

Frankfurter Zeitung

(Frankfurter Handelszeitung.)

und Handelsblatt.

(Neue Frankfurter Zeitung.)

Stadt-Telephon: Amt 1 8040, 8041, 8042, 8043.

Begründet von Leopold Sonnemann.

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Gefahren für den Balkanfrieden.

Z. Konstantinopel, 17. Jan. Die gefürchtete Vergrößerung der Makedonischen Provinz ist seit dem Ausbruch der Balkankrise im Mittelpunkt aller Diskussionen. Selbst die griechische Frage, die in der politischen Lage sehr hoch steht, ist vorwiegend durch die makedonische Frage bestimmt. Als ob dies nicht schon die makedonische Frage selbst eine außerordentlich wichtige Rolle spielt, hat die Tagesordnung der letzten Sitzung der Balkanstaaten, die am 17. d. M. stattfand, die makedonische Frage in den Mittelpunkt gestellt. Die Verhandlungen über die makedonische Frage sind in der Tat eine der wichtigsten Verhandlungen der letzten Zeit. Die Verhandlungen über die makedonische Frage sind in der Tat eine der wichtigsten Verhandlungen der letzten Zeit. Die Verhandlungen über die makedonische Frage sind in der Tat eine der wichtigsten Verhandlungen der letzten Zeit.

Die Arbeiten des württembergischen Landtags.

Stuttgart, 18. Januar.

Der württembergische Landtag nimmt am Mittwoch, den 21. d. M., seine Arbeiten wieder auf. Während der Verhandlungssitzung hat sich in der Zwischenzeit die Abgeordnetenkammer eine Resolution verabschiedet, die nur geringe Änderungen an dem Entwurf der Verfassung bringt. Die Resolution ist in der Zwischenzeit in der Abgeordnetenkammer angenommen worden. Die Resolution ist in der Zwischenzeit in der Abgeordnetenkammer angenommen worden. Die Resolution ist in der Zwischenzeit in der Abgeordnetenkammer angenommen worden.

Der serbisch-bulgarische Grenzstreit.

Sofia, 20. Jan. (Agence Bulgare.) General Delimov sollte in dem serbisch-bulgarischen Grenzstreit keinen Schuldigen in dem der bulgarische Standpunkt ist vollständig anerkannt wird.

Die parlamentarische Lage in Österreich.

Wien, 20. Jan., 1914. Die Situation im Parlament ist unklar. In der heutigen Sitzung des Abgeordnetenhauses haben die verschiedenen Parteien ihre Positionen erklärt. Die Situation im Parlament ist unklar. In der heutigen Sitzung des Abgeordnetenhauses haben die verschiedenen Parteien ihre Positionen erklärt. Die Situation im Parlament ist unklar. In der heutigen Sitzung des Abgeordnetenhauses haben die verschiedenen Parteien ihre Positionen erklärt.

Der erste Entwurf des „Nathan“.

Von Dr. J. Neumann (Frankfurt).

Die Entstehung des „Nathan“ ist, wie bekannt, mit dem Streit zwischen Lessing und Göthe in engem Zusammenhang. Lessing hatte die Zensurfreiheit, deren er sich als Schriftsteller in Weimar nicht erheben konnte, durch den Druck der Zensurfreiheit in Weimar nicht erheben konnte, durch den Druck der Zensurfreiheit in Weimar nicht erheben konnte, durch den Druck der Zensurfreiheit in Weimar nicht erheben konnte.

Die Preßbillsfrage in der württembergischen Abgeordnetenkammer.

Stuttgart, 20. Jan. (Tele.-Tel.) In einem Artikel, der

Militär- und Zivilgewalt.

Stuttgart, 20. Jan. (Tele.-Tel.) Über die neuerdings viel

neuen Gebäudebrandversicherungsgebiets.

das eine gerechtere Verteilung der Lasten bringen soll, wird

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Frankreich.

Clementine an den Abbé Lemire.

Abbé Lemire hat die Vizepräsidenten der Kammer

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Southern Pacific Company.

Report of the Board of Directors.

New York, December 19, 1913.

To the Stockholders of the Southern Pacific Company:

The Board of Directors submit herewith their report of the operations of the Southern Pacific Company and of the Proprietary Companies for the fiscal year ended June 30, 1913.

Properties and Mileage.

