

**ANNUAL REPORT OF THE PUBLIC
UTILITIES COMMISSION OF THE
STATE OF RHODE ISLAND FOR
THE
YEAR ENDING DECEMBER 31, 1913**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649446377

Annual Report of the Public Utilities Commission of the State of Rhode Island for the Year
Ending December 31, 1913 by Various

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VARIOUS

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*Rhode Island Dept of Business-Regulation. C. 8
1914*
State of Rhode Island and Providence Plantations.

ANNUAL REPORT c 7

OF THE

PUBLIC UTILITIES COMMISSION

OF THE

STATE OF RHODE ISLAND

FOR THE

YEAR ENDING DECEMBER 31, 1913,

MADE TO

HIS EXCELLENCY ARAM J. POTHIER,

GOVERNOR

OF THE

STATE OF RHODE ISLAND.

PROVIDENCE, R. I.
E. L. FREEMAN COMPANY, STATE PRINTERS.
1914.

JUL 27 1914

REPORT

To His Excellency ARAM J. POTHIER, Governor of the State of Rhode Island.

SIR:—Complying with the provisions of Section 9 of Chapter 795 of the Public Laws of Rhode Island, the Public Utilities Commission presents its second annual report.

RECOMMENDATIONS.

INSPECTORS.

The necessity of suitable legislation providing for the employment of inspectors qualified to properly supervise and inspect the several utilities is again urged. The Commission has engaged an engineer competent to supervise the manufacture of gas, but an inspector for steam railroads and one for street railways is necessary in order that the best results possible may be obtained.

REPORTS.

In its last report the Commission recommended an amendment to the law which would require every public utility to keep and render to the Commission in the manner and form by it prescribed, uniform accounts of all business transacted.

This is made necessary by the apparently unintentional repeal of Sections one to nine, inclusive, of Chapter 215 of the General Laws, Section eight of which required annual returns to be made to the railroad commissioner.

VALUATION OF PROPERTY OF UTILITIES.

The establishment of a just rate or charge by a public utility can only be made after a determination of the value of all the property

of such utility actually used and useful for the convenience of the public.

As stated in its first report the Commission believes that the best results will obtain for both the public and the utilities if such a determination of value is made in the first instance, with revaluation from time to time as the same may appear necessary.

The Commission again recommends the adoption of legislation substantially similar to that of the State of Wisconsin, providing for the substantial portion of the requirements relative to annual reports and physical valuation of the property of utilities.

GENERAL.

A large majority of the matters considered by the Commission which required formal action were in relation to tariffs, the utilities in many instances, for various reasons, desiring to have the tariffs become effective without the thirty days' notice required by law. In a large number of cases the supplementary tariffs provided for a reduction in rates and consequently the interest of the public was conserved by the granting of the application.

Other applications acted upon included the usual number requesting the consent of the Commission to the laying and maintaining of additional tracks by railroad and railway companies.

In connection with the abolition of the grade crossings in Pawtucket and Central Falls, The New York, New Haven and Hartford Railroad Company obtained permission to abandon the Central Falls station.

OLNEYVILLE GRADE CROSSINGS.

The Commission at its first meeting of the year ordered the notice required by law to be given to claimants who had filed claims in the matter of the condemnation of certain lands by the New York, New Haven and Hartford Railroad Company and the city of Providence for the abolition of the Olneyville grade crossings, and assignments for hearing were made in all cases except those in which counsel asked for a continuance. In all instances except one, the cases have been continued from time to time by agreement of counsel.

The claim of the Colwell Worsted Mills was heard in part, but an agreement was reached between the parties pending the completion of the hearing.

The New York, New Haven and Hartford Railroad Company has reported to the Commission that the work of settling claims was divided between the company and the city and that of the properties to be covered by the company settlement had been made on seven, the amount of the claims as filed aggregating \$92,500.00. The company further reported that negotiations are pending with four claimants whose claims, as filed, aggregate \$20,000.00, and that negotiations failed with one claimant.

Of the properties to be covered by the city, settlement was reported on thirteen, the aggregate amount of the claims as filed, being \$87,600.00. An agreement was also reported on one claim amounting to \$25,000.00, and pending negotiations were reported on nine properties, the aggregate claims under negotiation amounting to \$99,497.00.

