM TRANSPORTATION.		
Passenger revenue	$2,157,638.61	$64,255.81
Parlor, sleeping, dining, and special car revenue	1,305.98	*94.07*
Mail revenue	667.80	*5.47*
Express revenue	459.60	8.92
Freight revenue	3,094.78	415.36
Switching revenue	13,507.67	2,189.71
Total revenue from transportation	2,176,674.44	66,770.26
II. REVENUE FROM OTHER RAILWAY OPERATIONS.		
Station and car privileges	9,619.92	832.35
Rent of tracks and facilities	5,038.23	*765.55*
Rent of equipment	36,536.88	755.42
Rent of buildings and other property	8,543.03	*760.20*
Power	249,461.77	7,835.57
Total revenue from other railway operations	309,199.83	7,897.59
Total operating revenues	2,485,874.27	74,667.85

Auxiliary operations: None.

Miscellaneous operations.

Net rent from miscellaneous physical property, the cost of which is included in road and equipment prior to July 1, 1914:

Net revenue for the year $1,594.98

Comparative increase with net revenue of preceding year 64.41

Railway operating expenses.

Name of railway operating expense account.	Amount of operating expenses for the year.	Comparison with expenses of preceding year (increase in roman, decrease in italic).
WAY AND STRUCTURES.		
Superintendence of way and structures	$14,698.35	$6,172.67
Ballast	6.96	*70.43*
Ties	2,988.46	*3,844.80*
Rails	*205.17*	*3,301.64*
Rail fastenings and joints	3,461.80	74.48
Special work	6,334.50	*1,721.40*
Underground construction	5,305.58	1,419.05
Track and roadway labor	48,806.22	11,401.13
Miscellaneous track and roadway expenses	2,953.60	2,750.84
Paving	27,842.89	*12,621.69*
Cleaning and sanding track	10,692.49	*1,483.80*
Removal of snow and ice	2,939.85	1,689.19
Bridges, trestles, and culverts	2,468.92	*792.89*
Crossings, fences, and signs	226.05	143.01
Signal and interlocking apparatus	339.92	*667.34*
Telephone and telegraph lines	6.11	1.07
Miscellaneous way expenses	....	*1,296.64*
Poles and fixtures	2,738.57	*829.73*
Underground conduits	55.51	*142.42*
Distribution system	21,539.01	4,356.37
Miscellaneous electric line expenses	195.63	21.62
Buildings, fixtures, and grounds	11,059.28	358.58
Depreciation of way and structures	31,446.17	*15,827.89*
Total way and structures	195,900.70	*14,212.66*

Railway operating expenses—Continued.

Name of railway operating expense account.	Amount of operating expenses for the year.	Comparison with expenses of preceding year (increase in roman, decrease in italic).
EQUIPMENT.		
Superintendence of equipment	$5,314.40	*$530.68*
Passenger and combination cars	89,437.20	*9,867.00*
Service equipment	1,315.53	226.50
Electric equipment of cars	37,237.76	*2,801.83*
Locomotives	517.54	*198.15*
Shop equipment	371.96	*120.74*
Shop expenses	10,027.34	8.52
Vehicles and horses	2,482.99	1,284.31
Depreciation of equipment	74,406.84	*405.35*
Total equipment	221,111.56	*12,404.32*
POWER.		
Superintendence of power	1,993.38	425.88
Power plant, buildings, fixtures, and grounds	670.76	*67.14*
Substation equipment	3,159.20	208.51
Transmission system	96.27	32.50
Depreciation of power plant buildings and equipment	6,957.14	159.99
Power plant employees	15,770.85	276.71
Fuel for power	185,737.56	12,115.40
Lubricants for power	2,232.09	914.07
Miscellaneous power plant supplies and expenses	1,715.04	44.00
Substation employees	11,406.44	2,183.08
Substation supplies and expenses	1,846.09	*126.91*
Total power	231,584.82	16,166.09
CONDUCTING TRANSPORTATION.		
Superintendence of transportation	53,553.85	4,766.26
Passenger conductors, motormen, and trainmen	452,622.80	37,248.01
Freight and express conductors, motormen, and trainmen	781.56	66.54
Miscellaneous car-service employees	15,856.61	*1,580.48*
Miscellaneous car-service expenses	16,422.29	6,325.92
Station expenses	42.00	*185.51*
Car house employees	46,630.10	1,806.83
Car house expenses	3,976.05	734.68
Operation of signal and interlocking apparatus	1,798.01	*187.43*
Operation of telephone and telegraph lines	.77	*20.56*
Other transportation expenses	5,271.17	693.82
Total conducting transportation	596,955.21	49,668.08
TRAFFIC.		
Superintendence and solicitation	8.69	8.69
Advertising	484.60	*11.93*
Parks, resorts, and attractions	882.33	85.21
Total traffic	1,375.62	81.97
GENERAL AND MISCELLANEOUS.		
Salaries and expenses of general officers	24,428.08	3,701.80
Salaries and expenses of general office clerks	24,025.84	2,161.76
General office supplies and expenses	6,126.44	2,054.25
Law expenses	4,388.91	*2,608.25*
Relief department expenses	474.37	*494.39*
Pensions and gratuities	4,367.12	1,743.19
Miscellaneous general expenses	14,681.63	3,271.66
Valuation expenses	8,880.00	*.51*
Injuries and damages	135,484.16	19,439.43
Insurance	5,357.62	47.31
Stationery and printing	17,628.88	1,637.93
Store expenses	6,351.65	1,066.42
Garage and stable expenses	2,948.25	322.35
Rent of tracks and facilities	....	*3,966.62*
Total general and miscellaneous	255,142.95	28,376.33

Railway operating expenses—Continued.

Name of railway operating expense account.	Amount of operating expenses for the year.	Comparison with expenses of preceding year (increase in roman, decrease in italic).
RECAPITULATION OF EXPENSES.		
Way and structures	$195,900.70	*$14,212.66*
Equipment	221,111.56	*12,404.32*
Power	231,584.82	16,166.09
Conducting transportation	596,955.21	49,668.08
Traffic	1,375.62	81.97
General and miscellaneous	255,142.95	28,376.33
Grand total operating expenses	1,502,070.86	67,675.49

Operating ratio (ratio of operating expenses to operating revenues), 60.42 per cent.
Income from lease of road: None.
Abstract of terms and conditions of leases: None.
Miscellaneous rent income: None.

Dividend income.

Description of security on which dividend was received.	Amount (at par) to which dividend relates.	Dividend rates.	Amount credited to income.
		Per cent.	
Potomac Electric Power Co., preferred stock	$250,000	11	$27,500
Potomac Electric Power Co., common stock	5,750,000	11	632,500
City & Suburban Ry. of Washington, stock	1,681,150	4	67,246
Total	7,681,150	....	727,246

Income from funded securities.

Description of funded security on which interest was received.	Interest provisions.		Date of maturity.	Amount (at par) to which interest relates.	Amount credited to income.
	Rate per annum.	Dates.			
	Per cent.				
Washington & Rockville Ry. Co. first mortgage bonds.[1]	5	May and November.	Nov. 1, 1937	$75,000	$625.00
Washington, Woodside & Forest Glen Ry. & Power Co. first mortgage bonds.[2]	6	June and December.	June 1, 1917	40,000	11,920.00
Washington & Rockville Ry. Co. first mortgage bonds.[3]	5	May and November.	Nov. 1, 1965	160,000	6,666.60
Total	....	....	....	....	19,211.60

[1] Interest from Jan. 1, 1916, to Feb. 29, 1916.
[2] Interest from Jan. 1, 1916, to Feb. 29, 1916, $400; also interest from Dec. 1, 1906, to Dec. 1, 1912, $11,520.
[3] Interest from Mar. 1, 1916, to Dec. 31, 1916.

Income from unfunded securities and accounts.

Give particulars of the income accrued to the respondent during the year from interest on securities not includible in any foregoing statement, giving a description of each such security, showing the par amount held, the period during which held, and the income derived therefrom; also similar information concerning advances to subsidiary companies carried in open accounts, showing separately for each such company; also for the item of bank balances as a whole, and for all other loans and accounts wherefrom any interst was derived during the year.

If the interest income from any unfunded security, advance, loan, or account amounted to less than $1,000, the respondent may, if it so desires, combine all such small items into a single entry, "Minor items, ... in number, each less than $1,000," stating the number of such items there combined.