The transportation lines constituting the Southern Pacific System, June 30, 1913, were as follows:

Divisions	First Main Trunk	Additional Main Trunk	Sidings	Ferries	Water Lines
A. — Mileage of lines belonging to or leased by Companies, the capital stocks of which are principally owned by the Southern Pacific Company:					
(1) — Operated by the Southern Pacific Company under leases to it:					
Central Pacific Ry.	2,124.30	176.06	850.79	9.90	125
Union & California R. R.	686.09	1.00	187.25	—	—
Southern Pacific R. R.	3,338.77	186.11	1,307.81	0.00	—
South Pacific Coast Ry.	10.73	10.11	64.55	0.00	—
(2) — Operated by the Companies owning them:					
Morgan's Louisiana & Texas Railroad and Steamship Co.	404.59	40.23	290.65	0.00	114
Louisiana Western R. R.	207.80	—	68.69	—	—
Texas & New Orleans R. R.	452.62	3.46	175.22	—	—
Galveston, Harrisburg & San Antonio Ry.	1,038.10	6.59	319.69	—	—
Houston East & West Texas Ry.	180.04	—	84.18	—	—
Houston & Shreveport R. R.	19.74	—	7.26	—	—
Houston & Texas Central R. R.	709.01	1.27	242.16	—	—
Arizona Eastern R. R.	696.59	—	26.43	—	—
Corvallis & Eastern R. R.	140.58	—	15.55	—	—
Southern Pacific Company	—	—	—	—	4,080
B. — Mileage of lines belonging to Companies, the capital stocks of which are principally owned by the Morgan's Louisiana & Texas R. R. & S. S. Co., but which are operated by the Companies owning them:					
Iberia & Vermilion R. R.	16.09	—	7.00	—	75
Direct Navigation Co.	—	—	—	—	—
Total	10,889.88	435.44	5,091.07	18.90	4,967
Less leased to outside companies	65.81	34	15.15	—	—
Total mileage operated June 30, 1913	10,824.07	401.40	5,075.92	18.90	4,967
Total mileage operated June 30, 1912	10,036.17	384.84	5,023.15	18.90	4,967
Increase	787.90	40.76	104.79	—	—

Income for the year.

The gross receipts and disbursements of the Southern Pacific Company in respect to its leased lines, and of the Proprietary Companies in respect to lines not leased, and the other receipts and disbursement of the Southern Pacific Company and of such Proprietary Companies, after excluding all offsetting transactions between them, were as follows:

	This Year	Last Year	+ Increase — Decrease	Per Cent
Average miles of railway operated:				
Lines East of El Paso	2,430.01	2,434.97	—	0.04
Lines West of El Paso	8,394.06	7,600.43	793.63	9.31
Total	10,824.07	9,995.40	828.67	8.22
OPERATING INCOME				
Revenue from transportation—rail lines	130,551,692.06	120,121,055.02	10,430,637.04	8.54
Revenue from outside operations	12,421,012.41	11,092,114.95	1,328,897.46	11.96
Total	142,972,704.47	131,213,169.97	11,759,534.50	8.84
Operating expenses—rail lines	82,105,169.49	76,652,196.37	5,452,973.12	7.07
Expenses outside operations	10,724,200.78	10,829,939.91	104,739.13	0.97
Taxes (rail lines and properties dealt with as outside operations)	5,697,285.88	4,821,236.95	876,048.93	1.85
Total	98,526,656.15	88,303,373.23	10,223,282.92	11.58
Net operating income over expenses and taxes	44,446,048.32	42,910,796.74	1,535,251.58	3.57
OTHER INCOME				
Interest on bonds owned of Proprietary Companies	2,004,168.19	2,040,029.65	35,861.46	1.75
Interest on bonds owned of companies other than Proprietary Companies	3,205,040.27	2,670,880.49	534,159.78	20.00
Dividends on stocks owned of companies other than Proprietary Companies	3,200,961.82	1,096,908.44	2,104,053.38	202.75
Income from lands and securities, not pledged for redemption of bonds	510,891.01	740,149.04	229,258.03	44.87
Income from sinking funds, pledged for the redemption of bonds	292,742.90	319,314.11	26,571.21	9.07
Balance of interest received on loans and of interest accruing to June 30, on open accounts other than with Proprietary Companies	1,059,319.04	1,069,792.27	10,473.23	0.97
Miscellaneous income	129,552.14	119,574.59	9,977.55	8.34
Total	11,742,170.28	6,892,519.01	4,849,651.27	70.34
Total net operating and other income	56,188,218.60	49,803,315.75	6,384,902.85	12.82
FIXED AND OTHER CHARGES				
Interest on outstanding funded debt of Southern Pacific Co. and Proprietary Companies	25,391,844.88	23,559,447.38	1,832,397.50	7.77
Sinking fund contributions and income from sinking fund investments	773,894.49	801,494.11	27,599.62	3.57
Hire of equipment—locomotives	691,591.05	642,158.52	49,432.53	7.55
Rentals for lease of road, joint tracks, yards, and other facilities	707,894.41	542,810.13	165,084.28	30.42
Land department expenses	118,599.63	157,919.02	39,319.39	33.19
Taxes on granted and other lands	258,504.79	247,826.70	10,678.09	4.31
Miscellaneous expenses	82,555.05	67,055.01	15,500.04	23.12
Taxes and other expenses of Southern Pacific Company	249,249.00	245,999.01	3,250.00	1.30
Additions and betterments payable from income of Southern Pacific Company	71,319.37	25,293.00	46,026.37	182.35
Amortization of discount on funded debt	7,700.41	—	7,700.41	—
Expenses for surveys and examinations for water power, written off	294.11	50,391.75	50,097.64	16,970.75
Reserve for depreciation of rolling stock owned by Southern Pacific Company and leased to other companies	678,239.14	854,000.07	175,760.93	25.91
Total	30,892,674.50	25,662,354.78	5,230,319.72	20.34
Surplus over fixed and other charges	25,295,544.10	24,140,960.97	1,154,583.13	4.78