The aggregate amount of claims settled was \$180,100.00, and the aggregate amount of those upon which negotiations are still pending is \$119,497.00.

The aggregate amount of claims on file upon which negotiations were not reported as pending is \$13,000.

COMMUTATION RATES.

The subject of equalization of commutation rates for the transportation of passengers on the steam railroads of the state was one that was forcibly called to the attention of the commission and the steam railroads in view of the prohibition by the Utilities Act of all unlawful preferences and discriminations.

Commutation rates in Rhode Island originally established on what were then different railroads had been continued when these roads had become operated as one system. These rates appear to have been established upon no definite general principal, and only

for those stations where such rates had been established were they available.

For nearly a year conferences were held by the Commission with the representatives of The New York, New Haven and Hartford Railroad Company to the end of arranging for the establishment of rates that would not be preferential or discriminatory.

The sales of such tickets in various years from the several stations, the class of such tickets sold, whether one month, two months' or three months' tickets, and the rates of the several stations were carefully considered.

As illustrative of the then existing inequalities the following table indicates the difference between the minimum and the maximum commutation rates in this state of stations similarly situated as regards mileage.

ADULT.

COMMUTATION FARES IN RHODE ISLAND TO AND FROM PROVIDENCE.

	One month.		Two months.		Three months.	
	Min.	Max.	Min.	Max.	Min.	Max.
2 Miles and less than 3	\$2.40	\$2.80	\$4.50	\$5.25	\$6.00	\$7.00
3 Miles and less than 4	2.40	4.00	4.50	4.50	6.00	8.65
4 Miles and less than 5	2.40	4.40	4.50	8.25	6.00	11.00
5 Miles and less than 6	2.80	4.00	5.25	5.25	7.00	8.65
6 Miles and less than 7	4.50	5.60	9.75	10.50	8.65	14.00
7 Miles and less than 8	4.20	6.00	7.88	11.25	10.00	15.00
8 Miles and less than 9	5.20	6.40	10.13	12.00	11.50	16.50
9 Miles and less than 10	5.40	8.25	10.13	10.13	13.00	16.50
10 Miles and less than 11	6.00	7.50	13.50	13.50	13.50	18.00
11 Miles and less than 12	6.40	8.50	12.00	12.75	14.35	17.00
12 Miles and less than 13	7.20	9.00	13.50	15.00	16.00	20.00
13 Miles and less than 14	7.20	9.50	13.50	13.88	17.25	18.50
14 Miles and less than 15	7.80	9.75	14.63	16.50	17.50	22.00
15 Miles and less than 16	9.20	10.00	17.25	17.25	20.00	23.00
16 Miles and less than 17	9.60	10.50	18.00	18.00	20.00	24.00
18 Miles and less than 19	9.00	9.00	16.88	16.88	22.50	22.50
19 Miles and less than 20	11.20	11.50	21.00	21.00	23.00	28.00
21 Miles and less than 22	10.34	11.60	19.39	21.75	25.85	29.00
22 Miles and less than 23	12.00	12.50	22.50	22.50	25.90	30.00
23 Miles and less than 24	12.40	12.40	23.25	23.25	31.00	31.00
24 Miles and less than 25	10.84	10.84	20.33	20.33	27.10	27.10
27 Miles and less than 28	13.50	13.50	.....	.....	28.75	28.75
31 Miles and less than 32	14.50	14.50	.....	.....	31.50	31.50
33 Miles and less than 34	14.50	14.50	.....	.....	31.65	31.65
35 Miles and less than 36	15.00	15.00	.....	.....	33.10	33.10
39 Miles and less than 40	15.50	15.50	.....	.....	34.50	34.50
43 Miles and less than 44	16.50	18.50	.....	.....	35.90	35.90

(Min.—Minimum.) (Max.—Maximum.)

The schedule of rates which the railroad has now filed is identical with that which was placed in effect in Massachusetts on January 1, 1913, and is now in partial operation in New Hampshire.

The Massachusetts Railroad Commission after a careful and exhaustive investigation of this subject thus summarized their views: