

# Investors' Supplement

OF THE

## COMMERCIAL AND FINANCIAL CHRONICLE.

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### INVESTORS' SUPPLEMENT OF THE Commercial and Financial Chronicle.

The Supplement is issued on the last Saturday of each month, containing a complete exhibit of the Funded Debt of States and Cities, and of the Stocks and Bonds of Railroad and other Companies.

It is furnished without extra charge to all regular subscribers of THE CHRONICLE; no single copies are sold at the office, as a sufficient supply is printed for subscribers only. One number of the SUPPLEMENT is bound up with the FINANCIAL REVIEW (Annual) for 1879.

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#### INVESTMENTS IN MARCH.

The demand for investment securities this month has been smaller than in the two months immediately preceding. The very large amount of subscriptions to the United States 4 per cent loan in January and February, and the calls issued by the Treasury Department for five-twenty bonds, had the effect of greatly stimulating the movement in all classes of investment stocks and bonds during those months. But the same cause has operated in a certain way to make business less active in the present, as the apprehension of a possible stringency in the money market when the heavy amount of calls fall due in April, has the effect of making buyers very cautious just now.

In government securities there has been a material concession in prices since the first of the month, and the new 4 per cents, together with the other issues of bonds, except the five-twenties of 1867, which had previously declined on the prospect of being speedily called in, have fallen off considerably from the highest point.

There has been more than usual attention called to State bonds, in consequence of the measures pending in the Legislatures of several Southern States to settle their respective debts. In Virginia the funding bill, after a long struggle, has passed both houses of the Legislature and will probably become a law substantially as first passed by the Senate. In North Carolina the funding law passed, provides for giving to holders 40 per cent of the face of the old ante-war bonds, 25 per cent of the face of the new railroad bonds acknowledged as valid, and 15 per cent of the face of the funding bonds of 1866 and 1868. All past-due coupons must be surrendered, and the special tax bonds are ignored, both principal and interest. In Tennessee the best proposition that appears to have obtained the consent of the Legislature is to give bondholders 40 per cent of their holdings in new bonds carrying 4 per cent interest. No law has been finally passed, however, and the Governor by the latest advices proposes a constitutional convention to act on the debt question.

Railroad securities have been less active, both on the investment and speculative demand, than they were in

January and February. In those months there was a large business done in bonds on speculative account and this has been continued to some extent, increasing very largely the volume of transactions in bonds as shown in ordinary times on the Stock Exchange sale lists. There has not been much falling off in the prices of bonds, except the temporary fluctuations in those chiefly dealt in on speculation, and the general advance established since the first of January has, as a rule, been well maintained. If the opinion may be taken of the majority of those most familiar with railroad securities, either as purchasers or bankers and brokers, we should conclude that the recovery which has taken place is regarded as permanent, and that the extreme low prices of 1877 and 1878 were looked upon as more unreasonable and further from the true value of the bonds, than the higher prices which have been established this year.

The business of placing money on Western mortgage loans has met with some revival of activity. The soundness of this class of investments has undoubtedly had discredit thrown on it in the past by a few conspicuous instances of disastrous loans which have been made notorious by their publicity. An account of one of these we condense from the *Chicago Tribune*, published some time since, and it is so remarkable a case that it reads more like a romance than the serious business of farming and financiering.

Dispatches announce the death of Michael L. Sullivan, recently of Burr Oaks, Ford County, who has for years been known as the owner of the largest farm in the United States, and who has had a most remarkable history. He was aged 73 years, was a native of Ohio, and had lived in Illinois more than half of his life. He first came into prominence as the owner of a farm in Vermilion County, known as "Broadlands." This was 15 years ago, and at that time "Broadlands" was one of the largest farms in the United States. This he sold to Alexander in 1867. At this time he had obtained possession of 47,000 acres of fine prairie land in Ford County, comprising all of Sullivan Township, and much more. His farm was nearly eight miles square. Some of this land he had entered, some he had bought from the Central Railroad, and some he had obtained on warrants. When he moved on the tract he built a modest farm-house in the centre of it, to which he kept adding until now it is spread out into great dimensions. Here he lived and controlled the vast interests of his estate. He improved the land gradually, employing 400 hands at his most prosperous time. He devoted his energy to corn-raising. He had a theory that corn could be raised and sold at a profit for 15 cents. Five years ago he owed only \$50,000 on the estate, at the same time holding \$200,000 in good paper which could readily have been cashed.

About this time the agents of Eastern money-lenders persuaded him to enter on a scheme of rapidly improving his land, in order to place it on the market, and he began to borrow money from Hiram Sibley, capitalist, of Rochester, N. Y., paying 10 per cent and 5 per cent commission, securing the loans by mortgages on his estate. He kept borrowing, until finally he had placed \$473,000 on his land. Most of this was borrowed through the late Corydon Weed, a banker of Bloomington. During this time property values began to shrink, and several corn crops failed. This, together with the falling prices of produce, brought about his ruin. At one time Sullivan was paying \$5,000 per month interest. As times grew stringent, he mortgaged his personal property to the amount of \$200,000. Although it took 200 mules busy all winter to haul his corn crops to the market, he could not meet the demands. He made a noble effort to extricate himself, but in vain. Finally, disheartened, he assigned all his property to P. K. Wheaton, of Chicago. His total indebtedness was nearly \$1,500,000, which is more than the property would now bring. His wife had \$60,000 in her own right. This she lent him, taking a second mortgage, which was absorbed by the first, leaving her penniless too.





Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

Table with 8 columns: DESCRIPTION, Date of Bonds, Size or par Value, Amount outstanding, INTEREST (Rate, When Payable, Where Payable and by Whom), and Principal—When Due. Rows include entries for North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, and Virginia.

tax bonds are ignored. (V. 24, p. 17, 236; V. 27, p. 678; V. 28, p. 69.)

Ohio.—Ohio has a very small State debt, but large local debts, amounting in 1878 to \$41,295,840, against \$30,328,519 in 1877, and \$36,059,973 in 1876. Valuations in 1877 were: Real estate in cities, &c., \$378,443,113; other, \$706,317,619; personally, \$490,594,810. Total taxes levied in 1877 \$4,551,235 for State purposes, 2.9 mills, and \$22,975,512 on all local taxes. (V. 24, p. 17; V. 28, p. 69.)

Oregon.—The debt is provided for by sinking funds, payable from land sales. Taxable property in 1875 was assessed at \$41,197,149; 1/2 mill tax was laid for Relief bonds and 1 mill for Bounty bonds.

Pennsylvania.—The new 5 per cent loan of \$8,000,000 was sold to take up maturing bonds. Total debt November 30, 1878, \$21,585,200; sinking fund, \$9,594,899. No tax is laid for State purposes on real estate, and revenue is raised principally from corporations. Taxes are levied on personal property, which was assessed in 1877 at \$159,318,817, and the tax was \$574,817. State expenses have lately exceeded revenue, and sinking funds have been diverted to meet the deficiency. The State holds \$1,754,331 in stocks and \$7,900,000 of railroad bonds. Any coupon bonds may be changed to registered. The bonds due in 1877 are payable at any time till 1882; those of 1882 till 1892. (V. 26, p. 15; V. 27, p. 14; 229; V. 28, p. 43, 146.)

Rhode Island.—The debt was all created for war purposes and is being steadily diminished. The valuation of real property in 1876 was \$185,159,843, and personal, \$86,897,928, and tax rate 15 cents on \$100.

South Carolina.—The funding law approved Dec. 22, 1873, provided for scaling down the old debt by giving new bonds to the extent of 50 per cent, and declared void the conversion bonds to the amount

of \$5,965,000. A committee to investigate bonds and ascertain what consols were properly issued was appointed in 1877, and reported January, 1878 (V. 26, p. 143), rejecting certain numbers of the consolidated bonds. A court of claims to hear the bondholders was appointed, and in December a report was made, of which the purport is expressed in CHRONICLE, V. 28, p. 18. Total valuation of all property—in 1878, real estate, \$83,270,998; personal, \$32,836,564; railroad property, \$6,520,772; the total for 1878-9, including counties not embraced in abstract, is put at \$132,237,956. Rate of taxation, 4 1/2 mills. (V. 26, p. 68, 143, 232, 257, 420, 463; V. 27, p. 141, 165; V. 28, p. 18.)

Tennessee.—The coupons of July, 1875, were paid in September, 1876. The total debt January, 1879, was \$20,221,200 in outstanding bonds, and \$1,052,717 in overdue interest. The State's endorsements for railroads are \$1,892,000, of which \$1,560,000 is taken care of by the roads. Total valuations in 1878 \$223,333,303, against \$236,000,000 in 1877, \$278,020,531 in 1876, and \$283,133,583 in 1875. The rate of taxation was reduced from 40 cents on the \$100 to 10 cents by the Legislature, in March 1877. Tennessee bonds sold in New York as "old," are those issued before 1862; "New," issued since 1862; "New Series," the new funding bonds. (V. 26, p. 68; V. 27, p. 42, 163, 599, 678; V. 28, p. 44, 97, 176.)

Texas.—For all bonds, except 10s of 1894, the interest and 2 per cent of principal yearly are provided for by special appropriations. The valuation of taxable property in 1877 was about \$316,000,000, against \$257,632,000 in 1876. Tax rate, 50. From the last Comptroller's report, for the fiscal year 1875-6, we have the following statistics:

Table with 2 columns: Item, Value. Rows include: Total value of taxable property assessed, \$257,632,000; State tax, 1,288,249; Poll tax, 211,034; Miles of RR. in the State ass'd for taxes, 1,493; Value of railroads, &c., 16,577,503.

55,950,038 acres of land assessed at .... 110,238,629 Value of lots assessed in the State ..... 45,674,101 (V. 23, p. 452; V. 24, p. 535; V. 25, p. 115.)

Vermont.—This State has a very small debt—all created for war purposes. Of the registered bonds \$135,500 are held for Agricultural College. The sinking fund, Aug. 1, 1876, was \$135,932.

Virginia.—These amounts are exclusive of bonds held by Literary fund and Sinking fund. The Funding act of 1871 provided that coupons of the funded bonds should be receivable for State taxes. For two-thirds of the old bonds a new bond was issued, and for the other 1/3 a deferred certificate given (as the proportion due by West Virginia). The act of 1872 amended that of 1871 by not allowing coupons to be received for taxes. The report of W. F. Taylor, Auditor, for the fiscal year ending Sept. 30, 1878, gives the gross receipts \$3,030,139, of which temporary loans, &c., were \$388,477. Of these receipts, \$1,215,678 was in coupons. The disbursements, including the interest, represented by the coupon, were \$2,108,599. In estimating the revenue for the year 1879 the Auditor takes the real estate assessment for 1877, which is \$3,688,190 greater than that of 1878, and estimates the assessed value of personal property at \$2,194,069 more than it is returned for 1878; and without including interest on the literary fund, he figures a deficit of \$770,608. The annual interest on the principal debt of \$29,350,826, amounts to \$1,742,845, of which \$1,215,678 was met for 1878 by the receipt of the coupons for taxes, leaving a balance of \$527,167 unpaid. This does not include, of course, the unpaid interest of the literary fund. Assessed value of all property in 1878 was \$316,686,772; in 1877, \$326,027,346; of real estate in 1876 was \$242,756,548, against \$251,573,611 in 1873. Tax rate, 5 mills. A case involving the taxation of consols is on appeal to the U. S. Supreme Court. (V. 26, p. 68, 135, 181, 109, 232, 242, 359, 331, 420, 524; V. 27, p. 324, 599, 633; V. 28, p. 44, 70, 97, 121, 147, 174.)

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Table with columns: DESCRIPTION, Date of bonds, Size or par value, Amount outstanding, INTEREST (Rate, When Payable, Where payable and by whom), Principal-When Due. Includes entries for Albany, N.Y., Augusta, Ga., Baltimore, Bangor, Me., Bath, Me., Boston, and Brooklyn.

Albany.—The loan to Albany & Susquehanna is secured by 1st mortgage. The valuation of property in Albany County in 1876, by local assessment, was: Real estate, \$47,039,838; personal, \$5,301,151; total, \$52,340,989. In 1876, total equalized valuation by State Board, \$58,460,770. City tax rate 1879, 2 1/4, against 3 20 last year.

Augusta.—Of this debt, \$600,000 was issued for railroads, and balance for canal enlargement, water works, &c. Most of the debt is held at home. Taxable valuation, \$14,401,000; tax rate, \$1 58 per \$100. (V. 28, p. 17.)

Baltimore.—The fiscal year of Baltimore ends now with December 31, instead of Oct. 31. The total of all the sinking funds, January, 1879, was \$6,978,965. The Baltimore & Ohio RR. pays interest on \$5,000,000 loan; Water loan is paid by income of water works, and Public Park by City Passenger Railway, and out of a total debt of \$33,951,219, \$22,078,653 is dependent on the city's income. The net debt over productive assets is given at \$10,068,467, against which are held \$4,841,612 of unproductive assets. The basis of taxation is \$255,000,000. The amount required to be raised in 1879 is \$2,909,633 by the Register's estimate. The tax rate to cover fourteen months was increased in 1878 from \$1 75 to \$1 99 on the \$100. State taxes having been increased from 1 1/2 cents to 1 3/4 cents on the \$100, the total was therefore increased of city and State taxes from \$1 92 1/4 in 1877 to \$2 08 1/4 on the \$100. Population in 1870 was 267,354, against 212,418 in 1860. (V. 22, p. 589; V. 23, p. 514; V. 24, p. 12; V. 25, p. 137, 331.)

Bangor, Me.—The valuation of real and personal

property in 1878 is \$9,642,431; rate of taxation, 2 1/4. The loans to European & North American Railroad and to Bangor & Piscataquis Railroad are secured by first mortgages on those roads.

Bath, Me.—The city holds a first mortgage on the Androscoggin road for the debt, and 2d and 3d mortgages on the Knox & Lincoln for its proportion of \$895,030 out of a total of \$2,395,000 bonds issued by several cities in aid of the latter road. Unexpended balances of appropriations and 3 per cent on city debt are appropriated annually to the liquidation of the principal. Tax valuation, 1877, \$7,267,690; tax rate, \$24 50 per \$1,000.

Boston.—The population of Boston in 1870 was 292,497, against 177,840 in 1860; in 1875 it was 341,919. Valuation of real property in 1878, including the recent annexations, was \$440,336,300, against \$481,403,300 in 1877; and personal, \$190,060,900, against \$205,433,400; upon which the rate of taxation is \$12 80 per \$1,000, against \$13 10 per \$1,000 in 1877. The total funded debt April 30, 1878, was \$42,457,022, and the sinking funds, bonds, mortgages, &c., \$16,297,245. The following is a comparison of the appropriations granted by the City Council, and estimated income to be received for the fiscal year ending April 30, 1879, compared with 1877-8:

Table comparing appropriations and income for Boston in 1877-8 and 1878-9. Columns: Appropriations, Income, Per centage.

Placing the tax to be paid to the State at \$412,740, the tax warrants exhibit the following result:

Table showing tax warrants for City and County and State for 1877-8 and 1878-9. Columns: City and County, State, 1877-8, 1878-9.

The Auditor estimated that if the assessed valuations were reduced to \$660,000,000, the tax rate required would be nearly the same as in 1877, when it was \$13 10 per \$1,000; the total valuations, as above, were actually made \$630,427,300. (V. 26, p. 39; V. 27, p. 40; V. 23, p. 145.)

Brooklyn.—There are also \$27,000 7 per cent Nat. Guard bonds due 1880-81. The Mayor's message, January 1, 1879, made the whole city debt as follows on December 1, 1878:

Table showing permanent loans and sinking funds for Brooklyn. Columns: Permanent loans, Sinking funds.

Balance, Loans chargeable on specified property, Tax certificates, Total net debt.

—The debt increased in 1878 \$781,623 in 1877 \$659,382, and in 1878 \$1,235,566. Population in 1870, 396,200, against 266,661 in 1860. Valuation of property in 1877, by the local assessment, was \$216,481,801 for real estate, and \$13,111,215 for personal; total real and personal, \$229,593,016, against \$227,013,123 in 1876. The debt of Kings County, separate from the debt of Brooklyn, is \$4,181,821, of which the city is responsible for nineteen-twentieths. Average tax rate in 1877,



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Main table with columns: DESCRIPTION, Date of bonds, Size or par value, Amount outstanding, Rate, When payable, INTEREST (Where payable and by whom), Principal—When due.

Vertical text columns providing detailed notes for various cities including Detroit, Mich.; Elizabeth, N. J.; Evansville, Ind.; Fall River, Mass.; Fitchburg, Mass.; Galveston, Texas; Hartford, Conn.; Holyoke, Mass.; Indianapolis; Jersey City; Lewiston, Me.; Louisville, Ky.

Vertical text columns providing detailed notes for various cities including Detroit, Mich.; Hartford, Conn.; Holyoke, Mass.; Indianapolis; Jersey City; Lewiston, Me.; Louisville, Ky.

Vertical text columns providing detailed notes for various cities including Detroit, Mich.; Louisville, Ky.; Lewiston, Me.; and a table of property valuations for Lewiston, Me.