† The figures for this year include those of the Arizona Eastern R. R. Co. and of the Corvallis & Eastern R. R. Co. which have not heretofore been dealt with as "Proprietary Companies".

Surplus over fixed and other charges brought over (equivalent to 9.53 per cent. on the outstanding capital stock of the Southern Pacific Company)..... 26,807,807.15

Applied as follows:

Dividends on common stock, viz:		
1 1/2 per cent. paid January 2, 1913	4,000,000.00	
1 1/2 per cent. paid April 1, 1913	4,000,000.00	
1 1/2 per cent. payable July 1, 1913	4,000,000.00	
1 1/2 per cent. payable October 1, 1913	4,000,000.00	
Dividends on stocks of Proprietary Companies held by the public	285.00	
Total	16,680,000.00	
Surplus after payment of dividends	10,167,807.15	

The surplus for the year after payment of dividends, compared with the preceding year, shows an increase of \$ 5,264,900.17 or 100.43 per cent.

During the past ten years, although there has been an increase of only 16.81 per cent. in the mileage of all tracks operated, taxes have increased \$ 3,586,745.19 or 169.94 per cent. During the same period, the taxes per mile of all tracks operated have increased from \$ 298.69 to \$ 342.14.

The decrease in the income for the year from interest on loans and open accounts, is the result, principally, of taking over bonds, during the preceding year, in settlement of construction advances made to the railways purchased by Central Pacific Railway Company, referred to on page 7 of last year's report, and in settlement of advances to the Pacific Electric Railway Company. This decrease is offset by the increased interest received on the bonds so taken over.

The increase in the interest on the outstanding funded debt is the result, principally, of a full year's interest charge this year, on the bonds assumed by the Central Pacific Railway Company in the purchase of properties referred to on page 7 of last year's annual report, and the interest for the year on the outstanding funded debt of the Arizona Eastern Railroad Co., and on that of the Corvallis & Eastern Railroad Co., not heretofore included.

The increase during the year in the charge for rentals for lease of road, joint tracks, yards, and other facilities is principally the result of complying with accounting regulations, effective July 1, 1912, prescribed by the Interstate Commerce Commission for carriers by water, under which regulations certain items formerly dealt with as outside operations are now dealt with as debits and credits to Income Account.

Under the provisions of the lease to the Southern Pacific Company, the expenditures for additions and betterments to the property of the South Pacific Coast Railway Co., are payable by the Lessee, and are, therefore, a charge to its income. Such expenditures during the year amounted to \$ 71,319.37.

The year's income is charged with \$ 773,894.49 for sinking fund contributions, and income from sinking fund investments, pledged for the redemption of bonds. The proceeds from the sale of lands, also pledged for the redemption of bonds, amounted to \$ 478,789.92. These sums, aggregating \$ 1,252,684.41, are dealt with as Profit and Loss items, for the reason that they are applied in reducing the bonded indebtedness of the Companies.

The Southern Pacific Company does not take into either its income or assets, the interest on advances made by it for the construction of new railways by companies incorporated in its behalf, or for the acquisition of new lines, until the principal of such advances has been repaid with interest, either in cash, or in stocks and bonds of the companies. The interest thus included in the cost of the railways in the amount authorized to be charged to such cost under the accounting regulations of the Interstate Commerce Commission.

CAPITAL STOCK.

The capital stock of the Southern Pacific Company outstanding at the beginning of the year amounted to..... \$ 772,674,720.84
Less: Decrease during the year, account preferred stock called for redemption June 8, 1909 2,924.00

Amount of Southern Pacific Company Stock outstanding June 30, 1913 : 772,672,796.84

Note of the Proprietary Companies either issued or retired any capital stock during the year. The only change in the amount of stocks of the Proprietary Companies from the amount reported last year is the result of including the stocks of the Arizona Eastern R. R. Co. and the Corvallis & Eastern R. R. Co., which have not heretofore been dealt with as "Proprietary Companies".

