Investors' Supplement

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

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NEW YORK, AUGUST 25, 1883.

INVESTORS' SUPPLEMENT

OF THE

Commercial & Financial Chronicle.

The Supplement contains a complete exhibit of the Funded Debt of States and Cities, and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December. It is furnished without extra charge to all regular subscribers of the Chronicle. Single copies are sold at \$2 per copy.

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RAILROAD DEFAULTS.

We have frequently called attention in the Investors' Supplement to the freedom from large failures and defaults that is distinguishing the present period of depression in railroad circles from that of 1873–78. In the two years and eight months since the 1st of January, 1881, we have built about 25,000 miles of new railroad in the United States, and although the times have not been favorable for nearly two years past for the floating of new enterprises, and there has been a fall in the market value of all securities on our Exchanges, we have been singularly exempt from those painful collapses of railroad undertakings that came in such plentiful frequency after the crisis of 1873, and contributed so much to disturb and agitate the financial atmosphere for years afterward.

This absence of disasters we have ascribed to the totally different methods pursued in the construction of the new roads, mainly in this, that while prior to 1873 work was chiefly carried on by new companies, having little financial strength, and dependent for their solvency upon the business which they created in building the new mileage, the additions to our railroad system in recent years have been to a very large extent the result of work prosecuted by old and well-established companies. Many of these have had ample resources, and a business of goodly proportions, out of which any deficiency on the obligations issued for the new mileage could be readily met, without crippling the projecting company. Besides, as the mileage was largely built with the idea of supplying branches or feeders to the parent road, there was this advantage to the latter that an independent concern could not have, namely, that if the business on the new line failed to pay the charges immediately there was at least the certainty that there would be an increase in the business over the old lines of the same company—a class of business, too, usually very profitable, since the freight has to be hauled a long distance to market. Thus, if the new road did not pay its way directly, it not infrequently paid it indirectly, the loss on the new mileage being offset in whole or in part by compensating gains on the old mileage.

There have been other advantages in favor of the present period—the rate of interest on the obligations issued is in most cases lower; and, taking into consideration the price at which the bonds are issued, there has often been a difference of two per cent in favor of 1881-83. This has also been partly due to the fact that those prosecuting the new undertakings have possessed greater ability and larger capital. Then the bonus given with the bonds of new enterprises has usually been in such a shape as not to swell the annual requirementsthat is, it has consisted of stock or income bonds, on neither of which fixed yearly payments are compulsory, thus confining the charges to interest on a first mortgage and equipment debt; barring one or two exceptions of roads notoriously built as a money-making operation simply, there has probably also been less recklessness in building or duplicating lines where they were not wanted for years to come. But while each of these causes is to be credited with a certain influence in accounting for the present immunity from railroad sus pensions, probably all the others combined are entitled to less weight than the one fact first mentioned, that the new mileage has been so largely built under the patronage of old or strong companies.

It is for the latter reason mainly that up to the present time so little ill effect has been experienced from the large expansion in our railroad mileage. Only a few minor companies have defaulted on their interest, and reference to these will be made below. By companies in default we mean only those that have suspended the payment of interest on their funded debt, whether they have been compelled to go into the hands of receivers or have only had to fund their coupons or ask an extension of time, one way or another, on their annual payments. Among these may be classed the Richmond & Allegheny, the Louisville Evansville & St. Louis, the Little Rock & Fort Smith, the Toledo Cincinnati & St. Louis, the Connotton Valley, the Danville Olney & Ohio, the Massachusetts Central, the Denver & New Orleans, the Denver Utah & Pacific and the New York City & Northern.

With one exception all these are roads having a comparatively small mileage each. The exception is the Toledo Cincinnati & St. Louis, which has about 800 miles of completed road, and the career of this company has been quite remarkable. The nucleus of the system of roads was the Toledo Delphos & Burlington Railroad, which was organized in 1879, but its active existence may be said to date from the early part of 1881. At the beginning of that year it had in operation a line of road from Toledo, on Lake Erie, to Kokomo, Indiana, with a branch from Delphos to Dayton—altogether about 280 miles. The company was then doing a fair business. The crops of 1880 were remarkably good, and all railroads were at that time enjoying a large traffic. In March,

1881, the Dayton & Southeastern, in operation from Dayton to Wellston, Ohio, was taken into the system, and thenceforward it began to attract considerable notice. It is a narrow-gauge road, and enlisted its chief support through the active pushing of the bankers and financial agents of the company, Messrs. Geo. Wm. Ballou & Co., who have been largely identified with the enterprise almost from its inception. There was some little trading in the securities here for a time, but the bulk of the transactions have always been made in Boston. The benefits to result from making the road narrow gauge, instead of standard, were enlarged upon with much volubility. It would cost less than a wide-gauge road, and could also be operated for a very much smaller percentage of gross earnings. At any rate, "Delphos" was then Boston's favorite among the new roads, and at one time the stock sold at the New York equivalent of 38.

Of course, such a considerable railroad property as this could not be left with a terminus at so insignificant a place as Kokomo, and St. Louis was selected for its destination in the one direction and the Ohio river in the other, and the road was to be made one of the longest narrow-gauge systems on the continent. Accordingly, the Toledo Cincinnati & St. Louis Company was organized for the purpose of extending the line to St. Louis. This company took within its folds the Frankfort & Kokomo, whose termini are indicated in the name, and then went boldly to work to build the extension to St. Louis. new project, however, was launched at an unfortunate time. There was no longer any public appetite for new railroad securities, and money was not so readily forthcoming as had been expected. Still, confidence in the success of the enterprise was apparently very strong, and if there was no profusion of money there was at least enough to push the work steadily on. As the Cincinnati & St. Louis had been formed mainly in the interest of the Del phos & Burlington (which, in addition to the Dayton & Southeastern, had absorbed the Iron RR., a small coal and iron road on the Ohio River, in 1881), it was con. cluded to merge the two companies into one, under the name of the former, and this was accomplished in March, 1882. Mr. J. M. Corse, the former president, gave place to Mr. R. M. Pomeroy, and as \$1,500,000 had been advanced by a syndicate of Boston capitalists, on a deposit of a lot of the company's securities and other assets, it seemed as if all difficulties had now been overcome Certainly, those Boston people who had become a little dubious about the enterprise, felt reassured of its ultimate