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Table with columns: DESCRIPTION, Date of Bonds, Size or par Value, Amount outstanding, INTEREST (Rate, When Payable, Where Payable and by Whom), Principal—When Due. Rows include cities like Louisville, Lowell, Lynn, Manchester, Memphis, Milwaukee, Minneapolis, Mobile, Nashville, Newark, New Bedford, New Haven, New Orleans, and Newton.

the city owns every share, except two, of the water-works; nearly \$1,000,000 of gas etc. (\$1.00),000 of Nashville RR. stock, at 40c., or \$400,000; wharf property, &c., &c.

Lowell, Mass.—All the notes held by savings banks. Water loan sinking fund, \$143,906. Tax valuation, 1878, \$40,064,126; 1877, \$39,345,265. Total debt, \$2,303,500. Population, 1875, 49,648.

Lynn, Mass.—Total debt, \$225,000. Sinking fund, \$106,470. Tax valuation, 1879, \$20,271,155. Population, 1875, 32,000.

Manchester, N. H.—Total debt, \$1,013,491; assets, \$63,367.

Memphis, Tenn.—The city has been in default for interest since Jan. 1, 1873. The legislature passed a bill, January, 1879, repealing the city's charter, to enable it to avoid its debts. A receiver was appointed by the courts. The circular of July, 1877, urged the city creditors to accept the proposition to issue the new compromise bonds in exchange for the present indebtedness (including interest on past due indebtedness) at 50 cents on the dollar. For judgments the Legislature authorized the payment of 55 cents. Assessed valuation of real estate, 1875, \$19,329,609; personal, about \$6,500,000. Tax rate, \$2 per \$100. Population in 1870, 40,230. (V. 25, p. 114; V. 27, p. 652, 678; V. 28, p. 141, 146.)

Milwaukee.—The city cannot issue debt beyond 5 per cent of its average assessed value for five years. In 1876, valuation was \$38,743,422 real, and \$14,931,703 personal property; tax rate in 1875, 2.64 mills. Sinking funds are provided for all the bonds.

There is also about \$47,000 scrip issued to settle old railroad bonds. Population by State census, 1875, 101,000. (V. 23, p. 622.)

Minneapolis, Minn.—Total debt, \$971,500; tax valuation, 1876, \$21,831,073; bonds all coupon.

Mobile.—The valuation of property in 1877 was \$11,022,049 real estate and \$3,118,462 personal property; tax rate, 16-10 per cent. Interest was in default from July, 1873. A settlement with bondholders was offered by Act of March 9, 1875, viz.: \$510 in 6 per cent bond for \$1,000 of the old 8 per cent. The 6 per cent bonds have a lien on city revenue, and exchange for these was offered at 75 per cent of their face. Up to Jan., 1878, there had been settled, of old bonds, all except \$12,101 of old bonds, A, B & C; \$56,500 of bonds D, E & F; \$34,500 of 8s of 1871; \$123,000 of Mob. & Gt. Northern RR. 8s; \$16,000 wharves 8s; \$30,000 Mob. & Ala. Grand Trunk 8s; and \$151,000 Mob. & Northwestern RR. 8s. Also about \$145,000 overdue interest on these issues. A mandamus was issued from the U.S. Circuit Court, and the Auditor's report says that "unscrupulous bondholders succeeded in grinding out of the poverty of our people the satisfaction of their claims." Population about 38,000. (V.20, p.302.)

Nashville, Tenn.—At the close of the fiscal year, Sept. 30, '78, there were \$501,135 of past-due coupons, judgments, overdrafts &c. The total debt was \$1,714,635, against \$1,671,360 Oct 1, 1877. Assessed valuation of all property, about \$11,000,000; tax rate, 1878, 2 per cent.

Newark.—The bonds in the first line in the table are payable out of the sinking fund of 1859, which amounts to \$113,663; those in second line out of sinking fund of 1864, \$1,013,623; public school bonds

out of public school fund, \$141,911; Clinton Hill bonds by sinking fund, \$10,431; tax arrearage, \$165,000; against local improvement bonds the city holds \$4,074,513 of assessments unpaid and a lien on the property. Temporary loan bonds, Jan. 1, 1878, were \$1,192,000. Valuation of real and personal property, 1876, \$97,116,044. Tax rate for all purposes, 1877, \$1.96 per \$100, against \$1.99 in 1876. Population in 1870, 105,059.

New Bedford, Mass.—Total debt, \$1,350,670. No sinking fund. Tax valuation, 1870, \$22,936,014. Population, 1875, 25,495.

New Haven, Conn.—Total debt \$933,000. Sinking fund on City Hall loan, \$47,669.73. The city has made a "special loan" of \$75,000 to the New Haven & Derby RR. and "guaranteed" \$25,000 of its second mortgage bonds, on which the city has been obliged to pay the interest, and on \$50,000 of the special loan. Later advanced to the road, \$82,890. Population, 1870, 50,840.

New Orleans.—A decision of La. Supreme Court, Dec., 1878, holds invalid the special tax provisions for consolidated bonds. The floating debt Jan. 1, '78, was \$1,841,928. The assessed valuation of property for 1878 is \$111,123,645, real and personal. State tax, 14 1/2 mills; city tax, 15 mills; total tax, 29 1/2. A scheme for settling the debt by a bond premium drawing plan is in practice, and drawings take place Jan. 31, April 15, July 31, and October 15. Population in 1870, 191,418; in 1860, 138,670. (V. 27, p. 143, 225, (29); V. 28, p. 18.)

Newton, Mass.—Total debt, \$1,262,034. Tax valuation, 1873, \$25,012,940; rate, \$13.80 per \$100. Population, 1875, 16,105.



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Main table listing various city securities with columns for Description, Date of Bonds, Size or par Value, Amount outstanding, Interest (Rate, When payable, Where payable and by whom), and Principal-When due.

Interest is payable at City Comptroller's Office, New Court House, except such interest on the gold bonds as is paid abroad, and that is payable at Messrs. Rothschild's in London.

Norfolk, Va.—Registered stock... Norfolk, Treasurer's Office... Norfolk, Cit. & Peop. Banks... Philadelphia—Bonds prior to consolidation...

New York City.—The total debt of New York, Jan. 1, 1879, was \$145,562,190; the amount of sinking funds \$32,143,787.

Description. Jan. 1, '77. Jan. 1, '78. Jan. 1, '79. Funded debt... Sinking funds... Net debt... Temporary debt... Revenue bonds...

The population of New York by the U. S. census in 1870 was 922,531, against 835,658 in 1860. Since Jan. 1, 1861, the valuation, rate of taxation, and net funded debt at end of year, have been as follows:

Table showing population, valuation, rate of taxation, and net funded debt for New York City from 1861 to 1875.

Table with columns: Year, Real estate, Personal estate, Rate tax p. \$1,000, Net debt.

The tax rate for 1877 was placed at \$26 50, to raise \$29,175,910. By an act of 1874 the towns of West Farms, Morrisania and Kingsbridge, embracing about 12,000 acres, were annexed to New York.

The outstanding assessment bonds (payable out of local assessments on property benefited) are represented by advances to contractors, advances

on Boulevard work, and uncollected local assessments. The new consolidated 5 per cent gold bonds, for \$6,900,000, were taken Oct. 18 '8, at 105 28 (V. 25, p. 17, 198, 358, 458; V. 26, p. 41; V. 27, p. 228, 252, 393; V. 28, p. 121.)

Norfolk.—The "Trust" bonds due April, 1892, are secured by deed of trust on city property. Coupons of 1st series are payable at Citizens' Bank; coupons of 2d series at People's National Bank.

Philadelphia.—The total funded debt, January 1, 1879, was \$35,033,243; guaranteed debt, \$3,998,400; floating debt, \$10,742,458. Sinking funds, \$13,499,810.

Table with columns: Year, Real Estate, Personal Estate, Rate Tax per \$1,000.

There is no large amount of city debt maturing in the next four years. Assessed valuations of real estate for 1879 are: Full city property, \$41,533,599; suburban property, \$31,992,025; farm property, \$18,042,210.

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Table with columns: DESCRIPTION, Date of Bonds, Size or par Value, Amount outstanding, INTEREST (Rate, When Pay'ble, Where Payable and by Whom), Principal—When Due. Includes entries for Philadelphia, Peoria, Ill., Peoria, Ills., Peoria & Rock Island Railroad, Pittsburgh, Portland, Me., Providence, R.I., Rochester, N.Y., Rockland, Me., St. Joseph, Mo., St. Louis, St. Paul, Minn., Salem, Mass., San Francisco, etc.

Peoria, Ill.—Total debt, \$636,500; tax valuation, 1876, \$14,574,105.

Pittsburgh.—Cash valuation in 1876: Real property, \$377,061.763; personal, only \$2,570,401. according to Comptroller's report; "Occupation," \$15,273,000. Sinking funds, \$473,277. Tax rate, 1877, 2 1/2 mills. Population about 140,000. Interest defaulted April, 1877. (V. 24, p. 519, 531; V. 26, p. 159, 181, 263, 431; V. 27, p. 68, 643; V. 28, p. 43.)

Portland, Me.—The sinking fund March 31, 1878, was \$377,001. The city is protected by mortgages on Atlan. & St. Lawrence, Portland & Rochester and Portland & Ogdensburg Railroads. Assessed value of real estate in 1877, was \$19,067,200; personal, \$11,825,645. Tax rate, \$25 per \$1,000. Population in 1870, 31,413, against 26,341 in 1860. (V. 24, p. 512.)

Providence, R.I.—The principal debt of Providence has been created since 1872 for water works, sewerage and new City Hall. The floating debt at close of fiscal year Sept. 30, 1878, was \$2,793,390, including above Brook Street notes and \$90,000 High School notes. The assessed valuations of all property in 1878 were: real estate, \$86,341,100; personal, \$3,069,400. Rate of tax, \$14.50 per \$1,000. The sinking fund for bonds due in 1885, \$516,737; sinking funds of 1893, \$191,060; '95, \$120,803; 1900-6, \$113,224. Population by U. S. census, '70, 68,901; by State census, '75, 100,860. The laws of Rhode Island now limit the debts of towns to 3 per cent of their assessed valuation.

Rochester.—The bonds of Genesee Val. RR loan, \$1,800, are provided for by net receipts from a

lease of said road to Erie Railway Company after paying the interest out of said receipts. Real property assessed, \$48,000,000; personal, \$2,000,000. Rate of tax, 1877, \$2 per \$100.

Rockland, Me.—Total city debt at date of last report was \$193,950, and \$755,000 for railroads. Resources, \$61,917.

St. Joseph, Mo.—Population in 1870 was 19,565, against 8,932 in 1860. Assessed valuation of property, \$11,000,000; rate of tax, 23 mills. (V. 23, p. 133, 175; V. 25, p. 408.)

St. Louis.—Population by the U. S. census in 1870 was 310,864, against 160,773 in 1860. The city and county were merged by law in 1877 and city assumed the county bonds. In the last fiscal year the resources were:

Table with 2 columns: Description, Amount. Balance April 11, 1877 \$691,272; Interest revenue 1,731,670; Municipal revenue collections 2,411,609; Special collections 322,416; Proceeds of anticipation notes 725,000; Proceeds of renewal bonds 351,000; Total \$6,544,427.

The expenditures were \$5,900,641; Unpaid warrants on hand April 11, 1878, 40,944; Total \$5,959,966.

Balance in treasury April 10, 1873 \$654,431. The Comptroller gives the following in his re-

port to April, 1878: The liabilities appear as follows: The bonded debt at the close of fiscal year (April 9, 1878), was \$15,996,000; the bonded debt of the late county, assumed by the city, \$5,459,000. Other liabilities—claim of St. Louis Gaslight Co. for gas furnished, with interest, \$85,000. The sinking fund is as follows: Assets of this fund at commencement of the present fiscal year, \$590,095. The resources available this fiscal year will be about \$110,000. Assessed valuation of property in 1878, in old limits, \$159,354,940; in new limits, \$14,416,400; total taxable valuation in city, \$173,771,340. Tax rate for city purposes in old limits, \$1.75; in new limits, \$1.50. (V. 25, p. 201; V. 26, p. 290, 359, 436; V. 27, p. 229.)

St. Paul, Minn.—Population in 1870 was 20,030; in 1875, by State census, 33,237. Assessed valuation of taxable property, 1878, \$23,061,000, or about one-half of the estimated actual value. Tax rate 13 mills per \$1.

Salem, Mass.—The sinking fund amounts to \$173,063, and the bonds are valued at par; \$1,146,000 of debt coupon; balance registered; total, \$1,422,678. Population, 1875, 25,938. Tax valuation, 1875, \$26,212,272; 1877, \$25,810,600.

San Francisco.—Population by the U. S. census of 1870 was 149,482, against 56,802 in 1860. Real estate for the fiscal year ending June 30, 1878, is assessed at \$190,221,003; personal property at \$70,044,340. About \$54,000,000 of mortgages are now omitted from assessment. Sinking funds raised annually amount to \$263,500. Tax rate in 1877-8 is \$1.60 per \$100, for city and County purposes. (V. 28, p. 165.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION.	Date of Bonds.	Size or par Value.	Amount outstanding.	INTEREST.			Principal—When Due.
				Rate.	When Pay'ble	Where Payable, and by Whom.	
For explanations see notes on first page of tables.							
<i>San Francisco—(Continued)—</i>							
House of Correction bonds.....	1874	\$500 & c.	\$150,000	7 g.	J. & J.	San Francisco.	July 1, 1894
City Hall construction.....	1875 to '76	500 & c.	750,000	6 g.	.....	do	1899
Widening Dupont St. (Act March 4, 1876).....	1876	.....	915,000	7 g.	J. & J.	do	1896
<i>Savannah, Ga.—Construction of water works..</i>	1853	500	198,000	7	F. & A.	New York and Savannah.	Feb., 1878
Improvement of Savannah River.....	1853	500	64,500	7	M. & N.	do do	Nov., 1883
Savannah, Albany & Gulf Railroad.....	1853	500 & c.	937,500	7	J. & D.	do do	Dec., 1888
Funding coupons and other purposes.....	1866	100 & c.	368,800	7	J. & J.	do do	Feb., 1886
Redemption of bonds.....	1869	1,000	117,000	7	M. & N.	do do	Nov., 1879
do do.....	1870	500	349,500	7	J. & J.	do do	June, 1890
Bonds for city improvements.....	1870	1,000	534,000	7	M. & N.	do do	Nov., 1900
Harbor, &c., improvements.....	1872	1,000	500,000	7	J. & J.	do do	Jan. 1, 1902
For floating indebtedness.....	1873	500 & c.	400,000	7	J. & J.	do do	July 1, 1903
<i>Somerville, Mass.—City debt.....</i>	.....	Large.	10,000	7	A. & O.	Boston, Nat. Security Bank	April 1, 1879
City debt.....	.....	Various.	461,000	6 1/2	A. & O.	do do	April, 1879 to '84
do.....	.....	Large.	165,000	6 1/2	J. & J.	do do	July 1, 1880 to '84
do.....	.....	Various.	115,000	6	Various	do do	Oct. '81-'4, July, '85
do.....	.....	Large.	140,854	5 1/2	Various	do do	July, '84, Apl., '95
do.....	.....	1000 & c.	200,000	5	Various	do do	Apl., '95, July, '96
Park & wat'r (\$170,000 A.&O.; \$155,000 J.&J.)	.....	Large.	325,000	6 1/2	Various	do do	1881 to 1884
Water loan.....	.....	Large.	320,000	5 1/2, 6, 6 1/2	Various	do do	1880 to 1906
<i>Springfield, Mass.—City notes.....</i>	.....	Large.	137,000	5 1/2, 6	Various	City Treasury.	1879 to 1884
City bonds.....	.....	1,000	211,000	6	Various	Boston, First National B'k.	1879-1890
Water loan (\$200,000 are 6 per cents).....	.....	1,000	1,200,000	6 & 7	A. & O.	do do	Apl. 1, '94, to 1905
Railroad loan.....	.....	1,000	300,000	7	A. & O.	do do	Apl. 1, 1879-1893
Railroad notes.....	.....	Large.	45,000	6	Various	City Treasury.	1879 to 1881
<i>Toledo, O.—Gen'l fund and deficiency bonds, cp.</i>	'70, '71, '76	.....	544,500	8	A. & O.	N. Y., Imp. & Trad. N. Bk.	1878 to '88
Toledo & Woodville Railroad, coupon.....	1870	.....	453,000	7-3	M. & N.	do do	May, 1900
Various City purposes, coupon.....	1859-'65	.....	42,355	6	F. & A.	do do	1878 to '84
do do do.....	1859-'74	.....	594,500	8	Various	do do	1878 to '89
do do do.....	1869 & '76	.....	90,000	7	Various	do do	1878 to '86
Water works.....	1873 & '74	.....	1,000,000	8	Various	do do	June, '93 & Sep., '94
Short bonds, chargeable on special assessm'ts	1874-'77	.....	723,300	7 & 8	Various	do do	1878 to '82
<i>Worcester, Mass.—City debt, coup. and regist'd.</i>	.....	Large.	49,000	5 & 6	J. & D.	City Treasury.	1879-1884
City debt, registered.....	.....	Large.	170,000	7	A. & O.	do	Apl. 1, 1879
do do (5 pieces, \$100,000 each)	.....	.....	500,000	6	J. & J.	do	Jan. 1, 1881
do (\$248,000 reg., \$552,000 coupon)	.....	500 & c.	800,000	6	A. & O.	C Treas. & Bost. Mechs.' Bk.	April 1, 1892
do reg. (\$160,000 J.&J., \$100,000 A.&O.)	.....	500 & c.	260,000	5	Various	City Treasury.	1887, '88 & 1905
Sewer loan (\$92,000 are J. & D., balance J. & J.)	.....	Various.	228,200	6	Various	do	1879 to 1881
Water loan (\$315,900 reg., \$84,000 coup.).....	.....	500 & c.	399,900	5 & 6	Various	do	1879 to 1906

*Savannah, Ga.*—Default was made on interest Nov. 1, 1876, in consequence of yellow fever and non-collection of taxes. The compromise now in progress is given in V. 26, p. 625, by which new 5 per cent bonds are to be exchanged for the face of old bonds; and for interest up to Feb. 1, 1879, 58 per cent of the face value in similar bonds. Assessed value of real estate, \$14,000,000; personally, \$4,200,000; tax rate, 1 1/2 per cent. Population in 1870, 22,225, against 22,252 in 1860. (V. 26, p. 18, 626; V. 27, p. 122, 173, 166; V. 28, p. 17.)