Stocks of Proprietary Companies outstanding at the beginning of the year as shown by last year's report..... \$ 884,769,572.00

Stocks of Arizona Eastern R. R. Co. and Corvallis & Eastern R. R. Co. outstanding at the beginning of the year, viz:

Arizona Eastern R. R. Co.	\$ 9,000,000.00
Corvallis & Eastern R. R. Co.	1,410,000.00
Total	10,410,000.00

Total Stocks of Proprietary Companies outstanding June 30, 1913 845,200,572.00

These stocks were held as follows:

Owned by Southern Pacific Company	\$ 844,769,500.00
Owned by Morgan's Louisiana & Texas R. R. & S. S. Co.	349,500.00
In the hands of the public	82,772.00
Total	845,200,572.00

FUNDED DEBT.

In March, 1913, to provide for the purchase of new equipment, an equipment trust known as Southern Pacific Equipment Trust Series "A," was created, and an issue of the \$ 10,100,000 face value, four and one-half per cent. equipment trust certificates authorized, all of which the trust provides shall be guaranteed by the Southern Pacific Company. Certificates of this issue to the amount of \$ 5,000,000, face value, were issued during the year.

In June, 1913, to provide funds for corporate purposes, the Southern Pacific Company authorized an issue of "One-Year Five per Cent. Secured Gold Notes" to an amount not exceeding \$ 30,000,000, face value. Notes of this issue to the amount of \$ 20,000,000, face value, were sold during the year.

The funded debt of the Southern Pacific Company and Proprietary Companies outstanding at the beginning of the year was as follows, viz:

Southern Pacific Company	140,587,418.—
Proprietary Companies	436,717,624.44
Arizona Eastern R. R. Co. and Corvallis & Eastern R. R. Co. not heretofore dealt with as "Proprietary Companies":	
Arizona Eastern R. R. Co.	8,490,000.00
Corvallis & Eastern R. R. Co.	2,115,000.00
Total	587,910,042.44

Issued during the year:

Southern Pacific Company	
One-Year Five Per Cent. Secured Gold Notes	20,000,000.00
Equipment Trust Certificates, Series "A"	5,000,000.00
Total	25,000,000.00
Retired during the year:	412,916,372.44

Retired during the year:

Southern Pacific Company	
San Francisco Terminal First Mortgage Four Per Cent. Bonds:	
Purchased from payments to Sinking Fund	\$ 5,000.00
Arizona Eastern Railroad Company	
Gila Valley, Globe & Northern Railway Company Five Per Cent. First Mortgage Bonds:	
Purchased from payments to Sinking Fund	1,000.00
Central Pacific Railway Company	
Three and One-Half Per Cent. Mortgage Gold Bonds:	
Purchased from sale of lands	\$ 350,000.00
Purchased from sale of securities	599,000.00
Purchased from payments to Sinking Fund	27,000.00
Total	\$ 722,000.00
First Refunding Mortgage Four Per Cent. Bonds:	
Purchased from payments to Sinking Fund	25,000.00
Total	747,000.00
Houston & Texas Central Railroad Company	
Bonds called for redemption or purchased from proceeds of lands sold, viz:	
First Mortgage Five Per Cent. Bonds	\$ 65,000.00
General Mortgage Four Per Cent. Bonds	74,000.00
Total	140,000.00
South Pacific Coast Railway Company	
First Mortgage Four Per Cent. Bonds:	
Purchased from payments to Sinking Fund	177,000.00
Southern Pacific Railroad Company	
First Refunding Mortgage Gold Bonds:	
Purchased from payments to Sinking Fund	15,000.00
Texas & New Orleans Railroad Company	
Payments to State of Texas for account of School Fund Debt	5,579.29
Total	1,000,579.29

Amount of funded debt of the Southern Pacific Company and Proprietary Companies outstanding June 30, 1913 611,835,802.15

Increase during the year..... 29,000,420.71

The outstanding bonds are held as follows:

In the hands of the public	\$ 548,086,802.15
Owned by Southern Pacific Company	\$ 30,926,000.00
Owned by Proprietary Companies	3,162,000.00
In Sinking Funds of Proprietary Companies	8,989,000.00
Total	611,835,802.15

Assets and Liabilities.