Description of unfunded security, advance, loan, or account showing characteristics of such security, etc., and name of the debtor.	Period covered by interest.		Amount to which interest relates.	Income derived as interest.
	From—	To—		
Interest on bank deposits	Jan. 1, 1916	Dec. 31, 1916		$4,974.82
Notes of—				
City & Suburban Ry. of Washington	do	do	$89,909.02	5,394.54
Georgetown & Tennallytown Ry. Co	do	do	109,000.00	6,540.00
Washington & Glen Echo R. R. Co	do	do	22,061.25	1,323.72
Potomac Electric Power Co	do	do	37,866.65	2,271.96
Do	do	do	22,918.38	1,375.08
Do	do	do	13,496.75	809.76
Do	do	do	14,830.82	889.80
Do	do	do	20,657.58	1,239.48
Do	do	do	26,579.51	1,594.80
Do	do	do	27,413.59	1,644.84
Washington, Woodside & Forest Glen Ry. & Power CO. (2)	do	Feb. 29, 1916	42,766.62	427.66
Overdue account Washington-Virginia Ry. Co	Jan. 26, 1915	Nov. 30, 1916	Various.	3,080.68
Loan of Washington & Rockville Ry. Co	Jan. 1, 1916	Apr. 10, 1916	75,000.00	208.33
Note of Washington Interurban Ry. Co	June 10, 1914	Mar. 20, 1916	412.10	43.96
Note of Great Falls Power Co	Apr. 20, 1908	Apr. 30, 1916	8,500.00	4,094.17
First mortgage bonds of Georgetown & Tennallytown Ry. Co. (matured Feb. 1, 1904)	Jan. 1, 1916	Dec. 31, 1916	70,000.00	4,200.00
Second mortgage bonds of Georgetown & Tennallytown Ry. Co. (matured Feb. 1, 1904)	do	do	30,000.00	1,800.00
Overdue account of Philadelphia, Baltimore & Washington R. R. Co	Nov. 8, 1912	July 27, 1916	4,067.17	907.66
Total				42,821.26

Contributions from others: None.

Net miscellaneous income.

Dumping privileges	$1,706.20
Profit from sale of material	4.99
Total	1,711.19

Rent for leased roads: None.
Abstracts of leasehold contracts: None.

Miscellaneous rents.

Purpose.	Name of lessor.	Amount charged to income.
Operate and construct tracks, Union Station Plaza	Washington Terminal Co	$1,285.63
Minor items (3)		27.00
Total		1,312.63

Interest on unfunded debt—amount charged to income.

Minor items (2) $17.09

Income transferred to other companies: None.

Miscellaneous debits.

Commissions and expenses for payment of interest coupons	$994.04
Income taxes levied on bondholders and assumed by the company	3,050.29
Operating of car service on Portland Street per agreement with Washington Steel & Ordnance Co. (See memo. of contract under "Contracts, agreements, etc.")	1,920.44
Total	5,964.77

Appropriations of surplus to sinking fund and other reserves—amount charged to profit and loss.

Metropolitan Railroad Co. first mortgage 5 per cent bonds (for further explanation see mortgage)	$730.33

Appropriations of surplus for investment in physical property: None.

Miscellaneous appropriations of surplus—amount charged to profit and loss.

Distribution to conductors and motormen under profit sharing plan	$4,374.15

Miscellaneous items in profit and loss account for the year.

DEBITS.

Loss resulting from depot robbery at Fourteenth and East Capital Streets car house	$1,502.88
Refund to Washington Steel & Ordnance Co. for construction and operation of Portland Street extension as per provisions made per amendment dated Apr. 28, 1916	3,500.00
Minor item (1)	842.18
Total	5,845.06

Road operated at close of year.