*Somerville, Mass.*—Total debt, \$1,771,834; sinking fund, \$45,131; tax valuation, 1876, \$26,573,400. Except \$140,000 5s in \$1,000 pieces, all bonds are in \$2,000 to \$50,000 pieces.

*Springfield, Mass.*—Total debt, \$1,946,611; cash assets, \$303,489. The railroad debt falls due \$30,000 each year. No registered bonds. Tax valuation, 1870, \$25,514,060; 1876, \$25,109,456; 1877, \$30,697,776. Rate, 1'32. Population in 1875, 31,053.

*Toledo*—Total debt, Jan., 1878, was \$2,778,849. Of this the debt payable by special assessments was \$723,300, and the certificates of indebtedness, \$102,200. Taxable valuation of property, 1877, \$19,538,720; tax rate, \$3 1/2 per \$100.

*Worcester, Mass.*—Total debt, \$2,407,100—reg., \$1,663,800; coup., \$743,300. Cash assets, \$150,180, including \$44,352 sinking fund. Population, 49,317 in 1875. Tax valuation, 1870, \$34,018,450; 1873, \$41,969,748; tax rate, 1'54.

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Table with columns: DESCRIPTION, Miles of Road, Date of Bonds, Size, or Par Value, Amount Outstanding, INTEREST OR DIVIDENDS (Rate per Cent., When Payable, When Payable, and by Whom), Bonds—Principal, When Due, Stocks—Last Dividend.

Alabama Central.—In default since January, 1872. Negotiations pending for a new adjustment, and a connection with Meridian completed Nov., 1878. (V. 27, p. 40, 5, 6.)

Alabama & Great Southern.—Alabama & Chattanooga reorganized. About \$450,000 of the receiver's certificates are disputed. (V. 25, p. 40, 183; V. 26, p. 17, 29, 84, 264; V. 27, p. 67, 85, 131.)

Albany & Susquehanna.—This road was leased for 150 years from 1870 to Delaware & Hudson Canal Co., at 7 per cent per annum, on stock and bonds. Important change in terms made in 1876. Consol. mortgage is for \$10,000,000, of which \$3,450,000 is to retire old bonds, and balance for a part of old stock and to be used for improvements. (V. 25, p. 615; V. 27, p. 602.)

Alleghany Valley.—This road was embarrassed in 1874, and compromised with creditors. Gross earnings 1878, \$1,910,228; net \$915,721, against \$1,144,971 in 1877. Deficiency for mortgage interest in 1878, \$24,230; deficiency on all interest \$698,397. Of income bonds, \$2,351,400 are held by individuals, and pay interest in cash when earned; \$3,929,000 held by railroads draw interest in bonds. (V. 26, p. 493; V. 27, p. 356.)

Atchison & Nebraska.—Plan of re-organization given in V. 25, p. 510, by which \$1,125,000 bonds and \$3,337,000 stock were given for old bonds and overdue coupons. Dividend of 1 per cent paid December, 1878. (V. 25, p. 399; V. 24, p. 442; V. 25, p. 510.)

Atchison, Topeka & Santa Fe.—Capital stock \$5,615,000. Land grant estimated to be 2,932,731 acres, of which 143,593 acres were sold to January 1, 1878. Net earnings, 1877, \$129,600; see annual report, V. 26, p. 463. The extension of leased lines and new roads building in 1878 are referred to in V. 27, p. 15. The K. C. T. & W. is leased at 3 per cent of gross earnings, rising to 3 1/2 per cent in 1880 and thereafter. Denver & Rio Grande leased (see V. 27, p. 434). (V. 27, p. 15, 40,

227, 230, 303, 382, 407, 434, 513; V. 23, p. 120, 122, 301.)

Atlanta & Charlotte.—The Atlanta & Richmond Air-Line was sold in foreclosure December, 1876. Gross earnings 8 months to Jan. 1, 1873, \$116,358; net, \$60,359. (V. 23, p. 2, 7.)

Atlanta & West Point.—Gross earnings in 1877-8 \$321,140, in 1878-7, \$311,153; net earnings in 1877-8, \$145,435, in 1878-7, \$106,949. There are \$83,000 bonds outstanding. (V. 25, p. 137; V. 27, p. 121.)

Atlantic & Great Western.—The common stock outstanding is \$21,785,233, and preferred \$9,976,250. This road was leased to the Erie for 99 years from May 1, 1874, but the lease was contested. Shortly after (in July, 1874) default was made on its bonds. Proceedings looking to re-organization are in progress, and a new lease to Erie is proposed. Gross earnings in 1877-8, \$3,814,390; net income over rentals, &c., \$1,081,515. (V. 26, p. 66, 95, 214, 444; V. 27, p. 651; V. 23, p. 222, 276.)

Atlantic & Gulf.—The Company also has \$334,000 of old sectional mort. bonds outstanding; \$500,000 10 per cent coupon notes; \$45,000 Junction Branch RR. bonds, and \$52,500 Bainbridge Ext. bonds. Interest on sectional mortgages, prior liens to the consolidated, is paid by receivers, and on consolidated bonds 6 mos. in arrears. In New York, July, 1877, \$100,000 2 1/2 mortgage bonds, held as collateral, were sold at auction at 5 1/2% @ 5/4. (V. 25, p. 57, 407; V. 27, p. 538.)

Atlantic, Mississippi & Ohio.—Gross earnings year ending June 30, 1878, \$1,781,700; expenses, \$1,351,575; net earnings, \$430,125. The divisional bonds matured and maturing up to July, 1880, have been extended for ten years by order of the Court, and new sheets of coupons are issued to the holders. Interest on the divisional bonds is paid two or three months after it falls due. A final decree of sale under the consolidated

mortgage is expected shortly. A scheme of re-organization approved by the consolidated mortgage bondholders (mostly in London) will probably be carried out. (V. 25, p. 241, 522; V. 26, p. 141, 242, 414, 522; V. 27, p. 40, 67, 251, 279, 434, 461; V. 28, p. 97, 199, 222.)

Atlantic & St. Lawrence.—Leased for 999 years, from July, 1853, to Grand Trunk Railway of Canada. Annual rent, 6 per cent on bonds and stock. (V. 27, p. 147.)

Augusta & Savannah.—Leased to Central of Georgia for \$73,000 per annum; has surplus fund of about \$50,000.

Bald Eagle Valley.—Leased to Pennsylvania Railroad at 40 per cent of gross receipts. In 1877 gross earnings were \$136,962. The Pennsylvania Railroad holds all the 2d mortgage bonds. Holders of 1st mortgage are asked to exchange them for new 30 year bonds. (V. 27, p. 435.)

Baltimore & Ohio.—The amount of stock as above includes scrip dividend of Nov., '78. Annual report for 1877-8 in V. 27, p. 535. The floating debt Sept. 30, 1878, was \$2,563,392 of "bills payable," and \$2,554,959 of "loans and sterling obligations." The gross earnings of the "Main Stem," &c., and financial condition of B. & O. Co., for five years were as follows:

Table with columns: Year, Gross Earnings, Net Earnings, Stock and Debt.

The gross earnings of the main and all leased lines in 1877-78 were \$13,765,479, and net earnings, \$5,995,978, including earnings of Pittsburgh Division. Div. of 25 per cent on Wash. Branch stock in June, 1878, (V. 26, p. 289, 367, 598; V. 27, p. 67, 535, 651; V. 23, p. 223, 276.)

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Table with columns: DESCRIPTION, Miles of Road, Date of Bonds, Size or par Value, Amount Outstanding, INTEREST OR DIVIDENDS (Rate per Cent, When Pay'ble, Where Payable and by Whom), Bonds—Principal, When Due, Stocks—Last Dividend.

Baltimore & Potomac.—This is the line of the Penn. Railroad from Baltimore to Washing. The bonds are guaranteed by Penn. RR. and Northern Cent. Net earnings, 1877, \$111,738 (V. 24, p. 563; V. 26, p. 598.)
Belleville & Southern Illinois.—Leased and operated by St. L. Alt. & T. H. Co. on a percentage of gross earnings. (V. 24, p. 297; V. 26, p. 417.)
Belvidere Delaware.—Stock is \$995,150. Leased to United Co.'s of N.J., and lease assigned to Penn. RR. Net earnings go to lessor. In 1877 net earnings of B. D. were \$123,565. Floating debt, \$171,702.
Berkshire.—Leased to Housatonic, at 7 per cent per year on stock, but 1% per cent is usually applied for taxes, &c.
Boston & Albany.—As this is the principal Western trunk line from New England, its yearly reports show the course of business on that class of railroads. In past five years the following has been its exhibit:
Gross Earnings. Net Earnings. Total Stock and Debt.
1877 8 \$6,633,533 \$2,219,536 \$.....
1876-7 6,774,611 2,166,844 25,870,509
1875-6 7,074,758 2,391,764 27,129,282
1874-5 7,634,139 2,262,147 26,478,282
1873-4 8,963,128 2,411,916 25,422,100
(V. 25, p. 430; V. 26, p. 166; V. 27, p. 460.)
Boston Parre & Gardner.—Income in 1876-77 showed a deficit of \$44,429 under interest charge.
Bost. Clinton Fitch & N. Bedf'd.—This was a consolidation in May, 1876, of the B. C. & F. and the N. Bedf. roads. In Dec., 1874, leased to Old Colony. The net earnings in 1877-78 were \$286,631, against \$212,241 in 1876-77. (V. 27, p. 537; V. 24, p. 40, 120.)
Boston, Concord & Montreal.—Gross earnings for the year ending with March, 1878, were \$654,272; net earnings, \$201,100. There are also \$76,000 old bonds due in 1865, and \$350,000 due in 1875. (V. 24, p. 516; V. 26, p. 546.)
Boston & Lowell.—Net income, 1877-78, \$269,064.

There are \$407,000 notes outstanding. (V. 25, p. 16; V. 26, p. 39; V. 27, p. 121, 303, 537.)
Boston & Maine.—Net income, 1877-8, \$737,891, against \$869,961 in 1876-7. (V. 25, p. 531; V. 27, p. 537, 565.)
Boston & N. Y. Air Line.—Formerly N. Haven Middletown & Wil. Road cost about \$6,000,000, represented now by \$3,000,000 preferred stock and \$1,000,000 common. Gross earnings 1877-8, \$265,925; net, \$7,482. (V. 26, p. 598; V. 28, p. 173.)
Boston & Providence.—The bonds and notes have been issued for purchase of branch roads. (V. 25, p. 531; V. 27, p. 565.)
Buffalo, Bradford & Pittsburgh.—Under perpetual lease to Erie at \$40,650 p-r year.
Buffalo, New York & Erie.—Leased to Erie in 1863, for 490 years, at 7 per cent on stock and interest and sinking fund on bonds. (V. 24, p. 346; V. 25, p. 16.)
Buffalo, New York & Philadelphia.—This is the connecting line of the Phila. & Erie with Buffalo. Net earnings 1877-8, \$40,449. New bonds are offered to replace the 10 per cents. (V. 26, p. 574; V. 27, p. 538; V. 28, p. 252.)
Burlington Cedar Rapids & Northern.—The stock is for \$10,000,000, of which \$5,500,000 has been issued. This company guarantees \$150,000 Minneapolis & St. L. RR. bonds. Net earnings 1877-8, \$560,311; extraordinary expenses, \$617,745. (V. 24, p. 518; V. 25, p. 260, 510; V. 27, p. 301.)
Burlington & Missouri River.—An agreement of consolidation and a perpetual lease to Chicago, Bur. & Quincy, was made in Oct., 1872. In August, 1875, stock of Chic. Burl. & Q. was issued in place of stock of this Co. and for convertible bonds.
Burlington & Missouri in Nebraska.—Has a valuable land grant. Sales in 1878 514,098 acres for \$2,620,510. Consol. 6 per cent bonds are issued for 8s maturing in 1894. Omaha & S. W. is leased. Republican Valley road is leased, and its bonds are changeable for B. & M. consolidated

bonds on any coupon day after July 1, 1879. (V. 26, p. 192, 494, 543, 598; V. 27, p. 15, 67, 171; V. 28, p. 120, 276.)
Burlington & Southwestern.—Defaulted Nov., 1873. Foreclosure in progress. (V. 21, p. 159, 441.)
Cairo & St. Louis.—Defaulted in 1873 by failure to receive town and county bonds. Receiver appointed December, 1877. Deficit in earnings 1876-7, \$30,115. (V. 25, p. 511, 569.)
Cairo & Vincennes.—Defaulted in 1874. In hands of receiver. Deficit in earnings 1876-7, \$11,747.
California Pacific. Gross earnings, '76-7, \$1,336,632; net, \$444,026. Extension bonds of \$3,500,000 and incomes of \$1,000,000 were in default, and the new bonds of 1875, guaranteed by Cent. Pacific, were issued in place thereof. (V. 24, p. 274, 468, 603.)
Camden & Atlantic.—Gross earnings, 1878, \$339,060; net, \$121,213. Interest, &c., \$93,950. (V. 28, p. 300.)
Camden & Burlington Co.—Leased to United Companies, at 6 per cent on \$332,000 stock.
Canada Southern.—The bond carry interest at 3 per cent till 1881 and 5 per cent for the other 27 years. N. Y. Central Co. guarantees interest for 20 years, but makes no guarantee of principal. (V. 23, p. 67, 391, 54; V. 27, p. 94, 538.)
Carolina Central.—Receiver appointed December, 1876. Passed interest January, 1876. (V. 23 p. 622.)
Catawissa.—Leased to Phila. & Read. for 999 years from Nov. 1, 1872. Lessee pays int. on bonds and 3) per cent of gross receipts.
Cayuga & Susquehanna.—Leased in perpetuity to Del. Lack. & West. at \$34,600 per year.
Cedar Falls & Minnesota.—Leased to Dub. & Sioux City, and sublet to Ill. C. at \$1,500 per mile yearly, and a per cent of all earnings over \$3,500 per mile.
Cedar Rapids & Missouri.—Leased to Chicago & Northwestern at \$700 of first \$1,500 gross earnings per mile; one-third of the next \$3,000 per mile, and one-fifth of all above that. (V. 26, p. 162.)

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Table with columns: DESCRIPTION, Miles of Road, Date of Bonds, Size, or par Value, Amount Outstanding, INTEREST OR DIVIDENDS (Rate per Cent., When Payable, Where payable, and by Whom), Bonds—Principal, When Due, Stocks—Last Dividend.

Central Railroad & Bank, Ga.—Leases several roads, and guarantees bonds. In April, 1875 purchased one-half interest in Western Railroad of Alabama at foreclosure sale.

Central of Iowa.—Sold in foreclosure, July 19, 1877, under 1st mortgage. Gross earnings, 1878, \$755,653; net, \$130,081.

Central of New Jersey.—A full abstract of the re-organization scheme was published in the CHRONICLE, V. 6, p. 215. Gross earnings 1878, \$5,589,525; net, \$2,312,769.

Central Ohio.—Leased to Baltimore & Ohio RR. in 1866 for 21 years; rent 35 per cent of gross receipts for five years, and 40 after. Pays 6 per cent dividends.

Central Pacific.—A part of the Southern Pacific lines is leased. The annual report for 1877, in-

cluding the land agent's report, also gross and net earnings to June 30, 1878, was given in the CHRONICLE, V. 27, p. 457. Gross earnings, 1877, \$16,471,141; expenses, \$7,774,417; net earnings, \$8,696,724.