When in the summer of 1882 a revival was manifested on the Stock Exchanges, the company's securities shared in the upward movement to a decided extent, and the "Delphos trusts," meaning the certificates representing the securities on which the 11 million loan had been raised. gave evidence of becoming "one of the most profitable subscriptions on record." At the values then ruling for the various securities in the trust, the certificates were nominally worth over 170, but still they would sell at only 105. In November, 1882, the subscribers to the Trust were called together to hear the report that as some of the money subscribed for the completion of the road had been by their permission diverted to other uses, such as retiring floating debt, &c., some \$360,000 more were immediately needed to accomplish the original objects of the Trust. The subscribers magnanimously agreed to assess themselves 25 per cent in addition to their original subscription—taking some more of the company's securi. ties in return-and thus provide \$375,000. This money, it appears, was not paid in as quickly as it had been sub.

scribed, so in the very next month an urgent appeal was made to the subscribers to meet their assessments promptly, lest the property be forced into bankruptcy. Simultaneously there came the further announcement that at least \$800,000 more would have to be raised to put the company in good working order to meet the large business which it was to get. The money was raised (on 8 per cent debentures), two years' coupons were funded, and Mr. E. B. Phillips accepted the presidency.

When under Mr. Phillips' management the road finally succeeded in reaching St. Louis, and a consolidation with the Cincinnati Northern, another narrow guage road controlled in the same interest and affording an entrance into Cincinnati, was effected, it really did seem as if the company had passed the most serious crises in its career, and could now look forward to comparatively smooth times. But even the last estimate was destined to be too small, besides which the subscribers were backward in their payments, so some weeks ago the report came that the company was again urgently in need of funds. This time the Seney party, rumor said, was to furnish the necessary means, and color was given the story by the admission of some of their number into the directory of the company. At that period the stock sold at about 8. What the Seney party did or intended to do is not clear, but in the latter part of July it was deemed best to ask for the appointment of receivers. It was said that there was a large floating debt; that the local aid promised was not forthcoming, &c., &c. The stock dropped to below 1 in Boston.

Such is the history of a most remarkable concern, and we give it, not so much on its own account as because it is the only company of large dimensions (as far as mileage is concerned) that has failed in the recent period of wonderful railroad extension. It will be seen that it differs in all its essential characteristics from almost every other company that has largely prosecuted the work of new railroad construction within the last two years. It was not an old company with a profitable business back of it but a new company with all its business to be worked up.

As to the other minor roads mentioned as having become embarrassed, some are subject to the same criticism as the Toledo Cincinnati & St. Louis, and others have individual peculiarities or misfortunes of their own which account for their embarrassment. The Connotton Valley, as a narrow guage, has had a very similar experience to the Toledo Cincinnati & St. Louis, with the additional disadvantage that while it has a desirable terminus at one end (Cleveland) it has only a local terminus at the other, with no money or encouragement to extend the line any further.

The Danville Olney & Ohio, originally a narrow guage, is a broad guage now, but it has no termini of any consequence. It was projected to run to the Ohio River, but it has got scarcely half way there, and the funds to complete it are lacking. The road is in a section of country quite liberally supplied with railroads, as indeed is the case with the narrow-guage roads above mentioned.

The Richmond & Allegheny passes through a good section of country, not over supplied with railroads, but the earnings have proved insufficient. Messrs. James G Blaine, William H. Barnum, Hugh McCulloch, and other distinguished gentlemen, were at one time actively interested in the company, and it was probably by the assistance of their names and their energy that the stock sold as high as 80, while now down to 5 or 6.

The Louisville Evansville & St. Louis is perhaps better situated than any of these, since its line of road is completed, and in conjunction with the St. Louis division of the Louisville & Nashville forms a pretty direct route connecting two populous cities, St. Louis and Louisville. Possibly, with the extension of time asked of the bondholders, the company will be able finally to keep its affairs in good trim.

The Massachusetts Central does not properly belong to the present era. The panic of 1873 dealt it its first blow, and though it was revived in the prosperous times succeeding 1879, its prospects have never been flattering. To-day it represents a great amount of money expended to no purpose. It begins nowhere and ends nowhere. It can not be made to pay operating expenses, and the running of trains has been abandoned. The Little Rock & Fort Smith suffered some from the failure of the cotton crop in 1881, and accumulated a moderate floating debt, but was more seriously affected by a decision of the courts that the State bonds issued in aid of the railroad had a claim on the property preceding that of the mortgage bondholders.

The Denver & New Orleans is parallel to other roads in a new country where mining business has dwindled of late years, and it has been subject to great annoyance by the older lines. The construction company prosecuting the work, pledged a large amount of the railroad company's stock and bonds as security for loans which it was unable to take up, and the securities have consequently been advertised for sale. It has recently been understood that the stockholders of the railroad company would come to the rescue and save the property. The Denver Utah & Pacific belongs in much the same category as the Denver & New Orleans. As in the case of the latter, the road lies in Colorado and has been built by a construction company, and, as in that case, the money with which to carry on the work was raised on a pledge of the road's stock and bonds. The notes falling due before the construction company could take care of them, the securities are now advertised for sale like those of the Denver & New Orleans.

The difficulty with the New York City & Northern may be said to be that the additions to the company's debt, made to complete the road, have entailed an interest charge heavier than the comparatively meagre income of the road is yet able to meet. The company has thus far also been disappointed in its expectations of getting a share of the Boston traffic to and from New York. As is known, the road forms, in connection with the New York & New England, a complete through route between this city and Boston, and it was supposed that on its completion the road would at once come in for some of the important traffic between those points, but for some reason or other, probably on account of a difference in views among the managers of the respective companies, this class of business is still out of its reach.

Bringing all these various roads together, we find that the actual amount of defaulted indebtedness represented by them aggregates 45 million dollars, as appears by the table below. We have included in the list neither stock nor income bonds, but simply the obligations on which the payment of interest was compulsory, so that the table correctly reflects the extent of the disasters as affects those who held the securities for the annual interest payments which they were supposed to bring. The table is believed to be approximately correct as respects each particular road.

It is not always easy, however, to get at the exact figures in the case of railroad insolvencies. When a private debtor fails, he is expected to furnish his creditors with a schedule of his assets and liabilities at the earliest opportunity. When a railroad corporation fails, the creditors must ransack back reports and current newspaper items to

obtain an idea of the position of the delinquent concern. The creditor in a defaulted railroad finds not only his investment in jeopardy, but, to add to his discomfiture, his claims to a knowledge of the road's affairs are often treated with indifference. Why should not the same rule that applies to private insolvencies be made to apply to corporate insolvencies, and the Receiver of a defaulting railroad company be compelled to furnish a detailed statement of its funded and floating debt, its liabilities of every description, its assets fixed and available, its earnings, expenses, &c., &c.? The Receiver is an officer of the Court, and the Court should require such an exhibit to be made. The following is a table of the bonds recently in default.

CONNOTTON VALLEY— 1st consol. 5s and 6s, 1922	\$5,594,000
DANVILLE OLNEY & OHIO— 1st mortgage 7s, 1910	801,000
DENVED & NEW ORLEANS-	
Ist mortgage, Denver Utah & Pacific— Let mortgage & 1011	412,000
1st mortgage 6s, 1911. LOUISVILLE EVANSVILLE & ST. LOUIS—	3,900,000
2d mortgage 7s, gold, 1921	1,000,000
1st mortgage rand grant 7s, 1905	2,476,500
MASSACHUSETTS CENTRAL— 1st mortgage gold 6s, 1900 NEW YORK CITY & NORTHERN—	3,500,000
NEW YORK CITY & NORTHERN— 1st mortgage 7s, 1908	264,000
1st mortgage 7s, 1908. Consol. mortgage 6s, 1910.	3,685,000
1st mortgage 7s, gold, 1920	4,925,000 4,000,000
Toledo Cincinnati & St. Louis—	3,000,000
1st mortgage 6s, gold, 1921. 1st Toledo Delphos & Burlington, 6s, 1910. 1st Dayton Division, 6s, 1910. 1st Cincinnati Division, gold, 6s, 1921.	1,250,000
1st Cincinnati Division, gold, 6s, 1921	250,000 250,000
1st Toledo term. trust, 6s, 1910 1st Southeastern Division, gold, 1921 Equipment 7s and 6s	2,250,000
1st Iron Railroad 6s, 1901. 1st Cincinnati Northern 6s, 1920.	500,000
1st Avondale Branch 6s, 1921.	700,000
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One thing is clearly brought out by the embarrassments, few that they are, of new roads, and that is, that those entering upon work of this character should clearly measure the cost, and their ability to defray it, before embarking upon ventures of any magnitude. One of the most fruitful causes of disaster is the piling up of large floating debts, which become unmanageable, and the company, unlike an older concern, being without credit or resources, has to pass into the hands of its creditors. A. railroad enterprise to be successfully carried through should be provided with at least sufficient money to enable the company to meet its obligations until the road is in position to earn its charges out of current business. If the projectors be not in position to guarantee that, then the company will be in danger of embarrassment, for while it may be a comparatively easy matter to secure the money from the public at certain favorable times, periods of depression may come when the public avoid with scrupulous care all new ventures. Not only is the contraction of a floating debt in such circumstances an evil, but by reason of the company's precarious or uncertain condition it must pay very much more for everything that it buys. If it had abundant cash ready at hand, it could make the best of terms with the builders. It would get superior material and superior work at the lowest rates. Since it has no cash, and no credit, it can not be exacting in its dealings and must accept what it can get. The "block" system of selling securities has yet to be tested in this connection. Finally, it adds greatly to the strength of a new corporation to find its securities largely or mainly in the hands of the projectors of the enterprise, and not dealt out to the public at every opportunity, as if fear had seized even the insiders. Some of the heaviest undertakings of recent times have been carried to a successful end with the marketing of only a small portion of the stock or bonds. That so few disasters have occurred among our railroads in the present period of depression is largely traceable to a better understanding of these various conditions than existed ten years ago.