The combined assets and liabilities of the Southern Pacific Company and Proprietary Companies, on June 30, 1913, and the increases and decreases during the year, excluding the offsetting open accounts between the Companies summarized, were as follows:

	Total June 30, 1913	Increase	Decrease
Capital Assets			
Cost of road and franchises	\$ 604,115,705.47	12,144,396.19	
New Mexico and Arizona Railroad Co. and Sonora Railway Co. securities	6,718,600.00		
Stocks owned by Southern Pacific Company	300,731,147.15	30,018,239.84	
Stocks owned by Proprietary Companies	97,933,317.37	248,476.84	
Bay Shore Line Terminal, and other real estate	26,816,965.00	818,428.30	
Timber-planting plants, saw mills, and other property	361,300.17	11,820.26	
Steamships and other floating equipment	13,405,599.47	48,694.58	
Rolling stock	37,311,890.09	7,014,389.18	
Advances for construction and acquisition of new lines	20,777,574.38	4,280,857.18	
Advances for Oakland Harbor electric lines	9,952,801.85	971,901.40	
Advances to Southern Pacific Railroad Co. of Mexico	26,255,249.49		771,069.70
Advances to electric lines in California and Oregon	14,079,946.11	4,297,436.00	
Advances to Kern Trading & Oil Co.			8,331,955.92
Advances to Pacific Fruit Express Co.	367,815.22		667,108.15
Land and other investments	3,129,297.12	279,722.40	
Advances to Southern Pacific Land Co.	3,560,000.00		
Sinking funds	11,890,660.94	251,947.92	
Trust funds	293,017.02		86,994.15
Current and Deferred Assets			
Cash and demand deposits	19,819,164.15	8,108,896.81	
Special deposit—Fugate Trail, Series "A"	2,490,517.41	2,490,517.41	
Union Pacific R. R. Co. bond purchase notes			23,740,802.22
Other cash accounts	19,861,117.67	1,195,187.92	
Material and supplies	17,618,657.48	788,890.48	
Land and other investments	617,572.51	201,496.57	
Contingent Assets			
San Antonio & Aransas Pass Ry. Co.	2,841,870.51	798,968.56	
Expenses closing cessante of Colorado River, protection of levees, etc.	4,949,494.95		
Land contracts	2,761,575.44	1,159,886.84	
Unextinguished discount on funded debt	6,861,192.80	763,907.80	
	15,964,078.29	2,550,667.50	
Total assets	\$ 1,468,397,678.77	\$1,549,456.65	
Capital Liabilities			
Southern Pacific Company, common stock	272,572,400.00		8,331.00
Proprietary Companies, common stock	315,800,572.00		
Proprietary Companies, preferred stock	26,400,000.00		
	614,772,972.00		8,331.00
Southern Pacific Company, funded debt	165,881,310.00	34,594,500.00	
Proprietary Companies, funded debt	440,248,482.15		1,068,070.29
	611,835,402.15	34,594,500.00	
Total stocks and bonds	\$ 1,226,608,374.15	\$2,508,104.71	
Current and Deferred Liabilities			
Interest and dividends matured but not called for	828,048.00		828,048.00
Dividends due April 1, on S. P. Co. stock owned by O. S. L. R. R. Co.	1,894,190.00	1,899,700.00	
Interest and dividends due July 1, and October 1	11,777,044.66	6,670.00	
Interest accrued to June 30, but not due	6,936,840.57	823,391.19	
Due to Union Pacific R. R. Co.			12,000,000.00
Vouchers and payrolls	18,146,072.19	2,961,760.15	
Other cash accounts	2,296,970.84	9,674.77	
Deferred liabilities	8,301,593.68	8,078,265.65	
	40,750,599.49		4,070,017.14
Contingent Liabilities			
Insurance funds	6,621,782.81	66,819.77	
Rolling stock and floating equipment depreciation and replacement funds	10,844,952.20	719,817.42	
Unfunded accounts	3,042,439.11	847,038.54	
Principal of deferred payments on land contracts	2,987,494.47	1,001,704.70	
Fund for refunding outstanding old bonds of Southern Pacific Railroad Co.	8,824,197.88	88,813.00	
Due to other Proprietary Companies	2,964,170.73		2,828,787.40
	28,781,769.84		71,866.91
Total liabilities	\$ 1,245,380,000.92	\$9,764,760.66	
Balance to credit of Profit and Loss	199,217,169.55	11,794,675.97	
Total	\$ 1,444,597,170.47	\$1,549,456.65	

* The capital liabilities include Proprietary Companies' stocks and bonds of the par value of \$ 845,117,800 and \$ 63,736,000, respectively, a total of \$ 908,853,800, which securities are either owned by the Southern Pacific Company and Proprietary Companies, or are held in making funds of Proprietary Companies. The cost of these securities is included in the capital assets shown above. Of the said amount, stocks of the par value of \$ 249,653,161, which stand charged on the books at \$ 382,882,967.41, are pledged against the issue of Southern Pacific Company stock and bonds. † In arriving at the increases and decreases for the year, the figures for last year, were revised so as to include the assets and liabilities of the Arizona Eastern R. R. Co. and of the Corvallis & Eastern R. R. Co., which have not heretofore been dealt with as "Proprietary Companies".