Charlotte, Columbia & Augusta.—Stock is \$2,578,000, and \$189,500 of old Col. & Aug. bonds are yet out, due 1890. Gross earnings 1877-78, \$41,957; net, \$168,573.

Chattanooga.—Leased to Pitts. Cin. & St. Louis, and operated by Penn. Co. Net earnings go to lessor—in 1877, \$42,406.

Cherry Valley, Shar. & Al.—Transferred to Delaware & Hudson Canal Co., April, 1875. Interest unpaid in December, 1875.

Chesapeake & Ohio.—Sold in foreclosure April 2, 1876, for \$2,750,000 and re-organized, with bonds as above, when all are issued.

Cheshire.—Net income, 1877-78, \$78,019. New 6 per cent bonds for \$536,000 authorized, to red em bonds of 1880.

Chester Valley.—In hands of trustees and leased

to Philadelphia & Reading. Coupons due 1880, paid May, 1876.

Chicago & Alton.—The report for 1878 is given at length in V. 27, p. 274, 298, and shows gross earnings of \$4,671,519, and net earnings of \$2,156,384, against \$2,107,337 in 1877, and \$2,269,467 in 1876.

Chicago Burlington & Quincy.—Purchased in October, 1876. St. Louis Rock Island & Chicago road, for \$1,570,000 in gold. Gross earnings for 1878 were, \$14,119,665; expenses, \$7,871,915; net earnings, \$6,247,750.

Chicago & Canada Southern.—Connection of Canada Southern. Interest in default.

Chicago, Cincinnati & Louisville.—No information furnished.

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Chicago Clinton Dubuque & Minn.—This is the final reorganization of the Chic. Clin. & Dubuque and Chicago Dubuque & Minn. roads. Gross earnings 1878, \$485,000. In Jan., 1879, the \$400,000 bonds were offered to stockholders at par. (V. 27, p. 331; V. 23, p. 63, 301.)

Chicago & East. Ill.—Chic. Danv. & Vinc. sold in foreclosure, and reorganized. On income bond interest is to be paid as earned, not over 7 per year. (V. 26, p. 264, 315, 419; V. 27, p. 435, 486, 513; V. 28, p. 113.)

Chicago & Iowa.—Sold Mar. 9, 1873, in foreclosure of 2d mortgage of \$1,150,000, and a re-sale ordered. Compromise effected. (V. 25, p. 138, 307; V. 26, p. 166, 234; V. 27, p. 4, 251, 513.)

Chicago, Iowa & Nebraska.—Leased in perpetuity to Chic. & Northw., at 3 1/2% per ct. of gross receipts.

Chic. & Lake Huron.—This was a consolidation of the Peninsular Railroad and Port Huron & Lake Mich. To be sold in foreclosure under the sectional mortgage. (V. 26, p. 116; V. 27, p. 403, 487, 652; V. 23, p. 17, 120, 223, 302.)

Chic. & Mich. Lake Shore.—Foreclosure sale made Nov. 16, 1878, and road purchased for bondholders. Stock issued for old bonds, except the above issue. (V. 26, p. 495, 593; V. 27, p. 227, 538.)

Chicago Milwaukee & St. Paul.—Net earnings in 1878, \$3,659,454; 1877, \$3,574,460; 1876, \$3,109,817; 1875, \$3,085,389. The earnings were reduced in 1874 and 1875 by the lower freight rates imposed by the Wisconsin railroad law. The law was modified, and with April, 1876, higher rates again took effect. Annual report for 1877. V. 26, p. 364. The following is a comparison for three years of operations, and financial condition at the close of year:

Table with 3 columns: Year (1875, 1876, 1877), Miles, Stock, Debt, Earnings, Op. expenses, Net earnings.

Of consol. bonds of 1875 enough are reserved to take up old debt. Dividends have been paid since 1869—on pref. stock in 1879 3 1/2% c sh, in 1878 10 1/2% cash, in 1877 3 1/2% cash, in 1876 14 per cent in bonds and 3 1/2% per cent in cash, in 1874 7 in bonds, 1873 7 cash, 1872 7, 1871 7, 1870 7 and 3 scrip; on common stock in 1871 7 scrip, 1870 3 cash and 7 scrip. Default was made on West. Union RR. bonds Feb. 1, 1879; see V. 28, p. 144. (V. 25, p. 133, 431; V. 26, p. 117, 264, 593; V. 27, p. 172, 251, 322, 382, 461; V. 28, p. 97, 120, 148, 311.)

Chicago & Northwest.—For six months, ending December 1, 1878, gross earnings were \$7,932,838; net \$4,016,244; interest, rentals, &c., \$2,425,794; surplus \$1,614,410, against \$1,379,533 same time 1877. The fiscal year ends with May. The net surplus for 1877-8 on the Chicago & Northwestern proper, after paying interest, was \$3,147,255, and on the whole system, including proprietary roads, \$2,464,487. The net deficit on proprietary roads was \$682,688. Lands of the company were 2,243,183 acres unsold. Operations of the C. & N. W. proper, for four years, compare as follows:

Table with 3 columns: Year (1877-73, 1876-77, 1875-76, 1874-75), Gross earnings, Expenses and taxes, Net earnings.

In February, 1879, the quarterly dividends on preferred stock were begun. Dividends since 1870 have been paid as follows: December, 1878, 3 1/2% on preferred, 2 on common stock; June, 1878, 3 1/2% on pref., 3 on com.; Dec., 1877, 3 1/2% on pref.; Dec., 1876, 2 1/2% on pref.; July, 1873, 3 1/2% on pref.; Dec. 1872, 3 1/2% on both; June, 1872, 3 1/2% on pref.; Dec., 1871, 3 1/2% on pref.; June, 1871, 5 on both. (V. 23, p. 160, 441, 532; V. 26, p. 463, 574; V. 27, p. 140, 170, 372, 416, 603, 623.)

Chicago & Paducah.—Gross earnings 1876-7, \$271,370; net, \$8,291. (V. 23, p. 427.)

Chic. Dak. & Southern.—Receives appointed June, 1877. (V. 25, p. 16, 618; V. 26, p. 41, 63, 199.)

Chicago Rock Island & Pacific.—In 1877-8 gross receipts were \$7,845,370; net receipts, \$3,511,356; dividend payments (8 p. c.) \$1,678,334; surplus for the year, \$665,647. Owns stock of Ia. So. & Mo. North. and pays 2 per cent quarterly to Rock Island stockholders making the quarterly dividend actually 2 1/2% per cent. Controls Peoria & Rock Island road. Keokuk & Des Moines RR. was leased Oct., 1878. (V. 26, p. 574, 599, 623, 633; V. 27, p. 514, 677.)

Chic. St. L. & N. O.—The stock of this company is controlled by the Ill. Central. The present organization was formed by a consolidation after foreclosure of the Jackson and Miss. Central roads in 1877. Gross earnings 1877, \$1,015,595; net earnings, \$476,744. (V. 25, p. 212, 208, 432, 458, 532; V. 23, p. 277.)

Chicago St. Paul & Minneapolis.—This is the West Wisconsin RR. reorganized. The 1st mort. is a 2d on the lands; the 2d mort. a 2d on road, but no foreclosure can be had except on default on 1st mort. The lands mortgaged are about 500,000 acres. (V. 24, p. 543; V. 25, p. 41, 115; V. 26, p. 436; V. 27, p. 332.)

Cinc. Ham. & Dayton.—Net income in 1877-8 \$82,784 after payment of interest. Defaulted on C. H. & I. guarantee in 1877. Rep. of bondholders' conference, V. 23, p. 64. (V. 25, p. 186, 569, 591; V. 26, p. 117, 599, 624; V. 27, p. 356; V. 28, p. 68, 302.)

Cincinnati, Lafayette & Chicago.—Gross earnings in 1876-7, \$28,172 net, \$116,159. (V. 20, p. 568.)

Cincinnati & Muskingum Valley.—Is leased for 99 years from 1873 to Pittsb., Cin. & St. Louis for net earnings, but bonded interest is guaranteed. Net earnings, 1877, \$25,885—total loss to lessee, \$19,114. (V. 22, p. 519, 614.)

Cincinnati, Richmond & Chicago.—Leased to Cin., Ham. & Dayton, which owns most of the stock. Net profit to lessee, above interest, 1877-78, \$22,914. (V. 26, p. 624.)

Cincinnati, Richmond & Fort Wayne.—Leased to Grand Rapids for 99 years. Interest guaranteed by Gr. Rap., Cin. Ham. & Dayton, and by Pennsylvania Co. (V. 22, p. 532; V. 24, p. 563; V. 27, p. 112.)

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Table with columns: DESCRIPTION, Miles of Road, Date of Bonds, Size or par Value, Amount Outstanding, INTEREST OR DIVIDENDS (Rate per Cent, When Payable, Where Payable and by Whom), Bonds—Principal, When Due, Stocks—Last Dividend.

Cincinnati, Sandusky & Cleveland.—In the year ending June 30, 1874, gross earnings were \$14,323; expenses, \$524,917; net earnings, \$179,906. Six coupons on 2d mort. bonds funded, from June, 1877. The pref. stock has a lien by deposit of old bonds in trust. (V. 25, p. 390, 407, 430, 510, 531; V. 26, p. 116, 141; V. 27, p. 303, 382, 461; V. 28, p. 345.)

Cincinnati & Springfield.—Leased in perpetuity to Cleve. Col. C. & I., with guarantee of interest; on half of 1st mortgage bonds interest is guaranteed by Lake Sh. & M. S. (V. 23, p. 232.)

Cincinnati, Wabash & Michigan.—Some bonds held by L. Sh. & Mich. So'n. but no indorsement by that company. Went into trustees' hands Jan., 1878 (V. 26, p. 40, 166, 192, 267.)

Cleveland, Columbus, Cincinnati & Indianapolis.—Annual report in V. 28, p. 301. Net earnings 1878, \$707,860. again \$438,778 in 1877, and \$702,917 in 1876. (V. 26, p. 287; V. 28, p. 301.)

Cleveland & Mahoning Valley.—Is leased to Atlantic & Great Western. (V. 20, p. 85, 139; V. 23, p. 232, 403.)

Cleveland, Mount Vernon & Delaware.—Defaulted July, 1874, and coupons due then and one-half of coupons from Jan. 1, 1875, to and including July 1, 1877, were postponed to Jan. 1, 1885, and the remaining half to be paid, but this failed July, 1877, and negotiations are pending. Gross earnings 1878, \$382,698; expenses, \$317,727; net, \$64,971. Interest charge, \$16,945. (V. 22, p. 350; V. 24, p. 248.)

Cleveland & Pittsburgh.—Leased to Pennsylvania Railroad at 7 per cent on stock, besides expenses and interest, and transferred to Pennsylvania Co. Net earnings 1878, \$1,168,580, deficit to lessee, \$149,112; in 1877 a deficit of \$207,111. (V. 26, p. 67, 237; V. 28, p. 41, 30.)

Cleveland, Tuscarawas Valley & Wheeling.—This road was sold under a 2d mortgage, Jan. 27, 1875, and re-organized. Gross earnings, 1877, \$49,463; net, \$181,523. (V. 26, p. 289.)

Colebrookdale.—Leased to Philadelphia & Reading. No dividends paid on stock.

Colorado Central.—Built mainly by Union Pacific, which holds the bonds, \$5,270,593 in all. (V. 26, p. 626; V. 28, p. 269.)

Columbus & Hocking Valley.—Gross earnings, 1877, \$828,939; net, \$377,735, against \$386,334 in 1876. (V. 24, p. 395; V. 25, p. 90; V. 26, p. 390.)

Columbus, Chicago & Indiana Central.—On Jan. 22, 1869, it was leased (amended Feb. 1, 1870) by the Pittsburgh Cin. & St. Louis, guaranteed by Penn. Railroad. The amended lease guaranteed interest on \$15,821,000 of first and second bonds. Aug., '74, default was made on the \$5,000,000 seconds. April 1, 1875, defaulted on 1st mort. The guarantee of interest was absolute, but the Pennsylvania Railroad claims that the C. C. & I. C. Co. did not fulfill all its part. Bondholders claim that no such failure after bonds had been sold with the guaranty could prejudice their rights. The case was argued before Justice Harlan of U. S. Circuit Court, Aug., 1874. Interest on most of the old prior bonds has been taken up. (V. 26, p. 166, 389, 522, 574; V. 27, p. 1, 2, 199; V. 28, p. 43, 145, 172.)

Columbus & Toledo.—Gross earnings, '77, first year of operation, \$330,882; net, \$119,602. (V. 26, p. 39 J.)

Columbus & Xenia.—This road is leased to the Little Miami Co., and both roads for 99 years to Pittsburgh Cin. & St. Louis Co.; the lease is guaranteed by Pennsylvania Railroad, and the terms are 8 per cent on stock and interest on bonds.

Concord.—Net receipts in 1877-8, \$340,433. (V. 24, p. 541; V. 26, p. 521.)

Concord & Portsmouth.—Leased to Concord RR. at \$25,000 per year.

Connecticut & Passumpsic.—Annual report to June, 1878, showed net earnings for year \$22,590, against \$244,340 in 1876-7. The new mortgage of \$1,500,000 will retire previous issues. (V. 23, p. 301, 547; V. 25 p. 211, 431; V. 26, p. 367.)

Connecticut Central. Net earnings, 1876-7, \$12,330. (V. 22, p. 209.)

Connecticut River.—Net income 1877-8, \$305,686, against \$201,911 in 1876-7. (V. 23, p. 500; V. 26, p. 94; V. 27, p. 537.)

Connecticut Valley.—In default and lately in possession of State Treasurer as trustee for bondholders. Net earnings, 1876-7, \$59,619. (V. 25, p. 616; V. 26, p. 18, 40; V. 28, p. 41.)

Connecting.—Leased to Philadelphia & Trenton, and operated by Pennsylvania; terms, 6 per cent on \$1,278,330 stock, and interest on the bonds.

Cumberland & Pennsylvania.—Owned and operated by Consolidation Coal Co., which guarantees 2d mortgage. Stock \$1,500,000. (V. 23, p. 415.)

Cumberland Valley.—The stock is owned in large part by Pennsylvania Railroad Co. Net earnings, 1877, \$234,253. Large advances have been made to branch roads. (V. 24, p. 135; V. 25, p. 493.)

Dakota Southern.—The earnings of the road are reported at \$219,244 in 1878, and net earnings \$106,357. Second mortg. bond for \$600,000 were cancelled and pref. stock issued. S fund is 4 p. c. in 1879 and 5 per cent afterwards. (V. 25, p. 609; V. 26, p. 334; V. 28, p. 120.)

Danbury & Norwalk.—Gross earnings, 1876-77, \$165,215; expenses, \$114,963; net earnings, \$50,275. (V. 25, p. 141.)

Danville, Urbana, Bloomington & Pekin.—This is a part of the Indianapolis Bloomington & Western, now in default. See I. B. & W.

Davenport & Northwestern.—Organized June, 1876, after foreclosure. Gross earnings 1877-8, \$222,627; net, \$17,733. (V. 27, p. 566.)

Dayton & Michigan.—Leased in perpetuity to Cin. Ham. & Dayton, which pays interest on bonds, and guarantees dividends on stock, holding itself \$1,398,100 of the common. (V. 21, p. 62.)

Dayton & Western.—Leased to Little Miami, and with that to Pittsb. Cin. & St. L. About \$10,000 of old ext. mortg. bonds of 1881, are yet out, which will be retired shortly.



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Table with columns: DESCRIPTION, Miles of Road, Date of Bonds, Size, or Par Value, Amount Outstanding, Interest or Dividends (Rate per Cent, When Payable, Where Payable, and by Whom), Bonds—Principal, When Due, Stocks—Last Dividend.

Delaware.—Leased by Phila. Wilmington & Baltimore til 1897 for 6 per cent on stock and bonds, but if 30 per cent of gross earnings does not pay that, the balance is charged annually to Del. RR. In 1878, gross earnings were \$335,581, and deficiency charged was \$22,033; the total deficiency was \$259,155. (V. 26, p. 141; V. 28, p. 69.)

Delaware & Bound Brook.—Part of the new route between N. Y. and Phila. Gross earnings 1877, \$233,466; net, \$67,044. Floating debt, \$259,933. (V. 22, p. 209, 257; V. 26, p. 312.)

Delaware Lackawanna & Western.—Operations consist largely of coal mining and transportation. No annual report is made, except that required to the State authorities of Penn. For 1878 the income account is given thus: Net receipts, \$3,651,434; interest on bonds, \$411,965; Rentals, 3,198,752—3,610,725.

Net profit in 1878, \$40,705; Loss for year 1877, \$98,021. The mortgage authorized for \$10,000,000 is to take up prior bonds with \$2,920,000, and the balance for cash resources. The Morris & Essex Railroad is leased and some of its bonds guaranteed. (V. 21, p. 181, 605; V. 25, p. 457; V. 26, p. 191; V. 28, p. 144.)