	INDEX TO NAME	ES OF RAILROADS.	
For reference to the former	n name of any	as been consolidated or reorganiz	ed the following is prepared:
Alabama Control	WILL NOW BE FOUND UNDER—Selma Rome & Dalton.	Leeds & Farmington.	WHL NOW BE FOUND UNDER— Maine Central. Central of New Jersey. Missouri Pacific.
Allegany Central	East Tenn. Virginia & Georgia. Lackawanna & Pittsburg.	Lehigh & Wilkesbarre Coal Co Lexington & Southern	Central of New Jersey.
Androscoggin & Kennebec	Maine Central.	Louisiana & Missouri Louisiana Western Louisville Cincinnati & Lexington Louisville N. Albany & St. Louis	.Chicago & Alton. .Texas & New Orleans.
Atchison & Nebraska	Chicago Byrlington & Quincy.	Louisville Cincinnati & Lexington. Louisville N. Albany & St. Louis	Louisville & Nashville. Louisville Evansville & St. Louis
Atlantic & Great Western	New York Pennsylvania & Ohio.	Lynchburg & Danville	Louisville & Mashville & St. Louis. Louisville Evansville & St. Louis. Wash. City Va. Mid. & Gt. Southern
FORMER NAME. Alabama & Tennessee River	Savannan Florida & Western. Norfolk & Western.	Macon & Augusta. Macon & Western Marietta & Cincinnati. Marietta Pittsburg & Cleve. Massawippi	Central Railroad & Bank Co., Ga.
Baltimore Short-Line.	Marietta & Cincinnati.	Marietta Pittsburg & Cleve	Cleveland & Marietta.
Beloit & Madison	Flint & Pere Marquette. Chicago & Northwes	Massawippi Memphis & Ohio Menominee River Metropolitan Elevated Michigan Air-Line	Louisettedt & Passumpsic.
Battimore Short-Line. Bay City & Saginaw Beloit & Madison Boston Clin. Fitch. & New Bed. Berks County Boston Hartferd & Erie. Buffalo & Erie. Buffalo Pittsburg & Western. Burlington & Missouri. Coinclude: The County of the Cou	old Colony. Philadelphia & Reading	Metropolitan Elevated Michigan Air-Line	Manhattan Elevated.
Buffalo & Erie I	New York & New England. Lake Shore & Michigan Southern.	Michigan So. & North'n Indiana Midland of New Jersey.	Lake Shore & Michigan Southern.
Burlington & Missouri	uffalo New York & Philadelphia. Chicago Burlington & Quincy.	Milwaukee & Western Minnesota Central	Chicago Milwaukee & St. Paul.
Cairo Arkansas & Texas	Missouri Pacific.	Minnesota Valley Missisquoi.	.Chicago & Northwest. Vermont & Canada.
California & Oregon Camden & Amboy I	Central Pacific. Luited Companies of New Jarsey	Mississippi Central Missouri River Fort Scott & Gulf	Chicago St. Louis & New Orleans. Kansas City Fort Scott & Gulf.
Cape May & Millville	West Jersey.	Montelair Monticello & Port Jervis	Manhattan Elevated. Michigan Central. Lake Shore & Michigan Southern. New York Susquehanna & Western. Chicago Milwaukee & St. Paul. Chicago Milwaukee & St. Paul. Chicago & Northwest. Vermont & Canada. Chicago St. Louis & New Orleans. Kansas City Fort Scott & Gulf. Missouri Pacific. New York & Greenwood Lake.
Central of Long Island	Flushing North Shore & Central.	Machine & De J.	Port Jervis& Monticello.
Cairo Arkansas & Texas. M. Catro & Fulton M. California & Oregon C. Camden & Amboy U. Cape May & Millville V. Central Branch Union Pactfic. C. Central of Long Island F. Central Vermont. V. Cham. Havana & West. V. Charleston & Savannah S. Chicago Cincinnati & Louisville V. Chicago Cicinton Dubuqe & Minn C. Chicago & Great Eastern C. Chicago & Great Eastern C. Chicago & Hilnois River C.	Wab. St. Louis & Pacific. Savannah & Charleston.	New Jersey Midland.	Worcester & Nashna. Central of New Jersey. New York Susquehanna & Western. Atchison Topeka & Santa Fe. Chicago St. Louis & New Orleans. Texas & Pacific. Manhaytan Flavated.
Chicago Clinton Dubuqe & Minn	Wabash St. Louis & Pacific. C. M. & St. Paul.	New Mexico & So. Pacific New Orleans Jackson & G. N.	Atchison Topeka & Santa Fe. Chicago St. Louis & New Orleans.
Chicago & Great Eastern Chicago & Illinois River C	Columbus Chie. & Indiana Central. Chicago & Alton.	New York Elevated New York & Oswego Midland New York & Packets	Texas & Pacific. Manhartan Elevated.
Chicago & Milwaukee	Chicago & West Michigan.	New York & Oswego Midland New York & Rockaway	New York Ontario & Southern. Long Island.
Chicago & Southwestern Chicago St. Louis & New Orleans	Chicago Rock Island & Pacific.	Niles & New Lisbon.	Cleveland & Mahoning Valley.
Chie. St. Paul & Minn	Chic. St. Paul Minn. & Omaha.	North Missouri.	Wabash St. Louis & Pacific.
Chicago & Great Eastern. Coneago & Hilmois River. Chicago & Michigan Lake Shore. Colicago & Michigan Lake Shore. Colicago & Michigan Lake Shore. Colicago & Springfield. II. Chicago & Springfield. II. Chicago & Southwestern. Coliciago & Southwestern. Coliciago & Louis & New Orleans. II. Chicago & Louis & New Orleans. II. Chicago & Louis & New Orleans. II. Chicago & Chicamati & Chicago Air-Line. Colicamati & Chicago Air-Line. Colicamati & Chicago Air-Line. Colicamati & Lafayette & Chicago. Colicamati & Lafayette & Ashtabula. Lolleveland & Theresa. Colicamati & Colicago & Indiana Central. Columbus & Indiana Central. Columbus & Toledo. Columbus & Toledo. Connecticut Western. Hovington & Lexington. K	columbus Chic. & Indiana Central.	New York & Rockaway Newtown & Flushing Niles & New Lisbon. Norfolk & Petersburg North Missouri North Wisconsin Northwestern North Carolina Northwestern Union Northwestern Virginia Oakland & Otfawa Pivor	Richmond & Danville.
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Cleveland Mt. Vernon & Delaware. C Cleveland Painesville & Ashtabula. L	develand Akron & Columbus.	Oakland & Ottawa River. Ohio & West Virginia. Oil Creek. Omaha & Southwestern Ontario Southern Orange & Alexandria. Ottawa Oswego & Fox River.	Col. Hocking Valley & Toledo.