Transportation operations.

The results of the year's transportation operations compared with those of last year are as follows:

	This Year	Last Year	Increase	Decrease	Per Cent
Average miles of railway operated	10,810.99	9,870.40	940.59	—	8.42
OPERATING INCOME					
Freight	\$ 60,141,498.84	\$ 73,648,061.65	\$ 7,406,562.81	—	10.21
Passenger	12,280,837.48	10,290,837.48	2,000,000.00	—	8.27
Mail	2,560,919.29	2,475,789.10	85,130.19	—	3.43
Express	2,557,258.88	2,517,080.21	40,178.67	—	1.59
Other transportation revenue	1,032,403.39	1,233,729.20	199,144.49	—	8.92
Revenue from operations other than transportation	1,274,321.44	1,392,541.67	118,220.23	—	8.50
Total—rail lines	130,583,892.46	120,473,988.44	9,920,904.02	—	8.24
Revenue from outside operations	12,421,012.41	11,242,114.16	1,178,898.25	—	11.48
Total	142,774,704.87	131,716,102.60	11,058,602.27	—	8.39
OPERATING EXPENSES					
Maintenance of way and structures	15,599,708.66	14,644,264.81	1,134,821.85	—	7.78
Maintenance of equipment	19,280,734.60	16,554,140.11	2,726,594.49	—	16.46
Traffic expenses	1,115,078.74	1,316,390.62	201,311.88	—	15.30
Transportation expenses	40,408,869.83	39,230,811.05	1,178,058.78	—	2.99
General expenses	8,724,025.91	8,067,573.37	656,452.54	—	8.14
Total—rail lines	82,128,317.74	70,812,190.52	11,316,127.22	—	15.99
Expense outside operations	10,734,000.00	10,638,000.00	96,000.00	—	0.90
Taxes	6,861,192.80	6,821,239.96	39,952.84	—	0.59
Total	99,699,600.54	88,271,420.48	11,428,180.06	—	12.95
Net operating income over expenses and taxes	44,235,094.33	43,444,682.12	790,412.21	—	1.82
FREIGHT TRAFFIC					
(Commercial Freight Only—Way-bill Tonnage)					
Tons of freight carried	31,512,587	26,300,170	4,892,417	—	17.41
Tons of freight carried one mile	7,034,174,870	6,145,555,498	888,619,372	—	14.46
Ton miles per mile of road	681,729	615,843	65,886	—	10.70
Revenue per ton of freight	7,983.29	7,123.87	859.42	—	12.06
Revenue per revenue train mile	1,129	1,442	313	—	21.66
Average revenue per ton per mile	2.53 cents	2.68 cents	0.15 cents	—	5.59
Average distance carried	223.0 miles	228.0 miles	5.0 miles	—	2.19
PASSENGER TRAFFIC					
Revenue passengers carried	41,004,240	40,329,011	675,229	—	1.68
Revenue passengers carried one mile	1,894,880.82	1,787,840.25	107,040.57	—	5.99
Revenue from passenger trains per mile of road	4,519.05	4,690.67	171.62	—	3.65
Revenue from passenger trains per revenue train mile	1.64	1.65	0.01	—	0.61
Average revenue per passenger per mile	2.36 cents	2.30 cents	0.06 cents	—	2.61
Average distance carried	49.67 miles	44.32 miles	5.35 miles	—	12.07

† The figures for this year include those of the Arizona Eastern R. R. Co. and of the Corvallis & Eastern R. R. Co., which have not heretofore been dealt with as "Proprietary Companies".

(a) Based on traffic over rail lines only, length of ferries used between rail stations excluded in distance over which traffic was moved. (b) Based on revenue freight train and all mixed train miles. (c) Based on revenue passenger train and all mixed train miles, including miles run by motor cars.

Compared with the previous year, the per cent. of operating expenses to the gross operating income was as follows:

RAIL LINES	This Year	Last Year
For "Maintenance" (Maintenance of Way and Structures and Maintenance of Equipment)	26.76	25.66
For "Operation" (Traffic Expenses, Transportation Expenses, and General Expenses)	30.25	37.20
Total rail lines	63.01	62.86
Total rail lines and outside operations	63.05	63.76

Business diverted from the lines east of El Paso during the previous fiscal year on account of floods and other disabilities has been recovered, and their share of competitive business substantially increased, while the Pacific System has also yielded a gratifying increase in gross earnings. Upon the whole system, the average passenger revenue has been 2.249 cents per passenger mile in comparison with 2.208 cents per passenger mile in previous fiscal year. The average freight revenue has been 1.123 cents per ton mile in comparison with 1.163 cents per ton mile in previous fiscal year, this decrease being attributable partially to enforced reductions in freight rates by order of State and Federal Commissions and partially to the increase in low-rate and decrease in higher-class tonnage.

Notwithstanding the loss of approximately \$ 1,000,000, due to the partial destruction of the California citrus fruit and vegetable crops by frost, and about \$ 1,125,000 resulting from destruction of sugar cane crops in Louisiana by the overflow of the Mississippi River, the gross earnings of the System during the last fiscal year exceeded by \$ 7,750,000 those of any previous year in the history of the Company.

Of the increase of \$ 11,349,304.48 in gross operating income, the sum of \$ 6,454,418.71, or about 57 per cent., was absorbed in increased operating expenses and taxes and \$ 4,795,180.77 or about 43 per cent., was retained as increase in net.

The increase in maintenance expenses is due principally to the large expenditures for rail renewals, there having been renewed this year 619.02 track miles against 338.83 track miles last year; the greater amount of improvements to buildings, grounds, and appurtenances; the greater amount of equipment vacated, and increased repairs to equipment following the shopmen's strike in 1912.

The increase of 5.59 per cent. in transportation expenses is the result principally of an increase of 10.16 per cent. in the mileage of locomotives with freight and mixed trains, made necessary by the increase of 13.88 per cent. in tons carried one mile.

Safety of Operation.

As the reduction in the number of accidents on many railways through the "Safety First" movement has been given wide publicity, attention is directed to the fatalities in train accidents on your lines for six years, which reflect your generous expenditures for safety devices and the unremitting efforts of your officers to discourage assumption of risks and to maintain safe working methods:

FATALITIES IN TRAIN ACCIDENTS						
Number Killed	1908	1909	1910	1911	1912	1913
50						
45						
40						
35						
30						
25						
20						
15						
10						
5						
0						
TOTAL KILLED						
Passengers	2	7	0	0	0	0
Employees	20	12	19	14	42	9
TOTAL KILLED PER MILLION MILE						
Passengers	0.032	0.148	0	0	0	0
Employees	0.382	0.254	0.360	0.258	0.772	0.156
Passengers Carried	41,393,734	39,337,735	40,190,100	39,889,058	40,329,011	42,006,240
Employees Carried One Mile	1,640,036,373	1,541,212,518	1,805,834,893	1,808,133,603	1,787,840,225	1,834,380,082
Locomotive Mileage	82,252,012	47,282,374	54,457,817	54,227,433	54,427,530	57,453,935
Number Trains in Service	8,481	8,144	9,232	8,605	8,137	8,487

In the four years in which no passenger lost his life in a train accident 220,766,815 locomotive miles were run and 162,514,509 passengers were carried, involving 7,235,988,708 passengers carried one mile. In the year just closed, 9 employees out of 9,497 lost their lives through train accidents in running 57,690,005 locomotive miles. Out of 44,682 employees engaged in pursuits not involving train movements, 16 lost their lives, or, one fatality to every 876,600 days, or 2,400 years worked.

Just before this report went to press the trustees of the American Museum of Safety awarded the E. H. Harriman Memorial Gold Medal to the Southern Pacific Company, as "making the best record in accident prevention and industrial hygiene affecting the public and its own personnel," during the year ended June 30, 1913. There were forty-two competitors for the medal, this being the first year it was offered.

GENERAL

On July 1, 1912, the Arizona Eastern R. R. Co., operating 366.59 miles, and the Corvallis & Eastern R. R. Co., operating 140.68 miles, which had not before been dealt with as Proprietary Companies, were taken into the System, and their assets and liabilities and the results of their operations are included in the exhibits of Proprietary Companies in this report.

As mentioned in last year's report, the property of the Sonora Railway Co., Limited, was sold to the Southern Pacific Railroad Company of Mexico on June 30, 1912, at which time, the lease, under which the Southern Pacific Company had theretofore operated the property, was terminated.

Your Company was one of the pioneers in the use of all steel equipment, the first all steel passenger car used on your Company's lines having been placed in service in July, 1906. Since that time your Company has constantly been adding to its steel equipment, and for the past three years has followed the practice of purchasing only all steel cars for passenger service, and either all steel or steel underframe cars for freight service. Of the 2,293 passenger train cars in service at the close of the year, 738, or 32.30 per cent., were all steel; and of the 50,998 freight train cars in service on the same date 29,779, or 57.41 per cent., were either all steel or steel underframe.