Denver & Boulder Valley.—This road is leased to the Denver Pacific. Denver Pacific.—Land grant, 1,100,000 acres. In 1877-8 gross earnings were \$223,439; net earnings, \$87,545. Receiver appointed April, 1878. (V. 26, p. 342, 408, 414, 549; V. 27, p. 253, 274.)

Denver & Rio Grande.—Narrow-gauge road. Leased from December 1, 1878, for thirty years to Atch. Top. & Santa Fe, at 4 per cent of gross earnings first year and thence decreasing. (V. 26, p. 599; V. 27, p. 67, 227, 331, 382, 334, 514, 531, 603; V. 28, p. 120, 173.)

Des Moines & Fort Dodge.—This is part of the Des Moines Valley, reorganized after foreclosure. There are also \$1,200,000 income bonds. Coupons on Jan., 1877, were funded.

Detroit Lansing & North.—The old road was sold in foreclosure December 14, 1876, and new company organized by bondholders, who issued \$1,874,600 common stock and \$254,000 pref. stock. Gross earnings 1877, \$970,033; net earnings, \$372,197, against \$232,946 in 1877. Dividend of \$6 per share paid on preferred stock February, 1879. (V. 23, p. 599; V. 26, p. 283.)

Detroit Grand Haven & Milwaukee.—This company is the reorganization of the Detroit & Milwaukee, sold in foreclosure September, 1878. Net earnings Jan. 1 to Nov. 10, 1878, \$233,304. The Detroit & Pontiac and O. & O. interest is to be paid, and the bonds may be changed into new first mortgage. All other bonds changeable for new 2d mortgage. (V. 26, p. 117, 232, 242, 367, 391, 419, 574, 599; V. 27, p. 15, 40, 67, 172, 251, 356; V. 28, p. 123.)

Dubuque & Sioux City.—Leased to Illinois Central, in 1867, for 20 years, at 35 per cent of gross earnings first ten years, and 36 afterwards. In 1876 gross earnings were \$976,279; in 1877, \$921,412; in 1878, \$921,170.

Dubuque Southwestern.—Farley to Cedar Rapids, Ia. Gross earnings, 1877, \$105,312; expenses, \$97,215. (V. 26, p. 264, 450.)

Dunkirk Allegh. Valley & Pittsburg.—A consolidation, Dec. 1, 1872. Road leased and bonds mostly held by New York Central & Hudson, which pays interest as rental.

East Broad Top.—Mainly a coal road, carrying bituminous coal. On line of road are Rockhill Iron & Coal Company's furnaces (2), with a capacity of 20,000 tons pig iron annually.

East Pennsylvania.—Leased to Philadelphia & Reading. Dividends are 6 per cent per annum.

East Tennessee Virginia & Georgia.—Leases Memphis & Charleston Railroad for its own account and risk, paying over net earnings. Gross earnings year ending June 30, 1878 were \$1,022,651; expenses, \$612,641, and net earnings, \$409,608. (V. 25, p. 406; V. 27, p. 636.)

Eastern (Mass.).—Company embarrassed 1875. A general mortgage was made to fund the old issues of debt bearing 3 1/2 per cent till Sept., 1879, then 4

per cent till Sept., 1882, and 6 for balance of term. In 1877-78 net income was \$629,792. The Eastern in N. H., a separate corporation, is leased. (V. 24, p. 548; V. 27, p. 15, 251, 351, 382, 537, 626.)

Eel River.—This is the Detroit Eel River & Ill. reorganized. Net earnings 1878, \$67,842. (V. 28, p. 276.)

Elmira Jeff. & Canandaigua.—Originally leased to the New York & Erie Railroad Co. and operated by it until May 1, 1876, when the lease was transferred to the Northern Central Railway Co., by which it has since been operated.

Elmira & Williamsport.—Leased in 1863 to North. Cent. for 99 years. Rent amounts to \$165,000 per year. Bonds due 1880 to be extended at 6 per cent. (V. 28, p. 233.)

Erie & Pittsburg.—Leased in perpetuity to the Pennsylvania Railroad and transferred to Penn. Co.; the terms guarantee 7 p. c. per annum on stock and debt. Net earnings, 1876, \$190,892. (V. 20, p. 425.)

European & North American.—Defaulted in 1875. Sterling mort. on New Brunswick Division foreclosed August, 1878. (V. 25, p. 18, 142, 413; V. 27, p. 148, 251, 628.)

Evansville & Terre Haute.—This was the Evansville & Crawfordsville. Net earnings 1877-8, \$178,748. (V. 25, p. 456; V. 27, p. 534.)

Evansville, Terre Haute & Chicago.—Gross earnings, 1876-7, \$203,371; net, \$70,923. (V. 21, p. 136.)

Fitchburg.—Leases Vt. & Mass. Net income, 1877-8 above rental and interest, \$253,766. (V. 26, p. 94, 117, 391, 548; V. 27, p. 567; V. 28, p. 17.)

Flint & Pere Marquette.—Gross earnings in 1878, \$1,056,017; in 1877, \$997,965; and net earnings in 1877, \$416,679, against \$366,074 in 1876. The lands are in five tracts; sales in 1873, 9,921 acres, for \$135,305; total net sales to Jan. 1, 1878, 275,722 acres, for \$2,277,436; lands then unsold, 235,779 acres. Coupons on consol. bonds passed Nov., 1875, are part were funded. (V. 26, p. 417, 548; V. 28, p. 69, 146, 223.)

Florida Central.—From Jacksonville to Lake City. Bonds authorized, \$590,000. Gross earnings 1877-8, \$156,458.

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Flushing, North Shore & Central.—Now leased to L. I. RR. There are, in addition to above, \$125,000 N. Y. & Flushing RR. 7s; \$149,000 North Shore 7s; and \$93,000 Whitestone & Westchester 7s. Company embarrassed, since Sept., 1877. (V. 25, p. 334, 432; V. 26, p. 469; V. 27, p. 677.)

company offers sixes. (V. 24, p. 466, 468, 495; V. 25, p. 90; V. 26, p. 468.) Grand Rapids & Indiana.—Gross earnings 1877, \$1,097,137; net, \$348,745, against \$316,507 in 1876. Unsecured bonds are secured by the same mortgage as the guaranteed on the land grant.

Houston & Texas Central.—Gross earnings for ten months ending Feb., 1878, were \$2,350,412; net, \$937,797. Company owns 5,240,000 acres land against first and consol. mortgage, and other lands and lots against income bonds. (V. 25, p. 357; V. 26, p. 49, 296, 334.)

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Table with columns: DESCRIPTION, Miles of Road, Date of Bonds, Size or par Value, Amount Outstanding, INTEREST OR DIVIDENDS (Rate per Cent, When Pay'ble, Where Payable and by Whom), Bonds—Principal, When Due, Stocks—Last Dividend.

Indianapolis, Decatur & Springfield—This embraces the former Indiana & Illinois Central. The second mortgage is issued to holders of old I. & I. C. firsts, and till July, 1881, interest is payable out of net earnings only, if sufficient. Stock is \$500,000. Gross earnings, 1876-7, \$101,103; net, \$17,709. (V. 27, p. 251; V. 23, p. 277.)

Indianapolis & St. Louis.—Of the 1st mortgage bonds series "A" are J. & J.; series "B," M. & S.; series "C," M. & N. The stock, \$600,000, is owned by Pennsylvania Co. and Cl. Col. Cin. & Ind. Belongs to Penn. system, and leases the St. Louis A. & T. H. In 1876-7, net earnings were \$191,432. (V. 26, p. 95, 614, 654; V. 27, p. 41, 409, 454, 603.)

Indianapolis & Vincennes.—Is leased to Penn. Co., through stock ownership, and interest is guaranteed by Penn. Railroad. Deficit in 1877 was \$24,472. (V. 23, p. 18.)

International & Great Northern (Texas).—A consolidation of the International and the Houston & Great Northern. Coupons funded in 1873 and bonds issued for \$2,787,600. Receiver appointed Apr., 1878, and new plan of re-organization made, as per CHRONICLE, V. 27, p. 95, 331. Net earnings, 1877, \$466,248. Land grant about 5,000,000 acres. (V. 26, p. 342, 547; V. 27, p. 95, 331.)

Iowa Falls & Sioux City.—Leased to Illinois Central at 35 per cent. on earnings.

Jacksonville, Pensacola & Mobile.—This road is mortgaged for a like amount of Florida State bonds, and is held by the State. Litigation has been pending for a long time. (V. 22, p. 158; V. 23, p. 63, 256, 576; V. 24, p. 40, 204; V. 25, p. 212.)

Jefferson.—Leased to the Erie Railway Company, which pays interest on the bonds.

Jeffersonville, Madison & Indianapolis.—Leased Jan. 1, 1873, to Pennsylvania Company for interest

and sinking fund of bonds, and 7 per cent. a year on stock. Lease guaranteed by Penna. Railroad. In 1877, gross earnings were \$1,177,916; net earnings, \$499,033. (V. 26, p. 192.)

Joliet & Northern Indiana.—This 7 per cent bond, guaranteed by Michigan Central, issued in place of old 8 per cents. (V. 25, p. 592; V. 26, p. 40.)

Junction (Phil.).—Owned by connecting companies. Cost of road \$398,324; paid-up stock, \$185,000.

Kansas City, St. Joseph & Council Bluffs.—The above statement is made of the securities as issued since re-organization. In 1877 gross earnings were \$1,423,797, and net earnings \$434,264. (V. 25, p. 62; V. 26, p. 390.)

Kansas Pac.—In 1878 gross earnings were \$3,810,224, and net earnings \$1,459,461, against \$1,357,777 in 1877, \$1,280,467 in 1876 and \$1,572,880 in 1875. The land grant is in two tracts, 2,000,000 acres in the first, from the 1st to the 380th mile, and 3,000,000 acres in the second, from 350th mile westward, (Denver Extension.) See 1st page SUPPLEMENT of Sept., 1878. The company gave a quit claim deed, August 1, 1878, of all its lands, to S. J. Gilmore, subject only to the land mortgages. Foreclosure pending under first mortgage of 1869 (Denver extension). (V. 27, p. 16, 41, 95, 96, 121, 126, 200, 228, 251, 253, 274, 275, 280, 357, 383, 435, 539, 677; V. 28, p. 13, 69, 121, 199, 277.)

Kentucky Central.—This was formerly Covington & Lexington. The company purchased the Maysville & Lexington road. In June, 1878, it paid a dividend of 3 per cent on preferred stock of \$500,000 and 1 per cent on common stock of \$4,500,000. Gross earnings, 1877-8 \$648,312; net, \$246,691. (V. 24, p. 495; V. 26, p. 573.)

Keokuk & Des Moines.—The stock is \$1,524,600 8 p. c. pref. and \$2,600,000 common—a majority held by lessee. Leased to Chic. Rk. I. & Pacific for 45

years from Oct. 1, 1878, on basis of 25 per cent of gross earnings with a guarantee of interest on the bonds. (V. 26, p. 470, 523, 546; V. 27, p. 357, 628.)

Knox & Lincoln.—In 1877 net earnings were \$48,943. Interest is paid on bonds by cities and towns. Annual report for 1876, V. 22, p. 304.

Lafayette Bloomington & Miss.—Formerly leased to Tol. Wab. & W. (V. 23, p. 353; V. 24, p. 445, 468, 518; V. 27, p. 146.)

Lafayette Muncie & Bloomington.—In hands of receivers, and to be foreclosed. (V. 24, p. 468, 518; V. 27, p. 146; V. 28, p. 120, 302.)

Lake Shore & Michigan Southern.—The brief report for 1878, showed surplus income applicable to dividends of \$2,041,018. See V. 27, p. 645. The following shows a summary for the years named:

Summary table for Lake Shore & Michigan Southern with columns for 1875, 1876, 1877. Rows include Miles, Gross earnings, Operat'g exp'es, Net earnings, Stock, Total debt.

Lawrence.—Leased to Pittsb., F. Wayne & Chic. at 40 per cent on gross earnings. Lease transferred to Pennsylv'a Company. Net earnings, 1875, \$64,177. Sinking fund has \$14,000 bonds. (V. 20, p. 425.)

Leavenworth Atch. & N. W.—Operated by Missouri Pacific.

Leavenworth, Lawrence & Galveston.—Defaulted on interest July, 1873. Sold in foreclosure Aug. 9, 1878, for \$760,000. Kansas City & Santa Fe to be sold Feb. 4, 1879. (V. 26, p. 255, 420, 600; V. 27, p. 200; V. 28, p. 42.)

Lehigh & Lackawanna.—Operated by Central of New Jersey as a coal road.

Coupons are paid by Treasurer at Grand Central Depot, N. York, and register'd interest by Union Trust Company.

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Lehigh Val.—This company's earnings are chiefly from anthracite coal. The gross income from all sources, in 1877-8, was \$6,186,021; net \$3,729,091. The Co.'s report gives no general balance sheet, nor the cost or value of its miscellaneous investments. Of the E. & Amboy mort., \$5,000,000 have been issued to L. V. Company. A comparative statement for three years is as follows:

Table with 3 columns: Year (1875-6, 1876-7, 1877-8), Coal (tons) moved, Gross income, Operating expenses.

Table with 3 columns: Year (1875-6, 1876-7, 1877-8), Net income, Capital stock, Funded debt, Floating debt.

Little Miami.—This company leases the Columbus & Xenia, and both are leased to Pittsburg, Cincinnati & St. Louis, guaranteed by Penn. RR., lessees assuming interest payment on bonds and 8 per cent on stock. Net earnings, 1876, (L. M. & C. & X.) \$228,555. (V. 20, p. 427; V. 24, p. 420.)

Little Rock & Fort Smith.—Foreclosed Dec. 10, 1874. Re-organized and stock issued for old bonds. Land grant about 1,000,000 acres. Land notes outstanding, \$385,201. Net receipts, 1877, \$114,126. (V. 25, p. 63; V. 26, p. 549.)

Little Schuylkill.—Leased and operated by Philadelphia & Reading. Dividends, 7 per cent.

Logansport, Crawfordville & S. W. of Ind.—Decree of sale made. The total liabilities, September 1875, reported at \$4,097,000, of which \$322,000 were receiver's certificates. (V. 22, p. 63; V. 23, p. 428; V. 28, p. 120.)

Long Island.—Gross earnings, year ending Sept. 30, 1878, \$1,497,914; net earnings, \$477,835. This company leased the Flushing North Shore & Central, and the Southern of Long Island, and af-

terward went into Receiver's hands October, 1877. (V. 25, p. 334, 432, 510; V. 26, p. 290, 392; V. 28, p. 17, 224.)

Louisville, Cincinnati & Lexington.—Sold in foreclosure Oct. 1, '77, for \$731,000, to 2d mort. bondholders, subject to above liens. New co. organized with \$2,100,000 stock. (V. 25, p. 16, 335, 356, 433, 513; V. 27, p. 302; V. 23, p. 41.)

Louisville & Nashville.—In 1877-8 gross earnings were \$5,637,598, and net \$2,344,242; surplus above interest, \$634,391. Nashv. & Dec. is leased, and liabilities for the S. & N. Ala. are assumed. (V. 25, p. 41, 332, 356; V. 26, p. 142, 633; V. 27, p. 68, 334, 432, 536.)

Lykens Valley.—Leased to Summit Branch Railroad at \$62,500 per annum. (V. 25, p. 113.)

Macon & Augusta.—Leased and operated by the Georgia Railroad, which guarantees all the bonds except \$100,000 of first mortgage. Gross earnings, 1877-8, \$99,787; expenses, \$104,607. To be foreclosed. (V. 26, p. 468; V. 25, p. 252.)

Madison & Portage.—Controlled by Chic. Mil. & St. Paul. Gross earnings, 1876, \$31,896. (V. 23, p. 459.)

Mahoning Coal.—This coal road runs from Andover, O., to Youngstown, O., and is leased to the Lake Shore & M. S. for 25 years from May, 1873, at 40 per cent of gross earnings.

Manchester & Lawrence.—Formerly operated with the Concord RR. as one line. Net earnings 1877-8, \$100,458 against \$100,445 in 1876-7. (V. 25, p. 39; V. 27, p. 66.)

Maine Central.—The total earnings for the year 1873 were \$1,441,461; operating expenses, \$417,014; net earnings, \$599,956, against \$651,693 in 1877. (V. 24, p. 344; V. 25, p. 187; V. 26, p. 341.)

Mansfield & Framingham.—Leased to Boston, Clinton & Fitchburg, at 25 per cent of gross earnings. Consolidation made June, 1875. (V. 20, p. 615.)

Marietta & Cincinnati.—Capital stock is \$14,000,000. Gross earnings for 1876 (latest published) were \$1,637,052; net earnings, \$345,181. Default was made in 1877 and a receiver was appointed in suit to foreclose the 4th mortgage, which is nearly all held by Balt. & O. R.R. Co. Coupons of Feb. 1878, and since, due on 1st mortgage; coupons Nov., 1877, &c., on 2d mortgage; coupons July, 1877, &c., on 3d mortgage. (V. 25, p. 308, 335, 549; V. 26, p. 216, 342, 496.)