Class.	Name of road or track.	Terminal between which road named extends.	Miles of road.	Miles of second main track.	Miles of sidings and turn-outs.	Miles of track in car houses, shops, etc.	Total.
	Ninth Street-Brightwood line:						
1A	Main line	Water and P Streets to Georgia Avenue and District line.	9.088	7.795	0.203	1.710	18.796
1A	Do	Upshur Street and Georgia Avenue to Soldiers' Home.	.645	.628	.014		1.287
1A	Do	Butternut Street and Georgia Avenue to Takoma.	.538	.519			1.057
	Georgetown-Connecticut Avenue line:						
1A	Main line	Fifteenth and East Capitol Streets to Cabin John Bridge.	14.505	11.609	1.057	1.650	28.821
1B	Spur	Delaware Avenue and B Street NE., to Capitol.	.080	.080	.012		.172
1A	Main line	Dupont Circle to Seventeenth Street and Park Road.	1.834	1.814	.009		3.657
1A	Do	Delaware Avenue and C Street NE. to Fifth and F Streets NW., via C Street, New Jersey Avenue, and D Street.	1.191	.443			1.634
1A	Do	Fourth Street and Staunton Square to Union Station Plaza, east.	.327	.212	.013		.552
5A	Do	First and G Streets NW. to Fifth and F Streets NW.	.400	.400	.012		.812
	Columbia line:						
1A	Main line	Fifteenth Street and New York Avenue to District line.	7.167	7.048	1.331	.401	15.947
1A	Do	Kenilworth Junction to Kenilworth.	.946	.049			.995

Road operated at close of year—Continued.

Class.	Name of road or track.	Terminal between which road named extends.	Miles of road.	Miles of second main track.	Miles of sidings and turnouts.	Miles of track in car houses, shops, etc.	Total.
	Eleventh Street line:						
1A	Main line	Congress Heights to Eleventh and Monroe Streets.	7.566	6.913	0.121	1.083	15.683
1B	Spur	Ninth Street and Florida Avenue to Eleventh Street and Florida Avenue.	.358	.347	.045		.750
1A	Main line	First and B Streets SE. to First and E Streets SE.	.321	.321	.012		.654
1A	Do	Nichols Avenue and Portland Street to Giesboro Point.	1.171	.030	.130		1.331
	Fourth Street line:						
1A	Main line	Water and L Streets SW. to Georgia Avenue and W Streets NW.	3.821	3.231	.047		7.099
5A	Do	Ninth and G Streets to Fourth Street and New York Avenue, return Fourth Street and New York Avenue to Eleventh and G Streets.[1]	.958	.797	.012		1.767
1A	Do	Georgia Avenue and W Street to Fourteenth and Water Streets via Fourteenth and F Streets.	.215	.196			.411
1A	Massachusetts Avenue line, main line.	Wisconsin Avenue and Macomb Street to District line.	1.977	.034	.570	.171	2.752
	Total		53.108	42.466	3.588	5.015	104.177

[1] Eleventh Street line uses these tracks from Fifth and G Streets to Eleventh and G Streets; returning Fifth and F Streets to First and G Streets.

Miles of road operated at close of year, by States and Territories (single track).

State or Territory.	Line owned.		Line operated under trackage rights.	Total mileage operated.	New line constructed during year.
	Main line.	Branches and spurs.			
District of Columbia	94.23	0.91	2.58	97.72	0.28
Maryland	6.45			6.45	
Total mileage (single track)	100.68	.91	2.58	104.17	.28

Road owned at close of year, by States and Territories: None.
Auxiliary operations carried on at the close of the year: None.

MISCELLANEOUS PHYSICAL PROPERTIES OPERATED AT THE CLOSE OF THE YEAR.

Designation of property or plant: Houses cost of which is included in road and equipment, same having been purchased prior to June 30, 1914.
Character of business: Residential.
Character of title under which property is held: Ownership.
Location of property: Washington, D. C.

Mileage, traffic, and miscellaneous statistics.

Item.	Number or amount.
Passenger car mileage	7,881,581
Freight, mail, and express car mileage	23,297
Total car mileage	7,904,879
Passenger-car hours	943,135
Freight, mail, and express car hours	1,770
Total car hours	944,905
Regular fare passengers carried	49,916,885
Revenue transfer passengers carried	178,346
Total revenue passengers carried	50,095,231
Free transfer passengers carried	17,003,662
Total passengers carried	67,098,893
Employees and others carried free	416,871
Passenger revenue	$2,157,638.61
Average fare, revenue passengers	.04307
Average fare, all passengers (including transfer passengers)	.03216
Total revenue from transportation	2,176,674.44
Revenue from transportation per car-mile	.27536
Revenue from transportation per car-hour	2.30359
Total revenue from other railway operations	309,199.83
Revenue from other railway operations per car-mile	.03911
Revenue from other railway operations per car-hour	.32723
Total operating revenues	2,485,874.27
Operating revenues per car-mile	.31447
Operating revenues per car-hour	2.63082
Total operating expenses	1,502,070.86
Operating expenses per car-mile	.19002
Operating expenses per car-hour	1.58965

Accidents to persons.

Item.	Killed.	Injured.	Total.
Passengers		444	444
Employees		248	248
Other persons	3	157	160
Total	3	849	852

This report of accidents to persons covers only accidents occurring within the District of Columbia.

Employees.

General administration:	
General officers	15
General office clerks	61
Maintenance of way and structures:	
Superintendents	16
Other employees	185
Maintenance of equipment:	
Superintendents	3
Other employees	105
Power:	
Superintendents	2
Other employees	50
Transportation:	
Superintendents	5
Other employees	785
Total	1,227

Aggregate salaries and wages paid for the year, $932,024.85.

Description of equipment.

Class.	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars	365	30	395
Open passenger cars	52	144	196
Total passenger cars	417	174	591
Express cars	1	....	1
Work cars	5	1	6
Snowplows	2	....	2
Sweepers	18	....	18
Miscellaneous	4	9	13
Locomotives	2	....	2
Total equipment of all classes	449	184	633

Statement of equipment covers cars owned.

The following trailers are included in passenger cars without electric equipment:

Closed	29
Open	46
Total	75

CONTRACTS, AGREEMENTS, ETC.

Contract dated January 1, 1914, with the Washington Steel & Ordnance Co., covering transportation of passengers, etc., on Portland Street extension, from Nichols Avenue to Giesboro Point, was modified on April 28, 1916, so as to provide that the entire receipts from operation of line became the property of the railway company and the steel company was relieved from any obligation to make up difference between the receipts and operating expenses, said amendment being effective on April 1, 1916.

IMPORTANT CHANGES DURING THE YEAR.

Change of tracks at Bennings power plant, 0.194 mile; loop at Giesboro Point plant, District of Columbia, 0.085 mile.

Additional holdings of stock as follows: 15 shares City & Suburban Railway of Washington, $480; 2 shares Georgetown & Tennallytown Railway Co., cost $10; 500 shares capital stock of the Washington & Rockville Railway Co., par value $25,000, received in lieu of $25,000 capital stock of the Washington, Woodside & Forest Glen Railway & Power Co.

One hundred and sixty thousand dollars first mortgage 5 per cent bonds of the Washington & Rockville Railway Co., dated November 1, 1915, received in lieu of $75,000 first mortgage 5 per cent bonds of said company, dated November 1, 1912; $40,000 first mortgage 6 per cent bonds of the Washington, Woodside & Forest Glen Railway & Power Co., and $45,842.18 floating indebtedness of the Washington, Woodside & Forest Glen Railway & Power Co. (Difference of $842.18 closed into profit and loss account.)

The above securities of the Washington & Rockville Railway Co. were issued by said company in accordance with authorization of the Public Service Commission of Maryland in its order No. 7328, dated June 25, 1916.

VERIFICATION.

CITY OF WASHINGTON,
District of Columbia, ss:

W. F. Ham makes oath and says that he is comptroller of Washington Railway & Electric Co; that it is his duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that he knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Public Utilities Commission, effective during the said period; that he has carefully examined the said report, and to the best of his knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that he believes that all other statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

W. F. HAM.

Subscribed and sworn to before me, a notary public, in and for the District above named, this 28th day of February, 1917.

[SEAL.] J. E. TENLY.

My commission expires March 3, 1921.

SUPPLEMENTAL OATH.

CITY OF WASHINGTON,
District of Columbia, ss:

Clarence P. King makes oath and says that he is president of the Washington Railway & Electric Co.; that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including January 1, 1916, to and including December 31, 1916.

CLARENCE P. KING.

Subscribed and sworn to before me, a notary public, in and for the District above named, this 28th day of February, 1917.

[SEAL.] J. E. TENLY.

My commission expires March 3, 1921.

WASHINGTON MISSIONARY COLLEGE, TAKOMA PARK, D. C.

Earnings and expenses.

Total earnings	$358.89
Total expenses	394.89
Expenses less earnings	36.00

Cabs used: Ford; capacity, 7 passengers.
Total mileage (estimate), 6,500.
Rate charged per person, 5 cents.
Date of first operation, November 1, 1915.
Route and schedule, west on Carroll Avenue from District line to Cedar Street, thence west to post office. Schedule maintained was intermittent and changeable.

OATH.

DISTRICT OF COLUMBIA,
City of Washington, ss:

We, the undersigned, B. F. Machlan, president, and R. G. Bowen, of Washington Missionary College, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said respondent, that we have carefully examined same, and declare the same to be a complete and correct statement of the business and affairs of said respondent in respect to each and every matter and thing therein set forth; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said respondent during the period for which said return is made, to the best of our knowledge, information, and belief.

B. F. MACHLAN, *President.*
R. G. BOWEN.

Subscribed and sworn to before me, this 2d day of February, 1917.

[SEAL.] H. EDSON ROGERS.

AFFIDAVITS.

POSTAL TELEGRAPH-CABLE CO.

STATE OF NEW YORK,
County of New York, ss:

I, Joseph J. Cardona, assistant treasurer of the Postal Telegraph-Cable Co., having been duly sworn, hereby certify that under the system of accounting in use by this company, it will be impossible to render a correct report containing the statistics shown on the form for report to the Public Utilities Commission of the District of Columbia, covering the year 1916, on the date on which this report is required, namely, February 1, 1917.

JOSEPH J. CARDONA,
Assistant Treasurer.

Personally appeared Joseph J. Cardona, who signed the above affidavit and on his oath does say that the same is true to the best of his knowledge, information, and belief.

[SEAL.]

ROBERT J. HALL,
Notary Public, Kings County, No. 65.

(Certificate filed in New York County, No. 136.)

SEMMES MOTOR CO.

I, J. Eastwood Kane, general bookkeeper of the Semmes Motor Line (Inc.), having been duly sworn, hereby certify that it will be impossible to render a correct report containing the statistics shown on the form for report of the Public Utilities Commission of the District of Columbia covering the year 1916 on the date on which this report is required, namely, February 1, 1917, and respectfully request that I be granted an extension of one month to prepare report.

Very truly, yours,

J. E. KANE.

Subscribed and sworn to before me this 30th day of January, A. D. 1917.

[SEAL.]

RAE A. SERWER,
Notary Public, District of Columbia.

Commission expires November 2, 1920.

AUTO LIVERY CO. AND FEDERAL TAXICAB CO.

DISTRICT OF COLUMBIA, *ss:*

George M. Mattingly, being first duly sworn, upon his oath deposes and says that he is the auditor of the Auto Livery Co. and the Federal Taxicab Co. and makes this affidavit on behalf of each of said companies for an extension of the time within which to file the report required to be filed by said companies February 1; that owing to the pressure of work in the office and the detail necessarily incident to the preparation of said reports, he will be unable to furnish said report before March 1, and asks on behalf of said companies for an extension of time until March 1.

GEORGE M. MATTINGLY.

Subscribed and sworn to before me this 1st day of February, 1917.

[SEAL.]

LAWRENCE O. MALLERY.
Notary Public, District of Columbia.

WASHINGTON & MARYLAND RAILWAY CO.

DISTRICT OF COLUMBIA,
City of Washington, ss:

I, Josephine A. Alexander, a notary public in and for the said District, hereby certify that Charles Selden, jr., personally appeared before me this 31st day of January, A. D. 1917, and made oath in due form of law; that he is the president of the Washington & Maryland Railway Co., and also made oath in due form of law that it is impossible for the said railway company to complete its annual report to be filed in accordance with law with the Public Utilities Commission of the District of Columbia, and prays the said commission for an extension of time for filing its report of 30 days from the 31st day of January, 1917.

CHARLES SELDEN, JR.,
President Washington & Maryland Railway Co.

Subscribed and sworn to before me this 31st day of January, 1917.

[SEAL.] JOSEPHINE A. ALEXANDER,
Notary Public.

WASHINGTON INTERURBAN RAILWAY CO.

DISTRICT OF COLUMBIA, *ss:*

William F. Ham, upon oath, says that he is vice president and comptroller of the Washington Interurban Railroad Co.; that it is his duty to have supervision of the books of account of said company; that on account of the voluminous report required by the Public Utilities Commission and the short length of time intervening since closing the accounts for the year ended December 31, 1916, it will be impossible to file on or before the 1st day of February, 1917, the balance sheet of said company, together with such other information as the commission has prescribed.