Cleveland & Toledo L Col. Chicago & Indiana Central C	ake Shore & Michigan Southern.	Omaha & Southwestern	Burlington & Missouri in Nebraska
Columbus & Indiana Central	olumbus Chic. & Indiana Central.	Orange & Alexandria.	Washington City Va. Mid, & Gt. So.
Connecticut Western H	ol. Hocking Valley & Toledo. Iartford & Connecticut Western.	Pacific of Missouri	Missouri Pacific.
Covington & Lexington K	Centucky Central.	Pacific of Missouri Paducah & Elizab-thtown Pekin Lincoin & Decatur Penjaryalar (Miss)	Chesapeake Ohio & Southwestern. Peoria Decatur & Evansville.
Dakota Southern Danville & Vincennes Davenport & Northwest Deavenport & Northwest Deavenport & St. Louis Denver Pacifie Detroit & Ray City My Detroit & Eel River Detroit & Milwaukee Detroit & Milwaukee Detroit & Pontiae Detroit & Pontiae Detroit & Pontiae Dakon Peoria & Hannibal C Dubuque Southwestern Ci Easton & Amboy L	hicago & East. Illinois.	Peninsular (Mich.) Peoria Pekin & Jacksonville. Pittsburg Titusville & Buffalo.	Wabash St. Louis & Pacific.
Decatur & East St. Louis W Denver Pacific W	Vabash St. Louis & Pacific.	Pleasant Hill & De Soto Pomeroy & State Line. Port Huron & Lake Michigan Portland & Kennebee. Prairie du Chien Pueblo & Arkansas Valley	Attended I Hasburg & Western, Attended & Santa Fe.
Detroit & Bay City M Detroit & Eel River E	lichigan Central.	Port Huron & Lake Michigan Portland & Kennebec	Chicago & Lake Huron.
Detroit & Milwaukee Detroit Monroe & Toledo L	etroit Grand Haven & Milwaukee ake Shore & Michigan Southern	Prairie du Chien Pueblo & Arkansas Valley	Chicago Milwaukee & St. Paul. Atchison Topeka & Santa Fe.
Detroit & Pontiae. Detroit & Hannibal C	etroit Grand Haven & Milwaukee hicago Burlington & Quincy.	Quincy Alton & St. Louis	Chicago Burlington & Quincy.
Easton & Ambov	hicago Milwaukee & St. Paul.	Quincy & Palmyra Quincy & Toledo.	Hannibal & St. Joseph.
Elizabeth City & Norfolk	and all 6 G	Quincy & Warsaw	Chicago Burlington & Quiney
Essex Evansville & Crawfordsville Evansville Henderson & Nashville . Le	vansville & Terre Haute. ouisville & Nashville.	Republican Valley	Chicago & Northwest.
Flint & Holly. F Florence El Dorado & W A Florida Central F Framingham & Lowell L Frankfort & Kekomo TC Calone & Chicago W.	lint & Pere Marquette.	St. Joseph & Denver City St. Joseph & Pacific St. Louis Iron Mount'n & Southern I	st. Joseph & Western.
Florida Central Framingham & Lowell L	lorida Central & Wastern.	St. Louis Jacksonville & Chicago	Chicago & Alton.
Frankfort & KekomoTo	bledo Delphos & Burlington.	St. Louis Kansas & Arizona	Wabash St. Louis & Pacific.
Galena & Chicago Union Cl Grand Rapids New & L. Shore Cl Grand River Valley M Great Western (III.) W Green Bay & Minnesota Greenville & Columbia Co	hicago & West Michigan.	St. Louis & Lexington	Chicago Burlington & Quincy.
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Harlem & Portchester	abash St. Louis & Pacific.	Sandusky City & Indiana	Cincinnati Sandusky & Cleveland. Cincinnati Sandusky & Cleveland.
Hastings & Dakota Cl Holly Wayne & Monroe Fl	hicago Milwaukee & St. Paul.	Savannah Albany & Gulf	Atlantic & Gulf. Charleston & Savannah.
Holly Wayne & Monroe Fl Holyoke & Westfield No Houston & Great Northern M Hudson & River Falls Cl	ew Haven & Northampton. issouri Kansas & Texas.	Schoolcraft & Three Rivers	Marietta & Cincinnati.
		Sioux City & Dakota	Cnic. St. Paul Minn. & Ohama.
Indiana & Illinois Central	abash St. Louis & Pacific.	South Pacific (Mo.)	Brooklyn & Montank
Indianapolis & Cincinnati Ci Indianapolis Cin. & Lafayette Ci International & Great Northern M	in. Indianapolis St. Louis & Chic. in. Indianapolis St. Louis & Chic.	South Side (Va.)	Vorfolk & Western.
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Town Midland	urington Cedar Rapids & North'n, licago Milwaukee & St. Paul.	Steubenville & Indiana	Pittsburg C. & St. Louis. Iissouri Kansas & Texas.
Iowa Midland Cl Iowa & Minnesota Ch Iowa South, & Missouri North Ch	picago & Northwest.	Toledo & Illinois	
Jackson Lansing & SaginawMi	ichigan Central.	Toledo & Wabash	Vahash St. Louis & Pacific
Jackson Lansing & Saginaw Mi Jamestown & Franklin La Joliet & Chicago Ch	nicage & Alton.	Union N Union & Logansport C Union & Titusville F	columbus Chic. & Indiana Central.
Kalamazoo Allegan & Gr. Rapids . La Kalamazoo & Schoolcraft . La Kalamazoo & South Haven . Mi Kalamazoo & White Pigeon . La Kansas City & Cameron . Hi Kansas City & Eastern . Mi	ake Shore & Michigan Southern ake Shore & Michigan Southern	Utah Southern	Itah Central.
Kalamazoo & South Haven Mi Kalamazoo & White Pigeon La	ichigan Central. ike Shore & Michigan Southern.	Vonmont Control	ansolidated Vermont
Kansas City & Eastern Mi	annibal & St. Joseph. issouri Pacific.	Virginia Central C Virginia & Tennessee M Wabash & Western V Waco & Northwest F	Vapash St. Louis & Pacific
Kansas City St. Louis & Chie. Ch	nicago & Alton.	Waco & Northwest H Wallkill Valley I	Iouston & Texas Central.
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Lackawanna & Bloomsburg De Lafayette Bloomington & Muncie La	elaware Lackawanna & Western.	West Wisconsin	chicago St. Paul & Minneapolis. Central Pacific.
Lake Frie Wahash & St. Louis W.	abash St. Louis & Pacific.	Walkill Valley Walkill Valley Washington City Va. Mid. & Gt So. V West Clester & Philadelphia. West Wisconsin C Western Pacific Western Union Railroad Wichita & Southwestern A Wigner & St Parker	kicago Milwaukee & St. Paul, tchison Topeka & Santa Fe.
Leavenworth Atchison & N'west. Mi Leavenworth Lawrence & Galv Ka	ansas City Lawrence & Southern	Winona & St. Peter	