Marquette, Houghton & Ontonagon.—Interest was in default and new bonds were issued, as above, in place of old. The stock is \$2,066,000 common, and \$2,259,026 preferred. Gross earnings, 1-78, \$563,452; net, \$299,181. Lands amount to 275,000 acres, chiefly timber and mineral. (V. 28, p. 222.)

Memphis & Charleston.—This road was leased in June, 1877, to the E. Tenn. Va. & Ga. RR. Co. for net earnings. See full account in V. 26, p. 115. Of the new coal. mortg. \$1,400,000 is secured by old Tenn. State lien for \$1,735,900, assigned to a trustee, and enough is reserved to take up 1st and 2d mortgages. Net earnings year ending June 30, 1878, \$307,000. (V. 26, p. 115; V. 28, p. 241.)

Memphis & Little Rock.—Sold April 28, 1877, and reorganized. Gross earnings, 1877, \$492,107; expenses, reconstruction, &c., \$477,637. The land grant is about 1,000,000 acres. The general mortgage pays 8 per cent after 1882.

Metropolitan (N. Y. City).—This is the elevated road formerly known as the "Gilbert." Earnings, June 5, '88, to Jan. 1, 1879, \$C34,753; net, \$349,019. (V. 27, p. 143, 627; V. 28, p. 42, 112, 253.)

Michigan Central.—The fiscal year will hereafter end with Dec. 31. For six months, July-Dec., 1878, gross earnings were \$3,780,000 on main line and branches; net income over interest, &c., \$839,446. The Jack. L. & Sag. debt is assumed by Mich. Cent., which also pays \$70,000 per year on the stock, one-

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third of which it owns; the proceeds of J. L. & S. lands go to pay bonds. (V. 26, p. 519.) Interest was passed on the Detroit & Bay City bonds, not guaranteed, Nov., 1875. D. & B. C. net earnings in 1877 were \$91,241. (V. 25, p. 11, 332; V. 26, p. 417, 574, 653; V. 27, p. 645.)

mortgage, Sept. 6, 1876, for \$3,000,000. Default was made on Carondelet Branch bonds, Oct. 1, 1877, and compromise bonds at 50 per cent were offered Jan., 1878. (V. 26, p. 41; V. 27, p. 68; V. 23, p. 18.)

\$1,871,808; expenses, \$1,070,270; net earnings, \$801,538. The following payments were made in addition to the operating expenses: Interest on bonded debt for the year... \$152,400

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New Haven & Northampton.—Gross earnings, 1877-8, \$518,194; operating expenses, \$322,873. (V. 26, p. 17; V. 28, p. 40.)
New Jersey Midland.—Defaulted after the panic of 1873 and the bondholders funded coupons, but default was again made and receiver appointed. (V. 26, p. 142; V. 27, p. 652.)
New Jersey & New York.—Consolidation of the Hackensack & N. Y. and Hackensack Extension. The old bonds are about \$300,000. Hackensack branch sold May, 1878. (V. 24, p. 136, 158, 249, 299, 321; V. 25, p. 255.)
New Jersey Southern.—To be sold Feb. 28, and operated by Central of New Jersey. There were also issued \$20,000 bonds on Toms River branch, and \$1,030,000 2d mort., and \$5,300,000 consol. mort. (V. 28, p. 146, 173.)
New London Northern.—Operated under lease till 1891 by Vermont Central for \$150,000 a year. Net earnings of road in 1877-8, \$170,431. (V. 27, p. 537.)
New Orleans, Mobile & Texas.—The Western Division was sold Nov. 18, 1874, and the East. Div. is operated by the mort. trustees. Int. in default since 1872. Gross earnings, 1877, \$30,010; net, \$390,675; and less extraordinary expenses, \$158,450. (V. 26, p. 341, 392, 575.)
N. Y. City & Northern.—A re-organization of N. Y. & Boston. (V. 27, p. 172.)
New York & Canada.—The bonds are guaranteed by the Delaware & Hudson Canal Co. (V. 25, p. 615; V. 27, p. 642.)
New York Central & Hudson River.—The mortgage loan for \$40,000,000 was to retire prior debt, and the balance for third and fourth track, &c. The Harlem RR was leased April, 1873. The following is a comparison of earnings, &c., for five years:
Gross Receipts. Net Receipts. Funded Debt. Cost of r'd & equip't.
1877-8. \$23,910,555 \$12,774,578 \$40,433,233 \$99,891,035
1876-7. 26,574,085 11,632,924 40,335,445 99,142,408
1875-6. 28,046,588 11,922,417 40,401,363 97,822,811
1874-5. 19,027,218 11,765,111 40,003,667 96,355,774
1873-4. 31,640,866 13,262,089 34,484,741 92,506,503
(V. 26, p. 315, 575; V. 27, p. 357, (52, 677.)

N. Y. City Elevated.—Bonds are payable after 1897 at 105. A first mortgage of 1872 was cancelled. New bonds and stock offered in March to amount of \$3,000,000. General statement V. 27, p. 281. (V. 26, p. 653; V. 27, p. 281, 400, 432; V. 28, p. 302.)
New York & Harlem.—Leased to N. Y. Central at 8 percent per annum (payable J. & J.) on stock, and interest on bonds. The Fourth avenue horse railroad and real estate was retained, and extra dividends are made from profits of this line. (V. 28, p. 18.)
N. Y. Lake Erie & West (Erie).—Foreclosure of the Erie Railway took place April 24, 1878, under the second consolidated mortgage. The stocks and bonds above are not all issued yet, but are given as under the re-organization when perfected. The 1st consol. mortgage is ex coupon upon Sept. 1879. The funded coupon bonds are secured by lien of consol. mortg. On the 2d consol. first coupon is payable June, 1889. The 2d funded coupon are 5 p.c. till June, 1883, and after that 6. On the 2d and 3d funded coupon no foreclosure can take place till six coupons are in default. In fiscal year ending Sept. 30, 1878, net income applicable to interest was \$3,507,345. The interest charges each fiscal year will be: 1878-9, \$2,053,084; 1879-80, \$3,287,878; 1880-81, \$4,229,678, and about this sum afterward. The following comparison is for the fiscal years ending Sept. 30:
Gross Earnings. Net Income. Interest. Rentals, &c.
1877-8. \$15,644,940 \$5,718,927 \$5,093,496
1876-7. 14,708,889 4,636,717 5,937,801
1875-6. 15,852,461 4,398,563 5,598,194
1874-5. 16,876,858 4,698,615 6,351,781
(V. 26, p. 95, 117, 192, 265, 290, 315, 342, 377, 411, 414, 444, 464, 495, 575, 600, 625; V. 27, p. 40, 173, 200, 281, 303, 358, 383, 409, 514, 539, 623, 649, 678; V. 28, p. 17, 67, 32.)
N. Y. & N. England.—Formerly Bost. Hartf. & E. Conveyed to the new company in July, 1875. Net earnings, 1877-8, \$155,704. (V. 26, p. 67, 445; V. 27, p. 304, 358, 409, 649.)
New York New Haven & Hartford.—Net income

over interest and all charges, 1877-8, \$1,554,469. (V. 25, p. 640; V. 26, p. 290; V. 27, p. 537; V. 28, p. 40.)
New York & Oswego Midland.—Foreclosure sale pending. Receiver's certificates have been issued to amount of \$135,255. Settlement is in progress, and a plan has been agreed to as reported in V. 28, p. 42. (V. 26, p. 290; V. 27, p. 383, 436, 462, 487, 539, 602, 652; V. 28, p. 18, 42, 277, 302.)
New York, Providence & Boston.—Annual report for fiscal year ending Sept. 1, 1878, showed net earnings \$393,115, against \$358,907 in 1876-7. (V. 25, p. 591; V. 27, p. 383, 626.)
North Carolina.—Leased September, 1871, to Richmond & Danville Railroad at \$260,000 per annum. Dividends of 6 p.c. are paid on stock, of which the State of No. Car. holds \$3,000,000. (V. 27, p. 406, 650.)
Northeastern, S. C.—Gross earnings in 1877-8, \$361,344; net, \$162,500. (V. 25, p. 617; V. 27, p. 650.)
North Pennsylvania.—Gross receipts in year 1876-7, \$1,482,775; net, \$562,046. (V. 22, p. 134; V. 24, p. 62.)
Northern Central.—The annual report for 1878 shows gross earnings, \$3,734,456; expenses, \$2,044,497; net, \$1,689,959. The total net income in 1878 was \$1,510,484, of which \$1,485,585 was paid for interest and rentals, leaving a balance of \$24,897. Under the general mortgage of 1876, \$1,000,000 more may be issued, as series "C." (V. 23, p. 314; V. 28, p. 220.)
Northern, N. Hampshire.—Net income fiscal year 1877-8 was \$117,134. (V. 24, p. 541; V. 26, p. 546.)
Northern of N. Jersey.—Operated by Erie at 35 per cent of gross earnings. Gross earnings in 1877 were \$233,438; in 1878 about \$180,000. Bonds due in 1878 were paid or extended at 6 per cent interest. (V. 26, p. 600.)
Northern Pacific.—Sold in foreclosure Aug. 12, 1878, and pref. stock issued to bondholders till June 30, 1879, at the rate of \$1.40 for each \$1,000 bond. This stock is exchangeable for land at its par value. Common stock issued is \$13,555,560. (V. 26, p. 18, 445, 549; V. 27, p. 173, 200, 332, 355, 514, 628, 653; V. 28, p. 87, 116, 201.)

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Norwich & Worcester.—Leased February, 1869, to Boston, Hartford & Erie for 100 years at 10 per cent per annum on cost. Dividends paid of 10 per cent per annum. Gross earnings in 1877-8, \$668,853; net income, \$276,557. (V. 27, p. 537; V. 28, p. 200.)
Ogdensburg & Lake Champlain.—Leased in March, 1870, to Vermont Central, but lease failed and property reverted to owners April, 1877. Gross earnings, 1877-8, \$593,252; net earnings, \$253,176. (V. 25, p. 39, 237, 433; V. 27, p. 14, 203, 333; V. 28, p. 277.)
Ohio & Mississippi.—There are also \$97,000 of old 1st mortgage 7s. W. Div., yet out. The company purchased the Springfield Road, March, 1875, for \$2,000,000 in bonds secured on that road. Nov. 17, 1876, receivers were appointed. Report in V. 28, p. 275, showing net earnings of \$891,467 in 1878, against \$578,123 in 1877. Interest on 1st mortgage is paid some months after it comes due. (V. 26, p. 135, 142, 214, 265, 368, 392, 496, 523, 25; V. 27, p. 42, 143, 173, 281, 304, 384, 437, 462, 487, 514, 539, 628; V. 28, p. 120, 143, 200, 253, 275.)
Old Colony.—Net income over operating expenses and interest, \$406,428 in 1877-8, against \$407,435 in 1876-7. Leased the Boston Clinton & Fitchb. Dec., 1873. (V. 25, p. 482; V. 27, p. 537.)
Omaha & Northwest.—Road was sold in foreclosure Oct. 24, 1873. (V. 27, p. 42, 493, 514; V. 28, p. 18.)
Oregon & California.—After default in 1873 compromise made with bondholders. Gross earnings 1877, \$785,373; net, \$392,546. In 1877 about 3.67 per cent was paid on bonds. (V. 26, p. 325; V. 27, p. 358, 437.)
Oswego & Rome.—Operated by the Rome, Watertown & Ogdensburg at 8 per cent on \$300,000 stock, and interest on first mortgage bonds.
Oswego & Syracuse.—Leased to Del. Lack. & West. or interest on bonds and 9 per cent on stock.
Paducah & Elizabethtown.—This road organized after sale of Louisville Paducah & S. W.; has bonds outstanding as above. Net earnings 1877-8, \$58,067. (V. 26, p. 573.)

Panama.—Last statement, V. 26, p. 341. (V. 26, p. 217, 341, 625, 653.)
Paris & Danville.—Of these bonds, \$457,000 were given for coal mines at Danville, which are covered (1,230 acres) by the mortgage. Was sold in foreclosure Oct. 23, 1878. (V. 26, p. 592; V. 27, p. 358, 437, 629, 653; V. 23, p. 97, 121.)
Paris & Decatur.—Consolidation. Now Illinois Midland. (V. 19, p. 351; V. 21, p. 613.)
Pekin Lincoln & Decatur.—Leased to Toledo, Wabash & Western. Sold in foreclosure June 10, 1876, and reorganized. In 1876-7 net earnings were \$54,142. (V. 23, p. 100; V. 26, p. 290.)
Pennsylvania.—The report for 1878 is given in V. 23, p. 249, and shows surplus net income of \$2,943,659 after paying all charges and 2 per cent dividend. The total cost of stocks and bonds of other companies owned by Penn. Railroad was \$66,670,510. A scheme to buy up the company's guaranteed securities with \$100,000 per month from earnings, and issue a 4 per cent scrip to stockholders for the cash so used, was adopted by stockholders on March 26, 1873, but not carried out till November, 1873, when it was started at \$50,000 per month. The following is a statement for three years on all lines east of Pittsburgh:
Gross Earnings. Net Earnings.
1878 ..... \$31,636,734 ..... \$11,483,550
1877 ..... 31,117,146 ..... 10,154,417
1876 ..... 36,891,060 ..... 12,834,385
(V. 26, p. 18, 95, 166, 217, 238, 265, 277, 315, 420, 549; V. 27, p. 42, 97, 200, 304, 332, 384, 437, 487, 514, 557, 678; V. 28, p. 97, 224, 249.)
Pennsylvania Company.—The Pennsylvania Company is a corporation distinct from the Penn. Railroad, and operates all the leased lines west of Pittsburgh. The stock is owned by the Penn. Railroad. In 1877 the net income over rentals, interest, &c., was \$485,035, and advanced to railroads charged off \$354,225. The registered bonds are secured by deposit of \$1,000,000 of Pitts., Fort Wayne & Chicago special stock. (V. 23, p. 261.)

Pennsylvania & Delaware.—The lease of this road to the Pennsylvania Railroad was ratified in 1874. Previously operated under temporary lease.
Pennsylvania & New York.—Operated in close connection with the Lehigh Valley. Net earnings 1875-6, \$693,109. Dividend of 10 per cent paid on preferred stock of \$3,500,000; common stock is \$1,061,700. (V. 24, p. 110.)
Peoria & Bureau Valley.—Leased perpetually to Chicago, Rock Island & Pacific at \$125,000 per year.
Peoria Pekin & Jacksonville.—In year ending June 30, 1877, there was a deficit in earnings of \$2,518. Receiver appointed April, 1878.
Perkiomen.—Leased to Philadelphia & Reading. Int. on consol. mortg., paid one-half in scrip of P. & R. Company.
Petersburg.—Receiver appointed, May, 1877. (V. 26, p. 41, 523, 653.)
Philadelphia & Baltimore Central.—Operated for some time past in Pennsylvania by trustees of first mortgage bondholders. Phil., Wil. & Balt. largely interested. (V. 23, p. 526.)
Philadelphia & Erie.—Leased February, 1862, for 999 years to Penn. Railroad, but without any guarantee of bonds. Gross earnings, 1878, \$2,921,060; net earnings, \$876,111. Net deficit after paying interest, &c., \$453,056. (V. 26, p. 166, 241; V. 28, p. 252.)
Philadelphia & Reading.—The report for 1877-8, is given at length in V. 28, p. 68. The trustees of the general mortgage hold the mortgage of the Coal & Iron Company. In March, 1877, propositions were made and accepted, by which holders of general mortgage bonds and Perkiomen guaranteed bonds receive one-half their coupons, for three years, in five-year 6 per cent scrip; and holders of convertible and debenture bonds take 6 per cent scrip in payment of their coupons for five years. The scrip is convertible

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into income mortgage bonds. (See V. 24, p. 299) A comparison of statistics for three years is as follows:

Table with 3 columns: 1875-6, 1876-7, 1877-78. Rows: Gross earnings, Op. expenses, Net earnings.

Philadelphia & Trenton.—Leased to Pennsylvania Railroad with United New Jersey companies at 10 per cent on stock.

Philadelphia, Germantown & Norristown.—Leased for 99 years to Philadelphia & Reading at 12 per cent. on stock.

Philadelphia, Wilmington & Baltimore.—Net earnings, year ending Oct. 31, 1878, \$1,035,103, leaving a surplus income of \$38,112 above payment of all charges and 8 per cent dividends. (V. 26, p. 191; V. 28, p. 67.)

Pittsburg & Connellsville.—On Jan. 1, 1876, a transfer was made by City of Baltimore to Baltimore & Ohio Railroad for \$1,000,000, and the consolidated mortgage made for \$2,200,000, and guaranteed by B. & O. Gross earnings 1876-7, \$1,388,434; net \$406,418. (V. 24, p. 135.)

Pittsburg, Cincinnati & St. Louis.—This company leases several roads and is itself controlled by the Pennsylvania Co., which holds a majority of the capital stock. Common stock, \$2,500,000; 1st pref., \$2,928,600; 2d pref., \$3,000,000. Gross earnings in 1877 of road proper \$3,097,962; net, \$1,075,049; surplus over interest, &c., \$302,141. Loss on leased lines, &c., \$433,926. (V. 25, p. 619; V. 26, p. 201, 415, 496, 523; V. 27, p. 97, 200, 304, 409, 567, 629, 653.)

Pittsburg, Fort Wayne & Chicago.—This road

was leased July, 1863, for 999 years, to Pennsylvania Railroad, at a rental equivalent to interest, sinking fund of debt, and 7 per cent on \$19,714,286 stock, which was increased at that time from \$11,500,000. The lease was transferred subsequently to the Pennsylvania Company. The lessees to keep the road in repair, and also pay taxes, expenses, etc. Pittsburg, Fort Wayne & Chicago leases the Newcastle & Beaver Valley and the Lawrence roads; which in turn are leased again by Pennsylvania Company. New stock of \$5,619,327, issued to Penn. Railroad for improvements, &c., is under article 16 of lease. Net earnings, 1877, \$2,956,146; profit to lessee, \$154,022. Sinking fund for bonds amounts to \$2,157,755. (V. 22, p. 588; V. 24, p. 516; V. 26, p. 523.)

Pittsburg & Lake Erie.—The capital is \$2,000,000. The Lake Shore & Michigan Southern Co. subscribed for \$200,000 of it. (V. 23, p. 113, 147.)

Pittsburg Titusville & Buffalo.—This was the Oil Creek & Allegheny River road. Sold in foreclosure and re-organized Dec. 29, 1875. Defaulted August, 1878, on consol. bonds. Net earnings 1878, \$184,562. (V. 27, p. 137; V. 28, p. 18, 277.)

Pittsburg Virginia & Charleston.—Of these bonds the Pennsylvania Railroad owns \$500,000. Net earnings, 1877, \$34,640; 1873, \$50,238. (V. 28, p. 113.)

Portland & Ogdensburg.—The two divisions were consolidated March, 1875, as one company. In March, 1876, Company passed the interest on its bonds, and funding proposals were offered. Receiver appointed October, 1877, and foreclosure suit is pending. Report of committee and plan of re-organization, V. 26, p. 575. (V. 26, p. 41, 81, 94, 575; V. 27, p. 540; V. 23, p. 144, 200.)

Portland & Rochester.—Interest in default, and receiver appointed in January, 1877. The report for 13 mos. to Sept. 30, 1878, shows gross earnings, \$143,151; expenses, \$118,816. (V. 25, p. 333; V. 28, p. 41.)

Portland, Saco & Portsmouth.—Leased March 18, 1871, to Eastern Mass. Railroad for 99 years at 10 per cent per annum; modified Dec., 1875, to 6 per cent for two years. (V. 24, p. 445, 542.)

Port Royal.—The Georgia Railroad guarantees \$500,000 of these bonds; sale in foreclosure was made June 6, 1878, to Union Trust Co. for \$500,000. (V. 25, p. 90; V. 26, p. 95, 496, 654.)

Portsmouth, Great Falls & Conway.—Opened in 1872, and leased to Eastern Railroad, Massachusetts. New 4 1/2 per cent bonds for \$1,000,000 authorized, and new contract of lease. (V. 27, p. 15, 47, 115, 228.)

Providence & Worcester.—Net earnings year ending September 30, 1878, \$279,535; notes payable, \$68,241. Mortgage bonds for \$2,000,000 authorized. (V. 25, p. 476; V. 26, p. 94; V. 27, p. 537.)

Raleigh & Gaston.—Net earnings 1877-8, \$107,185, against \$85,749 in 1876-7. (V. 27, p. 94.)

Reading & Columbia.—This road is operated and controlled by the Philadelphia & Reading Railroad. Floating debt, \$1,093,494.

Reading & Lehigh.—This was the Berks County road; sold out, and leased to Philadelphia & Reading, March, 1875, for 99 years. Foreclosure suit begun in Feb., 1878. (V. 26, p. 266.)

Rensselaer & Saratoga.—Leased May 1, 1871, to Delaware & Hudson Canal Company, which pays interest on bonds and 8 per cent on stock. (V. 25, p. 615; V. 27, p. 602.)

Richmond & Danville.—Gross earnings 1877-8, \$942,285; net, \$310,947. This company leases the North Carolina Railroad and the Piedmont Railroad, and controls the Char. Col. & Aug. (V. 26, p. 115; V. 27, p. 409, 650.)

Richmond, Fredericksburg & Potomac.—Gross earnings 1877-78, \$314,272; net earnings, \$154,098. (V. 27, p. 68, 85, 566.)

Richmond & Petersburg.—Gross earnings year ending Sept. 30, 1877, \$137,116; net, \$47,271. (V. 22, p. 15; V. 24, p. 62.)



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Rochester & State Line.—Bonds sold in N. Y., July, 1878. Road runs from Rochester, N. Y., to Salamanca, and Rochester City furnished \$400,000 towards its construction.
Rome, Watertown & Ogdensburg.—The last report shows gross earnings in 1877-8 of \$1,213,186; net, \$350,747, against \$343,366 in 1877. Default was made on coupon consol. bonds April, 1878.

St. Louis, Kansas City & Northern.—Half the stock is pref., 10 per cent yearly, but not cumulative. Gross earnings in 1873, \$3,321,495; net, \$1,347,500, against \$1,250,777 in 1877. Bonds on St. Charles Bridge pay 7 per cent for 3 years and 8 per cent for 27 years.
St. Louis & San Francisco.—This is the re-organization of the Atlantic & Pacific, sold in foreclosure Sept. 8, 1876. The stock authorized is—\$4,500,000 of 1st preferred; \$10,000,000 of pref.; \$10,500,000 of common, most of which has been issued.

Interest in default except on first and second mortgages on Branch Line. Suits of foreclosure are in progress. An important negotiation for taking up the bonds was consummated in 1878.
St. Paul & Pacific.—The road is in hands of Receiver of U. S. Court, and the bonds are all held in Holland. The mortgage is being foreclosed.
Saginaw Valley & St. Louis.—Has a traffic guarantee by Michigan Central. Net earnings, 1877, \$57,518.

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Shenango & Alleghany.—Leased to Atlantic & Great Western, and "rental trust bonds" issued. Gross earnings 1875, \$201,039; net, \$114,699. Shore Line.—Leased to New York & New Haven at \$100,000 per year. Gross earnings, 1876-7, \$342,374, net \$49,899; gross earnings, 1877-8, \$317,978; net profit to lessee, \$1,530. (V. 24, p. 63; V. 28, p. 40.)

series A, B, C and D, of which "A" includes \$15-0-0-0, part in \$5-0 bonds, all the others are \$1,000 each. A sinking fund of \$10,000 per annum begins in 1882, and proceeds of land sales also go to pay bonds. The land grant is 12,839 acres per mile. The stock paid in is \$36,793.90. In 1876-7 the gross earnings were \$553,005 gold, and net earnings, \$1,824,830 gold. (V. 26, p. 209, 316; V. 27, p. 321, 409)

Troy & Boston.—With leased roads forms a line from Troy, N.Y., to North Adams, Mass. In 1877-78, gross earnings were \$560,343; net, \$274,747. There are \$119,000 of old 1st and 2d mortgage bonds yet outstanding. (V. 23, p. 119.) Troy Union.—A short road in Troy city. Bonds issued by city and guaranteed by several roads. Union Pacific.—Gross earnings in 1878 (including Omaha Bridge) were \$3,121,272, against \$12,473,233 in 1877, and \$12,881,853 in 1876; net earnings, \$7,744,686, against \$7,124,782 in 1877, and \$7,618,617 in 1876. In 1878 the funding bill, was passed in Congress; an important contract was made with Kansas Pacific; the July dividend was passed. Land sales during 1878, 318,901 acres, for \$1,557,082. Land contracts outstanding and cash, January 1, 1879, \$4,184,214. (V. 26, p. 241, 265, 368, 471, 548, 592, 626, 654; V. 27, p. 42, 96, 97, 122, 149, 193, 229, 253, 274, 381, 480, 629; V. 28, p. 44, 70, 121, 147, 200, 252.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

Table with columns: DESCRIPTION, Miles of Road, Date of Bonds, Size, or Par Value, Amount Outstanding, INTEREST OR DIVIDENDS (Rate per Cent., When Payable, Where Payable, and by Whom), Bonds—Principal When Due, Stocks—Last Dividend.

Utica Chenango & Susquehanna Valley.—Road is leased to Del. Lack. & West. Railroad at 6 per cent per annum on stock.

Valley (Va.).—This road was built chiefly by subscription of Balt. & Ohio RR., Baltimore city, and Virginia counties. Operation of the road by Baltimore & Ohio was discontinued, and temporary lease made to Shenandoah Valley Railroad.

Vermont & Canada.—Under lease to Vermont Central.

Vermont Central.—In 1872 the Company went to default on interest, and has since been in numerous complications. A new corporation under the name of Central Vermont was formed, with \$2,000,000 paid-up capital, and assumed obligations of the old Vermont Central.

Vermont & Massachusetts.—This road is leased to the Fitchburg RR. Co. for 999 years, from Jan. 1, 1874, for interest on the debt and 5 per cent on stock till 1880, and 6 per cent for the remainder of the lease, exclusive of all taxes.

Vicksburg & Meridian.—Net earnings 1877-8, \$123,364. The only coupons paid since April, 1876, were those maturing Jan., 1878, and the special loan coupons of Jan., 1877.

Wabash.—This is the Toledo Wabash & Western re-organized after the sale, June 10, 1876, under consolidated gold mortgage of 1873. New litigation commenced in May, 1878. There is a debt of \$550,000 due the Equipment Company, payable \$50,000 per year.

earnings, and net earnings of \$1,060,398. (V. 26, p. 215, 445, 471, 496, 524, 549, 592, 626; V. 27, p. 17, 68, 437, 515, 540, 563; V. 28, p. 2, 0, 224.)

Warren (N. J.).—Leased to Delaware, Lackawanna & Western at 7 per cent on stock and bonds. Net earnings in 1875, \$241,056.

Washington City, Virginia Midland & Great Southern.—Gross earnings year ending Sept. 30, 1878, \$1,213,017; expenses, \$803,000; net earnings, \$415,117. The company has been assisted by Balt. & O. The president, Mr. John S. Barbour, was appointed receiver in July, 1876.

Westchester & Philadelphia.—Gross earnings, 1876-77, \$332,274; net, \$112,964. (V. 22, p. 304; V. 24, p. 62; V. 26, p. 116.)

West Jersey.—Gross earnings, 1878, \$503,233; expenses, \$305,326; net, \$197,466. Net profit above interest and rentals, \$6,241. (V. 24, p. 249; V. 26, p. 263.)

Western & Atlantic.—This road is owned by State of Georgia, and leased at \$300,000 per annum. Lessees have issued the income bonds. (V. 22, p. 136.)

Western Alabama.—Sold in foreclosure, April 19, 1875, and bought by Central Ga. and Georgia Railroads, for whose account it is operated. (V. 20, p. 398, 405, 445; V. 25, p. 456.)

Western Maryland.—This company was largely assisted by the city of Baltimore, which has also bought its overdue coupons. Proposition to bondholders, V. 23, p. 121. Annual report for last fiscal

year, to September 30, 1878, showed gross receipts, \$347,201; expenses, \$217,235; net receipts, \$129,926. (V. 26, p. 84, 471; V. 27, p. 406, 673; V. 28, p. 97, 121, 141.)

Western Pennsylvania.—The Pennsylvania RR., lessee, owns \$972,650 stock out of the total amount of \$1,022,450, \$148,000 of branch bonds, and all of \$1,200,000 general mortgage bonds; net earnings 1876, \$225,498. (V. 23, p. 206.)

Williamston & Tarboro.—Road in progress. No recent financial information.

Wilmington Columbia & Augusta.—In 1875-6 earnings were \$116,633 net. There are certificates of indebtedness for \$335,000. (V. 22, p. 15; V. 26, p. 263, 333; V. 27, p. 68, 432.)

Wilmington & Weldon.—Formerly leased to Wilmington, Columbia & Augusta road, but in Dec., 1877, default was made by lessee and property reverted. In 1877-8 gross receipts were \$437,815; net, \$175,645. (V. 26, p. 68, 420, 496; V. 28, p. 44, 144.)

Wisconsin Central.—Defaulted July, 1875, and funded 9 coupons. Afterwards built a considerable length of road. In year ending Sept. 30, 1876, gross earnings were \$709,935; expenses, \$412,201; net earnings, \$297,733. Paid rent of Mil. & Northern RR., leased, \$157,404. Land grant is over 800,000 acres. The Philips & Colby Construction Company operating this road became embarrassed in Dec. 1877. Foreclosure suit begun September, 1878. Trustees took possession Jan., 1879. (V. 26, p. 18; V. 27, p. 358, 375, 480; V. 28, p. 18, 70.)

Worcester & Nashua.—Guarantees the stock and bonds of Nashua & Rochester, leased. For year ending September 30, 1878, net income was \$93,060. (V. 25, p. 430; V. 27, p. 557.)

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DESCRIPTION.	Miles of Canal.	Date of Bonds.	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS.			Bonds—Principal, When Due. Stocks—Last Dividend.
					Rate per Cent.	When Payable	Where Payable, and by Whom.	
For explanation of column headings, &c., see notes at the head of first page of tables.								
<i>Chesapeake &amp; Delaware</i> —Stock.....	14	.....	\$50	\$2,078,038	3	J. & D.	Philadelphia, Office.	June, 1873
1st mortgage (originally \$2,800,000).....	14	1856	Various	1,993,750	6	J. & J.	do do	July, 1886
<i>Chesapeake &amp; Ohio</i> —Stock.....	.....	.....	25	8,229,594	.....	.....	.....	.....
Maryland loan, sinking fund.....	.....	.....	.....	2,000,000	6	Q-J.	Balt., A. Brown & Sons	1870
Guaranteed sterling loan.....	.....	.....	.....	4,375,000	5	Q-J.	London.	1890
Bonds having next preference.....	.....	.....	.....	1,699,500	6	J. & J.	Balt., A. Brown & Sons.	1885
<i>Delaware Division</i> —Stock, (Conv. into L.C.&N. stock.)	60	.....	50	1,633,350	2s.	F. & A.	Philadelphia, Office.	Feb. 4, 1879
1st mortgage (extended 20 years in 1878).....	60	1853	1,000	800,000	6	J. & J.	do do	July 1, 1893
<i>Delaware &amp; Hudson</i> —Stock.....	148	.....	100	20,000,000	4	F. & A.	N. Y., Bk. of Commerce.	Aug. 1, 1876
1st mortgage extended.....	.....	.....	.....	1,482,000	7	M. & N.	do do	Nov. 1, 1891
1st mortgage, registered.....	148	1869	1,000	3,500,000	7	J. & J.	do do	1884
do do.....	148	1871	1,000	6,434,000	7	J. & J.	do do	1891
Debenture loan of 1894, coup and reg.....	.....	1874	1,000	4,750,000	7	A. & O.	N. Y., office 71 B'way.	1894
1st M., coup. & reg., on Penn. Div. (\$10,000,000)	.....	1877	1000&c.	5,000,000	7	M. & S.	do do	Sept. 1, 1917
<i>Lehigh Coal &amp; Navigation</i> —Stock.....	153	.....	50	11,193,550	1½	Q-M.	Philadelphia, Office.	Sept. 2, 1876
Loan, conv., coup., gold (assumed L. & W. Coal Co)	.....	.....	1,000	771,000	6 g.	M. & S.	do do	1894
1st mortgage, registered.....	.....	.....	1,000	5,381,963	6	Q-J.	do do	1884
1st mortgage, registered, railroad.....	.....	.....	1,000	2,000,000	6	Q-F.	do do	1897
Mort. loan, g. (\$2,310,000 assumed C. R.R. of N. J.)	.....	.....	1,000	4,658,500	6 g.	J. & D.	do do	1897
Loan.....	.....	.....	1,000	508,520	6	J. & D.	do do	'79-80-'81-'82
Loan extension, convertible till December, 1877.	.....	1872	1,000	41,550	6	J. & D.	do do	1882
Consolidated mortgage loan.....	.....	1871	.....	1,369,259	7	J. & D.	do do	June 1, 1911
Greenwood mortgage, reg. Extended, 1877.....	.....	1872	.....	717,000	7	F. & A.	do do	1892
<i>Monongahela Navigation Co.</i> —Stock.....	83	.....	50	1,004,300	4	J. & J.	Pittsburg, Office.	.....
<i>Morris</i> —Stock, consolidated.....	103	.....	100	1,025,000	2	F. & A.	Leh. Val. R.R. Co., Phila	Feb. 4, 1879
Preferred stock.....	103	.....	100	1,175,000	5	F. & A.	do do	Feb. 4, 1879
New mortgage (for \$1,000,000).....	103	1876	1,000	780,000	7	A. & O.	do do	April 1, 1906
Boat loan.....	103	1865	various.	220,000	7	A. & O.	do do	Oct., 1885
Preferred stock scrip dividend.....	.....	1869	various.	103,164	7	F. & A.	do do	Feb., 1889
<i>Pennsylvania</i> —Stock.....	327	.....	50	4,480,405	.....	.....	.....	.....
General mortg., interest guar'd by Penn. RR.....	327	1870	1,000	3,000,000	6	J. & J.	Philadelphia, Office.	July, 1910
<i>Schuylkill Navigation</i> —Stock, common.....	108	.....	50	909,236	70c.	F. & A.	Philadelphia, Office.	Aug. 25, 1878
Preferred stock.....	.....	.....	50	3,175,900	\$1 40	F. & A.	do do	Aug. 25, 1878
1st mortgage, extended.....	.....	.....	1,000	1,709,380	6	Q-M.	do do	March, 1897
2d mortgage.....	.....	.....	1,000	3,990,392	6	J. & J.	do do	1882 to 1907
Mortgage bonds, coup. (payable by P. & R.).....	.....	.....	.....	1,200,000	6	J. & J.	do do	1895
Improvement bonds.....	.....	1870	1,000	260,000	6	M. & N.	do do	May, 1880
Boat and car loan.....	.....	1863	1,000	756,650	6	M. & N.	do do	May, 1913
Boat and car loan.....	.....	1864	1,000	628,100	7	M. & N.	do do	May, 1915
<i>Susquehanna</i> —Stock.....	45	.....	50	2,002,746	.....	.....	.....	.....
Maryland loan, 2d mortgage.....	.....	1839	.....	1,000,000	6	J. & J.	Phila. and Baltimore.	Jan., 1885
Susquehanna Canal, common bonds, 3d mort.....	.....	1859	.....	1,320,000	6	J. & J.	do do	Jan. 1, 1878
do pref., 3d. T. W. priority b'ds.....	.....	1841-4	.....	325,310	6	J. & J.	do do	Jan., 1894
do bonds of 1872.....	.....	1872	.....	250,000	7	J. & J.	do do	Jan., 1902
<i>Union</i> —1st mortgage.....	85	.....	.....	3,000,000	6	M. & N.	Philadelphia, Office.	May 1, 1883