He further states that to complete and properly check said report will require a further period of time and that said report will be filed not later than February 28, 1917.

WILLIAM F. HAM.

Sworn to and subscribed before me this 31st day of January, 1917.

[SEAL.] J. E. TENLY,
Notary Public, District of Columbia.

POTOMAC ELECTRIC POWER CO.

DISTRICT OF COLUMBIA, *ss:*

William F. Ham, upon oath, says that he is vice president and comptroller of the Potomac Electric Power Co.; that it is his duty to have supervision of the books of account of said company; that on account of the voluminous report required by the Public Utilities Commission and the short length of time intervening since closing the accounts for the year ended December 31, 1916, it will be impossible to file on or before the 1st day of February, 1917, the balance sheet of said company, together with such other information as the commission has prescribed.

He further states that to complete and properly check said report will require a further period of time and that said report will be filed not later than February 28, 1917.

WILLIAM F. HAM.

Sworn to and subscribed before me this 31st day of January, 1917.

[SEAL.] J. E. TENLY,
Notary Public, District of Columbia.

WASHINGTON RAILWAY & ELECTRIC CO.

District of Columbia, *ss:*

William F. Ham, upon oath, says that he is vice president and comptroller of the Washington Railway & Electric Co.; that it is his duty to have supervision of the books of account of said company; that on account of the voluminous report required by the Public Utilities Commission and the short length of time intervening since closing the accounts for the year ended December 31, 1916, it will be impossible to file on or before the 1st day of February, 1917, the balance sheet of said company, together with such other information as the commission has prescribed.

He further states that to complete and properly check said report will require a further period of time, but that said report will be filed not later than February 28, 1917.

William F. Ham.

Sworn to and subscribed before me this 31st day of January, 1917.

[seal.] J. E. Tenly,
Notary Public, District of Columbia.

GEORGETOWN & TENNALLYTOWN RAILWAY CO.

District of Columbia, *ss:*

William F. Ham, upon oath, says that he is vice president and comptroller of the Georgetown & Tennallytown Railway Co.; that it is his duty to have supervision of the books of account of said company; that on account of the voluminous report required by the Public Utilities Commission and the short length of time intervening since closing the accounts for the year ended December 31, 1916, it will be impossible to file on or before the 1st day of February, 1917, the balance sheet of said company, together with such other information as the commission has prescribed.

He further states that to complete and properly check said report will require a further period of time and that said report will be filed not later than February 28, 1917.

William F. Ham.

Sworn to and subscribed before me this 31st day of January, 1917.

[seal.] J. E. Tenly,
Notary Public, District of Columbia.

CITY & SUBURBAN RAILWAY OF WASHINGTON.

District of Columbia, *ss:*

William F. Ham, upon oath, says that he is vice president and comptroller of the City & Suburban Railway of Washington; that it is his duty to have supervision of the books of account of said company; that on account of the voluminous report required by the Public Utilities Commission and the short length of time intervening since closing the accounts for the year ended December 31, 1916, it will be impossible to file on or before the 1st day of February, 1917, the balance sheet of said company, together with such other information as the commission has prescribed.

He further states that to complete and properly check said report will require a further period of time but that said report will be filed not later than February 28, 1917.

William F. Ham.

Sworn to and subscribed before me this 31st day of January, 1917.

[seal.] J. E. Tenly,
Notary Public, District of Columbia.

CHESAPEAKE & POTOMAC TELEPHONE CO.

STATE OF NEW YORK,
County of New York, ss:

Jacob S. Wiley, being duly sworn, deposes and says that he is general auditor of the Chesapeake & Potomac Telephone Co., having its office at No. 15 Dey Street, New York, N. Y.; that he is the head of the accounting department of said company, and is familiar with its affairs; that he has received a request from the Public Utilities Commission of the District of Columbia for a report by the Chesapeake & Potomac Telephone Co. for the year ending December 31, 1916, to be filed with the commission on or before February 1, 1917; that it will be physically impossible to compile and make this report by February 1, 1917, for the following reasons:

The report, with the necessary supplemental folios, will consist of approximately 70 sheets comprising income account for the calendar year 1916, and balance sheet at December 31, 1916, with a number of schedules pertaining to operating statistics.