STOCK AND BOND TABLES.

NOTES.

These tables are expressly intended to be used in connection with the information concerning Investment matters, published from week to week in the Chronicle—to which an index is furnished in the remarks at the foot of the tables. Annual reports are in black-faced figures.

A description of U. S. Government Securities is published in the Chronicle each month, as soon as the official "Debt Statement" is issued. Prices of all active Stocks and Bonds are quoted weekly in the Chronicle, and a list of general quotations is published monthly.

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The following will give explanations of each column of the tables below:

Description.—Railroads leased to others will sometimes be found under the lessee's name. The following abbreviations frequently occur, viz M. for "mortgage." s. f. for "sinking fund," l. gr. for "land grant," reg. for "registered," coup. for "coupon," Br. for "Branch," guar. for "guaranteed." end for "endorsed." "Coupon*" indicates that the bonds are coupon, but may be registered.

Miles of Road.—Opposite Stocks, this means the miles of road operated, on which the earnings are based; opposite bonds, the miles covered by the mortgage.

Size or Par Value.—These figures are dollars, showing the denominations or par value. The figures "100, &c.," signify \$100 and larger.

Rate Per Cent.—The interest per annum is given for bonds, but the per cent of last dividend for stocks; g means gold; x, extra; s, stock or scrip.

When Payable.—J. & J. stands for Jan. & July; F. & A., Feb. & Aug.; M. & S., March & Sept.; A. & O., April & Oct.; M. & N., May & Nov.; J. & D.,

June & Dec.; Q.—J., quarterly from January; Q.—F., quarterly from Feb.; Q.—M., quarterly from March.

Bonds, principal when due; Stocks, last dividend.—The date in this column shows the period when the principal falls due of bonds, but the time when the last dividend was paid on stocks

STATE SECURITIES.

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

DESCRIPTION.	Date of	Size or	Amount		I	NTEREST.	Principal_When
For explanations see notes above.	Bonds.	par Value.	Outstanding	Rate.	When	Where Payable and by Whom.	Due.
Alabama—Substitution bonds (A) (\$7,000,000). Substitut'n b'ds for RR. (B) (\$596,000). do for Ala. & Chatt. (C) (\$1,000,000). Funding "obligat'ns" (tax-rec'ble 10-20 yrs.). Arkansas—Funding bonds of 1869 and 1870. Funding Bonds 1870 (Holford). Levee bonds (or warrants). Old unfunded debt, including interest. Sinking fund bds. (Loughborough) Act. Dec., '74 To Memphis & Little Rock Railroad. To Little Rock & Fort Smith Railroad. To Little Rock & Fort Smith Railroad. To Little Rock, Pine Bluffs & N. Orleans RR. To Miss., Ouachita & Red River Railroad. To Arkansas Central Railroad. Dalifornia—State Capitol bonds Funded debt bonds of 1873. Connecticut—War bonds, 20 year. War bonds, not taxable, 20 year. New bonds (sink. fd.)	1876 1876 1876 1876 1870 1870 1870 1870 1870 1870 1870 1870	Value. \$100 &c. 100 &c. 100 &c. 1,000 1,0	\$6,711,300 539,000 944,000 980,000 1,258,000 1,268,000 1,986,773 1,985,955 412,000 1,200,000 600,000 500,000 2,698,000 1,318,500 1,741,100 1,031,000 625,000 156,750 3,791,000 663,600 954,500 159,000 150,000 376,000 1,739,000 376,000 1,739,000 350,000 925,000 925,000 300,000 925,000 300,000 925,000 300,000 925,000	3 &c. 4 &c. 6 6 6 7 7 7 7 7 9 9 9 6 6 6 5 3 4 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	When Payable J. & J. & J. J.	Where Payable and by Whom. N. Y., Importers' & Tr. Bk. do do do do do Montgomery. N. Y., Union Trust Co. do do do Montgomery. N. Y., Union Trust Co. do	July 1, 1906 July 1, 1909 1900 1900 1900 1900 1900 April, 1900 July, 1885 & '8 1893-94 Jan. 1, 1884 Oct. 1, 1885 May 1, 1897 July 1, 1891 July 1, 1891 July 1, 1891 July 1, 1892 Oct. 1, 1901 July 26, 1892 Oct. 1, 1901 July 26, 1892 Oct. 1, 1901 July 26, 1892 Oct. 1, 1901 July 3, 1891 July 1, 1891 July 1, 1898 Aug. 1, 1904 July 26, 1892 Oct. 1, 1901 Jan. 1, 1901 Jan. 1, 1903 Feb. 1, 1886 May, 1886 Oct., 1890
Bonds, act of Jan. 18, '72. Bonds for funding (Act Feb. 19, '73). Bonds to fund coupons on endorsed bonds. Bonds exchanged for endorsed RR. bonds. Indiana—Bonds, coup. (pay'ble after Apr. 1, '84) School fund bonds (non-negotiable). Kansas—Bonds, 1861 to '69, funding, &c. Bonds for various State purposes.	1873 1876 1877	1,000 250&c, 1,000 1,000 1,000 1,000 &c,	307,500 300,000 542,000 2,298,000 585,000 3,904,783 101,475	7 g. 7 8 7 6 5 6 6 6 7	A. & O. Various July.	do do do do do N. Y., Winslow, L. & Co. do do N. Y., Am. Excl. Naf. Bk	July, 1892 April 1, 1886 July 1, 1896 Jan. 1, 1889 April 1, 1889 1883 to '84
Military loan.	1864 to '69	100 &c.	745,000 346,000	777	J. & J. J. & J.	do do do	1884 to '99 1884 to '99

Alabama.—The State gave 30-year bonds, dated July 1, 1876, bearing 2 per cent till 1881, then 3 per cent till 1886, 4 per cent till 1896, and 5 per cent for last 10 years, for old bonds, without any allowance for past due coupons. Alabama & Chattanooga endorsed bonds were exchanged for \$1,000,000 of the new bonds, Class C, which hear 2 per cent till 1881, and 4 per cent for remaining 25 years. For railroad endorsements the bonds issued bear 5 per cent. In 1880 the new 6 per cent bonds were issued to retire old 8 per cent "State obligations," Analysis of the debt and funding operations was given in the Chrontole, V. 24, p. 28. For the \$2,000,000 of State 8 per cent bonds issued to the Ala. & Chatt. RR. under act of Feb. 11, 1870, the State gives thelien on the lands granted to that railroad, 500,000 to 1,200,000 acres. Tax rate, 1879-80, 7 mills; 1880-81, 612 mills; 1881-82, 642 mills. The assessed valuation of real estate and personalty was \$123,757,072 in 1879, \$139,077,328 in 1880, and \$152,920,115 in 1881. (V. 32, p. 182.)