*Chesapeake & Delaware.*—Delaware City to Chesapeake City, Md. (V. 27, p. 66).  
*Chesapeake & Ohio.*—Gross receipts, 1875, \$473,210; net, \$254,175. Paid on bonds, \$233,940. (V. 24, p. 369.)  
*Delaware Div.*—Leased to Lehigh Coal & Navigation Co., at interest on bonds, and 4 per cent a year on stock, payable till Feb., 1880, inclusive, in scrip, then till Aug., 1881, half in scrip. (V. 22, p. 41, 193.)  
*Del. & Hudson Canal.*—This Co., which is among the largest miners and carriers of coal, leases the Alb. & Susq. and Renss. & Sar. Railroads. Also endorses bonds of N. Y. & Canada RR. The annual report for 1877 is given in V. 26, p. 208 and p. 242; and committee's report, V. 25, p. 161. (V. 26, p. 208, 242, 495, 564, 574, 599; V. 27, p. 602, 628.)

*Lehigh Coal & Navigation.*—Gross receipts in 1878, \$969,352; expenses and int., \$1,325,113; excess of the latter, \$355,840. The Central R.R. of N. J. assumes (in purchase of equipment), \$2,310,000 of the gold loan due 1897, and leases the Lehigh & Susquehanna Railroad. The Lehigh & Wilkes-Barre Coal Co. assumes \$500,000 of the gold loan due 1897, and \$771,000 (all) of the convertible gold loan due 1894, and has also leased the coal lands of the company. (V. 22, p. 279; V. 24, p. 247, 445; V. 25, p. 432; V. 28, p. 198, 224.)  
*Monongahela Navigation Company.*—Receipts, 1875, \$196,576; expenses, \$80,487; dividends, \$90,387.  
*Morris.*—Leased April, 1871, to Lehigh Valley Railroad for 999 years. The lessees assume bonds and

scrip, and pay 10 per cent per annum on preferred stock, and 4 on consolidated stock. (V. 12, p. 714).  
*Pennsylvania Canal.*—Worked in interest of Penn. RR. which guarantees interest on bonds. An old mortgage of \$90,000 is due in 1887.  
*Schuylkill Navigation Company.*—Leased from June 1, 1870, to Philadelphia & Reading for 999 years, at annual rent of \$655,000, including certain real and personal property conveyed to Philadelphia & Reading. The dividend of Aug. 22, 1877, was payable in Phil. & Reading RR. scrip. (V. 22, p. 493; V. 26, p. 418.)  
*Susquehanna & Tide Water.*—Leased and operated by Philadelphia & Reading Railroad for interest on bonds and half of net earnings.  
*Union Canal.*—Stock, \$2,907,850.

# DANIEL A. MORAN,

Manhattan Bank Building,

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DEALER IN

First-Class Railroad, State, City and County Bonds.

THE VARIOUS ISSUES OF

UNITED STATES GOVERNMENT BONDS

BOUGHT AND SOLD.

COUPONS AND DIVIDENDS COLLECTED, ETC.

CORRESPONDENCE SOLICITED.

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Table with columns: DESCRIPTION, Date of Bonds, Size or Par Value, Amount outstanding, INTEREST (Rate, When Pay'ble, Where Payable, and by Whom), Bonds—Principal When Due, Stocks—Last Dividend.

Adams Express Company.—A reference to the exit of Dinsmore and others in V. 19, p. 270.

American Coal.—The report for 1876 showed gross receipts, \$531,333; net, \$25,399. (V. 22, p. 180; V. 24, p. 248.)

Atlantic & Pacific Telegraph.—Pools with Western Union their gross receipts on the basis of 87 1/2% to the W.U. and 12 1/2% per cent to A. & P. Expenses were arranged at 13 1/4% per cent to Atl. & Pac. and 86 85/100% to Western Union. (V. 25, p. 16, 115, 188, 355, 374, 433, 501; V. 26, p. 324, 426, 469, 521; V. 27, p. 283, 627.)

Boston Water Power Co.—Annual report in V. 24, p. 396. (V. 23, p. 183; V. 24, p. 111, 396; V. 27, p. 131.)

Canton Improvement Co.—The annual report for year ending May 31, 1878, is in V. 27, p. 14. Of the \$2,500,000 mortgage \$650,000 is reserved to pay sterling loan. The Company owns the stock of the Union Railroad Company and guarantees its bonds. (V. 24, p. 613; V. 27, p. 14.)

Consolidation Coal.—Annual report for 1878 in V. 23, p. 311, showing gross receipts, \$1,563,698; expenses, \$1,299,283; net, \$351,525. Consol. mortgage bonds are held to retire old bonds. Guarantees also bonds of the Cumberland & Penn., and assumes \$135,000 Un. Mining Co. bonds. (V. 26, p. 262; V. 28, p. 301.)

Illinois & St. Louis Bridge.—Net income, 1876-77, \$219,777; in 1877-78, \$219,598. The railroad and tunnel were sold under the mortgage of 1873, July 1, 1878, for \$150,000. Foreclosure under the first and second mortgages on the Bridge was made Dec. 20, 1878. The above mortgage and \$7,991,000 in stock are to be issued under the re-organization. Of the stock \$2,490,000 is first preferred, \$3,000,000 2d pref., and \$2,500,000 common. The coupons due Oct., '78, '79 and '81 on 1st mort. bonds to be paid in same bonds, April, 1881. (V. 23, p. 429, 524; V. 27, p. 17, 227, 433, 461, 617; V. 28, p. 224.)

Iowa Railroad Land Co.—This company manages the land grants of five distinct organizations. The total land owned was 530,217 acres, March 31, 1877. In 1876-7, 84,032 acres were sold for \$576,856, and 601 town lots for \$32,932. The cash collections were \$72,835, and dividends 4 1/2% per cent. (V. 25, p. 519.)

Mariposa Land & Mining Co.—Assessments made on the shares from time to time. (V. 23, p. 112, 329; V. 24, p. 128; V. 25, p. 358; V. 26, p. 290.)

Maryland Coal.—Balance sheet, V. 24, p. 226; V. 26, p. 95.

Pacific Mail Steamship Co.—Report of President Babcock in V. 28, p. 42, 97. For previous reports, refer to following pages. (V. 26, p. 217, 523, 547, 625, 653; V. 27, p. 63, 224, 224, 223, 253; V. 28, p. 42, 97.)

Pennsylvania Coal.—Liabilities at a minimum and dividends are paid.

Pennsylvania Anthracite Coal.—This Company's stock and bonds admitted to N. Y. Stock Board Feb., 1877. (V. 24, p. 112.)

Pullman Palace Car Company.—The sterling bonds of 1875, of which the whole issue authorized is \$1,000,000, are convertible into stock from April 1, 1878, to April 1, 1881. (V. 23, p. 492; V. 25, p. 308; V. 26, p. 217; V. 27, p. 302; V. 28, p. 290.)

Quicksilver Mining Company.—(V. 22, p. 233, 303; V. 24, p. 507; V. 25, p. 15, 358; V. 27, p. 235.)

Spring Mountain Coal Company.—This is guaranteed 7 per cent per year till 1885 by Lehigh Valley RR.

Sutro Tunnel.—Tunnel on Comstock Lode for facilitating mining operations. (V. 27, p. 523; V. 28, p. 147, 214, 312.)

United States Express.—New stock of \$1,000,000 issued. (V. 22, p. 159; V. 23, p. 87.)

United States Rolling Stock Co.—See reports V. 26, p. 289; V. 28, p. 145.

Wells, Fargo & Co.—An increase in capital to \$6,250,000 is proposed. (V. 23, p. 13.)

Western Union Telegraph.—The company holds nearly \$6,000,000 of its own stock, making the total \$41,073,419. (V. 26, p. 135, 266, 304, 592, 626; V. 27, p. 274, 381, 454, 568, 629, 663; V. 28, p. 277.)

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ALL STOCKS AND BONDS DEALT IN AT THE BOARD, FOR CASH OR ON A MARGIN.

SPECIE BOUGHT AND SOLD.

FOR SALE.

\$15,000 Coupon Bonds, 7 Per Cent, due May 1, 1889, of the Town of Monticello, White Co., Iowa,

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SOUTHERN SECURITIES A SPECIALTY.

LOANS NEGOTIATED.

QUOTATIONS ARE AS FOLLOWS, MARCH 27:

	Bid.	Ask.		Bid.	Ask.		Bid.	Ask.
<b>State Securities.</b>			Petersburg, Va.—6s.....	96	100	Montgomery & Eufaula 1st, 8s, end.....	81	90
Alabama—New consols, A.....	48	50	8s.....	107	112	Mobile & Ohio—1st, 6s.....	78	80
New consols, 5s, B.....	74	76	Richmond, Va.—6s.....	103		Debentures.....	25	30
do C.....	55		8s.....	118	120	New Orleans Jackson & Gt. No.—1st, 8s,	108½	110
Arkansas—6s, funded.....		20	Savannah, Ga.—7s, old.....	71	74	2d, 8s.....	102	105
7s, railroads.....	1	4	7s, new.....	71	74	New Orleans & Mobile—1st, 8s.....		
7s, levees.....			Vicksburg City.....			1st, 7s.....		
Georgia—6s, 1879-80-86.....	101	101½	Wilmington, N. C.—6s, gold, coupon on	75	85	Norfolk & Petersburg—1st, 8s.....	163	165
7s, new, 1886.....	110		8s, gold, coupon on.....			1st, 7s.....	97	100
7s, endorsed, 1886.....	169½		<b>Railroad Bonds.</b>			2d, 8s.....	94	95
7s, gold, 1890.....	110		Alabama & Chattanooga, 1st, 8s.....	9		Northern Pacific, new preferred stock.....		
Louisiana—Consol., 7s, 1914.....	48½	49	Atlanta & Charlotte Air L.—1st pref., 7s,	108	110	Ohio & Mississippi—1st, 7s.....	105	107
Consol, 7s, small.....			1st, 7s.....	40	42	2d, 7s.....	89	90
North Carolina—6s, old, 1836-98.....	J&J	22	Atlantic & Gulf—Consols, 1st, 7s, 1897.....	100	101	Orange & Alexandria—1st, 6s.....	M&N	90
6s, old, 1886-98.....	A&O	22	Consols, 1st, 7s, 1897, end. by Savannah	30	40	2d, 6s.....	J&J	78
No. Carolina RR., 1883-4-5.....	J&J	100	Atlantic Tennessee & Ohio, 1st, 8s, gold			3d, 8s.....	M&N	45
do do.....	A&O	100	Baltimore & Ohio—Stock.....	M&N	91½	4th, 8s.....	M&N	16
do do coup. cf. J&J.....	J&J	80	6s, 1880.....	J&J	101½	Orange Alexandria & Man., 7s.....	J&J	55
do do do A&O.....	A&O	80	6s, 1885.....	A&O	107½	Petersburg RR.—1st, 8s, 1879-93.....	J&J	105
South Carolina—Consol., 6s, approved.....			Burlington C. R. & N., 1st, 5s, 1906.....	J&D	71½	2d, 8s, 1902.....	J&J	
Consol., 6s, doubtful.....			Carolina Central, 1st, 6s, gold, 1923.....	J&J		Pittsburg & Connellsv.—1st, 7s, '98.....	J&J	105
Tennessee—6s, old, 1890-2-8.....	34	36	Central Georgia, consol. mortgage, 7s.....	109½	111	Consol., 6s, gold, 1916.....	M&N	
6s, new, 1892-98-1900.....	25	29	Charm. Columbia & Aug.—1st, consols, 7s	86	88	Piedmont BR., 1st, 8s.....		103
6s, new, series, 1914.....	25	29	2d mortgage.....	53½	62	Richmond Fredericksb. & Pot.—6s.....	J&J	
Virginia—6s, old.....	35		Chesapeake & Ohio, 1st 6s.....			7s.....	J&J	100
6s, new, 1866.....	35½		Chic. St. L. & N. Orleans 1st consol. 7s..	90	95	Richmond & Dunville, 1st, 6s.....	M&N	86
do 1867.....	35½		2d mortgage 6s.....	25		Richmond & Petersburg, 1st, 8s.....		106
6s, consol.....	77		Denver & Rio Grande, 1st, 7s.....	90½	91	Savannah & Charleston, 1st, 7s.....		5
6s, consol, 2d series.....	58	60	East Tennessee & Georgia, 6s.....	90		Savannah & Memphis—1st, 8s.....		
6s, deferred.....	7½	9	East Tennessee & Virginia, 6s, endorsed	90	97	1st, 7s.....		
District of Columbia—3-6s, 1924.....	79½	81	East Tennessee Virginia & Ga., 1st, 7s	98	100	South Carolina RR., 1st, 7s.....	J&J	97½
Small bonds.....			Georgia RR.—7s.....	104	106	South Georgia & Florida—1st, 7s.....	M&N	
Registered.....	79	81	6s.....	100	102	2d, 7s.....	M&N	
<b>City Bonds.</b>			Greenville & Columbia—1st, 7s.....	90		South Side, Va.—1st, 8s, 1864-90.....	J&J	77
Atlanta, Ga., 7s.....	88	100	7s, guaranteed.....	33	43	2d, 6s, 1884-90.....	J&J	77
Augusta, Ga., 7s, various.....	102	104	Houston & Texas Central, 1st, 7s, g. J&J	103½	105	3d, 6s, 1884-90.....	J&J	68
Charleston, S. C., 7s.....	70	75	Iowa Falls & Sioux City, 1st, 7s.....			3d, 6s, 1884-90.....	J&J	91
Columbus, Ga., 7s.....	45	60	Louisville & Nashville—Consol., 1st, 7s	110	110½	Virginia & Tennessee, 6s.....		103
Lynchburg City, Va., 8s.....	112	114	Consol., 2d, 7s, gold.....			8s.....		104½
Macon, Ga., 7s.....	50	55	Marietta & Cincinnati—1st, 7s, '92.....	F&A	90½	Western, N. C., 1st, 7s.....		92
Memphis, Tenn.—6s, 1900.....			3d, 8s.....	A&O	13½	Wilmington Col. & Aug., 1st, 7s.....	J&D	25
Gold, 6s, 1900.....			Memphis & Charleston—1st, 7s, '80.....	M&N	99	<b>Miscellaneous Bonds.</b>		
Mobile, Ala.—6s.....	20	25	2d, 7s, 1815.....	J&J	79	James River & Kanawha Canal—1st, 6s.		45
6s, coupon on.....	8		Stock.....		5	2d, 6s.....		
New Orleans, La.—5s, premium.....	22	25	Memphis & L. Rock, 1st M., 1907.....	38	41	Mississippi Levee, 10 per cent bonds.....		50
Consol., 1892.....	27	30	Mississippi Central—1st, 7s.....	102	105	<b>Past-Due Coupons.</b>		
Norfolk, Va., 6s.....	100	105	2d, 8s.....	93½	99½	Tennessee State coupons.....	15	20
			Mississippi & Tennessee—1st, 8s, A.....	112	114	Virginia peeler coupons.....	10	15
			1st, 8s, B.....	83	92	Virginia tax-receivable coupons.....	79	80½