To secure and maintain the highest standard of efficiency and safety of operation, your company has expended large sums in the substitution of steel cars for wooden cars; in the application of air brakes automatic couplers, and other safety devices; in the elimination or adequate protection of grade crossings; and in the installation of automatic electric block signals. In addition to these expenditures, a large part of which were not required by law, your company has cheerfully made such other expenditures as were required by Federal or State Commissions, or by legislation.

The officers of your Company are too few in number to exert much influence on public opinion, and a large part of their time and energy which should be devoted to that end, and to promoting safer and more efficient management, is consumed in appearing before commissions, to protect the Company's revenues, and before legislative bodies, to argue against ill advised and damaging laws. The present is an age of regulatory legislation, and the stockholders should endeavor to defend their own interests by opposing unwise legislation adversely affecting their Company, and by correcting erroneous impressions current with the public. The ownership of your property is vested at the present time in over 29,000 stockholders, who could and should prove a potent protective force. Apathetic acquiescence on their part in the assaults of the demagogue and of the well intentioned though unenlightened and irrational reformer, tends toward but one result, while concerted effort will do much to repel the attacks and mold public opinion.

The management has labored energetically to conciliate the people of the communities traversed by the Company's lines. As far as possible, the officers of the Company have attended commercial and other public gatherings, with a view to learning their needs and opinions, in order to improve our service and promote harmonious relations between the Company and its patrons. The management is pleased to report the evidence of better feeling towards the Company in these communities than has ever before existed.

The Southern Pacific Railroad Company of Mexico, during the year continued to suffer from revolutionary disturbances. Not only were structures and equipment destroyed, but business was practically suspended and development of prospective traffic retarded. It is estimated that the loss on account of interruption to traffic from the beginning of the Madero Revolution, in 1910, to June 30, 1913, amounted to approximately 6,000,000 pesos. During this period the cost of maintaining the property has amounted to about 1,000,000 pesos in excess of the revenue collected. Claims for loss and damage caused by the revolutionary disturbances, amounting to 287,800 pesos, have recently been approved by the Mexican Government, but have not been paid. Claims amounting to 862,200 pesos, covering additional losses, will be presented to the Mexican Government in due course. On account of the fluctuation in the rate of exchange, due to the revolutionary disturbances in Mexico, it is not practicable to state these amounts in U. S. Gold.

The 2.18 miles of road, mentioned in last year's report as being under construction, were completed during the year, the Guadalupe Division being thus extended to La Quemada, 44.12 miles from Orendain, a junction with the National Railways of Mexico, 22.01 miles from Guadalupe. The revolutionary disturbances preclude any thought of completing, at this time, the main line from Tepic to La Quemada, a distance of 99.47 miles.

In addition to the completed lines of railway reported under "Properties and Mileage", and the railway of the Southern Pacific Railroad Company of Mexico referred to above, construction either was completed or is progressing on the lines of the following companies:

	Length of Projected Line Miles	Track Completed Miles	Grading Completed Miles	Grading Progressing Miles
Arizona Eastern Railroad:				
Miami to Live Oak, Ariz.	2.18	1.40	.78	
Central Pacific Railway:				
Collins to Blue Canyon, Cal. (East bound track)	10.43	8.04	1.39	4.48
Fernley, Nev. to Walker Mill Junction, Cal.	14.79	6.98	1.82	7.59
Winsted, Cal. to Lawton, Nev.	125.51	105.20	2.59	17.62
Colman & Hamilton Railroad:				
Hamilton to Harrington, Cal.	28.40	9.34	12.48	6.63
Houston & Texas Central Railroad:				
Odessa to Stone City, Tex.	61.15	30.03	22.76	7.76
"Northwest Pacific Railroad:				
Wallingford to Everett, Cal.	89.22	62.72	6.80	
Williams Pacific Railroad:				
Exposé to Marshfield, Ore.	105.07	64.47	1.30	40.00
	121.50	113.50	18.85	89.55

* Owned one-half by Southern Pacific Company and one-half by Atchison, Topeka & Santa Fe Railway Co. Advances for construction made by Southern Pacific Company.

On April 1, 1913, Mr. William Mahl, Vice-President and Controller, was retired under the provisions of the Pension Rules, after thirty-one years of faithful and efficient service with the Southern Pacific properties.

The Board announces with sorrow the death, on October 7, 1913, of Mr. Maxwell Everts, who for more than twenty years served this Company as Attorney, General Attorney, and General Counsel. Your Directors have entered in the minutes of their meetings a resolution reciting his long, faithful, and efficient service.

Under the pension system put into effect on January 1, 1903, there are carried on the pension rolls of the rail and water lines, 619 employees. The payments to them for the year amounted to \$ 298,763.03.