Arkansas.—The State Supreme Court decided Levee bonds of 1869 and 1870 invalid. The State is in default for interest, except on the secured sinking fund bonds (Loughborough) issued under the law of December, 1874. In Jan., 1883, a decision was made by the U. S. Circuit Court, substantially holding the railroad companies responsible for the State bonds issued to them. See the references below. Assessed valuation of taxable property in 1881 \$41,843,803 real estate and \$58,445,111 per sonal, and tax rate 7½ mills. The following are the latest official assessments:

Real Estate. Personal. Tax Rate. 1876. \$61,892,881 \$31,971,308 10

California.—The State holds in trust for School and University funds \$486,000 Capitol bonds and also bonds of 1873, in all \$2,690,000. Assessed valuations and rate of tax per \$1,000 have been:
Years. \$466,273,585 \$118,304,451 \$5:50,880. 466,600 Capitol bonds and also bonds of 1873, in all \$2,690,000. Assessed valuations and rate of tax per \$1,000 have been:

1881. 464,082,851 146,180,978 0.59
1882 446,319,940 120,848,453 5.96
Connecticut.—The debt of Connecticut was all created originally for war purposes. Assessed valuation and tax rate per \$1,000 have been: Years. Real Estate. Personalty. Tax Rate 1878 \$235,412,691 \$99,970,163 1.50 1879 228,987,700 95,901,323 1.50 1880 \$332,170,856 1.50
The assessed valuation of real estate is about 70 per cent of the true value.—(V. 35. p. 131; V. 37, p. 127.)
Delaware.—i hese refunding bonds issued July, 1881, take up outstanding debt. Series "A" are \$160,000, redeemable 1886; series "B,

\$300,000. redeemable July, 1886 to 1891; series "C," \$165,000, redeemable July, 1891 to 1901. There is no State tax levied, nor assessments made by State officers. (V. 32, p. 500.)

District of Columbia.—The total assessed value of taxable real estate and personal property is shown below. The interest and sinking fund on the 3-65 bonds are provided for by Congress, and the amount is limited to \$15,000,000. Real and personal estate, &c., has been assessed as follows:

1879	87.980.356	\$13,363,920 11,421,431	Tax Rate. \$15
1882. 1883. —(V. 32. p. 69: V. 36. p. 29.	90,308,495 92,533,665	$\begin{array}{c} 10,895,712 \\ 9,666,272 \\ 9,028,812 \end{array}$	15 15 15

-(V. 32, p. 69; V. 36, p. 29.) Florida.—Less the sinking fund of \$177,050, the total debt is \$1,098,450, which does not include \$132,000 bonds of 1857, held by Indian Trust Fund. About \$507,200 of the bonds are held in school funds, &c Coupons of all bonds are receivable for taxes. Real and personal property assessed in 1881, \$36,691,823; in 1882, \$45,285,977. (V. 32, p. 100.)

erty assessed in 1881, \$36,691,823; in 1882, \$45,285,977. (V. 32, p. 100.)

Georgia.—The constitutional amendment in 1877 declared void several issues of bonds and railroad endorsements. There were issued \$400,000 d per cent bonds in 1880, but all except \$75,000 taken up and canceled. Assessed value and tax rate per \$1,000 have been:

Years.

Real Estate.

Personal Tax Rate.

1878.

\$134,635,886

\$91,585,832

\$500

1879.

\$134,244,081

\$90,849,338

\$350

1880.

\$139,657,250

\$99,276,876

\$350

1881.

\$148,057,233

\$106,195,395

\$360

\$16,195,395

\$370

\$1840.

**Indiana.—Indiana made a compromise with her bondholders in 1846, giving them State stock for one-half of their bonds and overdue coupons, and Wabash & Erie Canal stock for the balance, about \$7,500,000. There are also ourstanding \$340,000 5 per cent bonds, due 1901, held by Purdue University, and about \$47,000 miscellaneous issues of bonds. Valuation made in 1881 of taxable property: Real estate, \$543,427,442; personalty, \$261,775,350.

**Kansas.—Kansas has but a small State debt, but the issue of municipal bonds was about \$14,500,000. The valuations (about one-half of true value) have been:

Real Personal Rate of Tax Total

Real	Personal	Rate of Tax	Total
Estate.	Property.	per \$1,000.	Debt.
	\$43,700,545	\$5 50	\$1,181,975
108,101,123	52,469,638	5 50	1.181.975
		5 50	1,181,975
170.97	4.017	5 00	1,181,975
	Real Estate. .\$101,229,734 108,101,123 	Real Personal Property\$101,229,734 \$43,700,545 108,101,123 52,469,638 170,813,373	Estate. Property. per \$1,000\$101,229,734 \$43,700,545 \$5 50108,101,123 52,469,638 5 50170,813,373 5 50

Subscribers will confer a great favor by giving immediate notice of any

DESCRIPTION.	Date of	Size or	Amount			INTEREST.	Principal-When
r explanation see notes on first page of tables	Bonds.	par Value.	outstanding.	Rate.	When Payable	Where payable and by whom.	due.
nuisiana—Bonds for relief of State Treasury Bonds in aid of various railroads Levee bonds—Act 35 of 1865. do Act 115 of 1867. do special—Act 32 of 1870. Bonds funding coupons do to Boeuf & Crocodile Navigation Co. do to Mississippi & Mexican Gulf Canal. do school, held by St. Treasurer. do to N. Orleans, Mobile & Chatt. RR. do to N. Orleans, Mobile & Texas RR. N. O. Mob. & Texas RR. bonds, end. by State Consolidated funded bonds. Lonsolidated funded bonds. Coupounty loan bonds Coupounty loan bonds Coupounty loan bonds Coupounty loan bonds, coupon. Levidand—Baltimore & Ohio Railroad, sterling Railroads and canals. Eastern Shore Railroad. Baltimore & Susquehanna Railroad. Annapolis & Elkridge Railroad. Defense Bounty Loan Levidand Hospital Loan, 10-15 years Maryland State Loan Treasury relief loan, 10-15 years Maryland State Loan Creasury relief loan, 10-15 years Maryland State Loan Coupounty Fund Loan do do sterling Var Loan, sterling Loan Loan, sterling Loan, sterling Loan Loan	1853 1866 1867 1870 1869 1857 1870 1870 1870 1871 1869 1874 1880 1880 1880 1880 1838 1838 1838 1838 1838 1838 1838 1839 1839 1840 1870	\$500 &c. 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 200 &c. \$1,000 \$200 &c. \$200 &c. \$200 &c. \$200 &c. \$200 &c.	Amount of these yet fund-fable was \$333,300 Apr., '82 80,000 260,000 48,000 11,785,665 2,330,000 2,560,000 20,7000 1,788,888 2,267,778 309,485 31,699 269,000 528,355 298,435 62,605 2,326,730 1,000,000 465,000 1,196,664 500,000 4379,500 4,022,649 1,005,419 5,537,104	ចិចិត្តបាន ១០ ភូ ម៉ូស់ ភូ ភូ សំសំសំសំសំសំសំសំសំសំសំសំសំសំសំសំសំសំសំ	Payable J. & J.	\$15,000 119,000 119,000 119,000 260,000 48,000 48,000 2,500,000 875,000 N. Y., Bank of N. Y. New Orleans. Boston, Suffolk Bank. Augusta and Boston. Boston, Suffolk Bank. London, Baring Bros. do	July, 1893 1872 to 1906 1886 May 1, 1907 March 1, 1875 1886 & '88 Jan. 1, 1890 1899 1899 1897 July 1, 1910 April, 1911 Jam., 1914 1886 & 1914 June 1, 1889 50,000 per yeas 1889 1890 1890 1890 1890 1890 1890 1890