It should be borne in mind in connection with the report that the books of the company are not closed until about January 22, 1917. This is due to the fact that the company operates not only in the District of Columbia but in parts of the State of West Virignia and territory in the State of Maryland adjacent to the District of Columbia, and it is necessary to compile reports pertaining to current operations in the field and to summarize these reports into a form to be taken into the books of the company. Furthermore, the various schedules prescribed in the report form will require the compilation of a vast amount of detail statistics from the several departments of the company.

Upon receipt of the report form it was carefully studied, and arrangements were perfected for the compilation of data for the several schedules. This work has been diligently prosecuted, and from a review of its present status it is the deponent's opinion that it will not be possible to compile and prepare the report for filing before March 31, 1917. Every effort, however, will be made to file the report at an earlier date, if it is possible to do so.

Deponent, therefore, respectfully represents and requests that the Public Utilities Commission of the District of Columbia allow the Chesapeake & Potomac Telephone Co. until March 31, 1917, to make up and return the annual report called for by the commission.

JACOB S. WILEY.

Subscribed and sworn to before me this 22d day of January, 1917.

[SEAL.] EDWARD C. RYDER,
Notary Public, Bronx County.

My commission expires March 30, 1917.

WESTERN UNION TELEGRAPH CO.

STATE OF NEW YORK,
County of New York, ss:

H. W. Ladd, being first duly sworn, deposes and says that he is general auditor of the Western Union Telegraph Co., residing in the city, county and State of New York. That he is connected with the accounting department of said company, and is familiar with its affairs, matters, etc.

That he has received the request from the Public Utilities Commission of the District of Columbia for a report by the Western Union Telegraph Co. for the year ending December 31, 1916, to be made upon the commission's Form D6510–14, to be filed with the commission on or before February 1, 1917. That it will be physically impossible to compile and make this report by February 1, for the following reasons:

The report covers the calendar year ended December 31, 1916, and requires, in addition to other information, a balance sheet as at the close of the year, and an income account for the whole year. The business of the Western Union Telegraph Co. is conducted in every State in the Union and the transactions in connection therewith are of great variety as well as being very large in volume. Besides operating in the United States, the company has offices and representatives in the maritime Provinces of Canada, in Cuba, England, Ireland, and on the Continent. The regular employees number approximately 32,000, and in addition there are joint employees to the number of approximately 18,000.

It would require considerable space to present a brief comprehensive description of the capacity of the organization and business of the company, and it may suffice to say that the company's land line organization is (first) functionalized as between plant, traffic, commercial and executive matters, with superintendents, general managers, and officers in charge, respectively, and (second) that the United States is divided, for operating purposes, into six divisions, at the head of which are general officers with some 75 superintendents reporting to them, and this organization is exclusive of that operating the company's cable business.

The company has more than 25,000 offices in the United States alone, and operating contracts with most of the railroads in this country. The accounts, including disbursements made by superintendents for construction and maintenance, are forwarded monthly to division auditors, who in turn audit the accounts, and prepare summary statements to send to the main office at New York. The company's revenue and income last year was between 63 and 64 million dollars, and made up of a vast number of small items.

In addition to the time required to prepare the foregoing accounts, there will be additional delays incident to the preparing of inventories, review of reserves, adjustment of accounts, etc., all of which will take time. In this connection it is stated that the time regularly allowed for the preparation and filing of our annual reports with other commissions which call for them, and which times are frequently extended upon our request, are, as to some of the States by way of illustration, as follows: Public Service Commission of New York, 60 days; Public Service Commission of Vermont, 60 days; Public Service Commission of Massachusetts, 90 days; Public Service Commission of Ohio, 60 days; Public Utilities Commission of Connecticut, 75 days.

Your affiant therefore respectfully represents and requests that the Public Utilities Commission of the District of Columbia allow the western Union Telegraph Co. until March 15, 1917, to make up and return the annual report called for by the commission's Form No. 6510–14 "Annual Report Form D," with the assurance that the said report will be compiled and filed just as soon as it can reasonably be done in the complete form requested.

And further this affiant sayeth not.

H. W. LADD.

Subscribed and sworn to before me this 20th day of January, 1917.

[SEAL.]

C. A. VAN BRUNT,
Notary Public, Kings County, No. 6.

My commission expires March 30, 1918.

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