Louisiana.—The Constitutional amendment passed December, 1879, provided for a new bond in place of consols of 1874, bearing 2 per cent for 5 years, 3 per cent for 15 years and 4 per cent afterwards, on which basis the interest charge per year for consols is \$235,542. To April, 1882, the 2 per cents issued were \$237,300, 4 per cents, \$186,150; and 3 per cents (baby bonds), \$1,307,105. In June, 1882, a constitutional amendment passed the Legislature, and was submitted to vote in November, giving new bonds at 2 per cent for five years from Jan., 1880, and 4 per cent thereafter. See V. 35, p. 50. The interest tax alone was 5½ mills before the constitutional amendment limiting the whole tax to 6 mills. There is considerable overdue interest of the years 1874 to 1880 inclusive. A suit by the State of New Hampshire against Louisiana as assignee of her bonds, was decided in favor of Louisiana by the U. S. Supreme Court. Taxable valuation for 1881 about \$176,000,000. (V. 33, p. 23, 743; V. 34, p. 115, 147, 460, 574; V. 35, p. 50, 71, 336, 456, 486; V. 36, 169, 285, 365; V. 37, p. 127.)

Maine.—The dept January 1, 1883, was \$5,749,900. The sinking

Maine.—The dept January 1, 1883, was \$5,749,900. The sinking fund \$1,571,185. Tax rate for 1880, 5 mills on valuation of 1870; 1881-82, 4½ mills; 1883-84, 4 mills on State valuation.

Maryland.—The State has largely assisted canals and railroads, and holds \$3,862,615 of stocks and bonds ranked as productive; the State also holds \$26,515,045 in unproductive securities, which includes \$16,760,978 Chesapeake & Ohio Canal interest. The State will exchange the "Defense Loan" at par for new certificates of indebtedness, to bear interest at 6 per cent until January, 1884, and 3.65 per cent afterward, redeemable in 15 years. Assessed valuation, &c., have been

 Tears. Assessed valuation, &c., have been:

 Years.
 Real & Personal. Tax per \$100.

 1878.
 \$464,425,790
 183c.

 1889.
 466,637,502
 183c.

 1881.
 459,187,408
 183c.

 1882.
 461,459,939
 183c.

 - (V. 35, p. 373, 756.)
 464,824,879
 183c.

 1834c. 1834c.

| Massachusetts.—The funded debt, January 1, 1883, was \$32,511,680. The sinking funds were \$16,944,263\$. The Hoosac tunnel and connections cost the State heavily. Assessed valuation, tax rate, &c., have been:

Real	Personal	Tax per	Total	Sinking		
Years.	Estate.	Property.	\$1,000.	Debt.	Funds.	
1879	1,090,749,235	742,533,998	12	78	33,020,464	13,448,194
1879	1,090,749,235	742,533,998	12	78	33,020,464	12,235,248
1880	1,111,160,072	816,695,381	15	32,799,464	13,050,092	
1881	1,149,965,827	883,886,538	14	28	32,399,464	14,080,465
1882	1,189,524,370	812,858,614	15	28	32,511,680	16,944,263
The loan to Boston Hartford & Eric Railroad was secured by "Berdell" mortgage bonds, afterwards exchanged for N. Y. & N. E. RR. second mortgage bonds.						

Michigan.—The debt is practically extinguished, as the sinking fund has sufficient assets to meet the debt. Equalized valuation of real and personal property, 1882, about \$\$10,000,000, and tax rate for State purposes 1 4-10 mills on the \$1; in 1882, tax rate, 126,00 mills.

**Minnesota.—All the old State bonds are held by the permanent school fund. Minnesota refused to recognize the "State Railroad Bonds" of 1858, to the amount of \$2,275,000. A proposed compromise with the holders was provided for in 1881, and was carried out by the issue of the 4½ per cent bonds. Taxable valuations and State tax have been: Years.

Real Estate. Personal. Tax Rate 1878.

\$183,615,738 \$46,175,304** 2½ 1879.

\$189. \$189,246,698** 53,525,017** 1.525,1880.

\$203,473,637 54,581,906** 1.615,181.

\$20. \$203,473,637** 54,581,906** 1.615,181.

\$20. \$242,938,170** 79,219,445** 1.85,182.

\$22. \$242,938,170** 79,219,445** 1.85,282,294,304,329,404,433,469,502,588,687,744; V. 34, p. 32,86,316.)

Missouri.—The tax rate is 40c. per \$100. Bonds maturing are met by sinking fund. The Hannibal & St. Joseph RR. paid the State \$3,000,000 for its debt, but the State refused on Jan. 1, 1882, to pay the coupons on its own \$3,000,000 of bonds. Litigation between the State and company ensued. The following is a statement of the assessed property in this State for the years 1881 and 1882:

Real estate

1882. \$442,826,742 170,813,976 35,626,524

Total. \$601,722,882 \$649,867,242
-(V. 33, p. 687; V. 35, p. 236, 763; V. 36, p. 312; V. 37, p. 99.)
Nebraska.—The State school fund holds \$326,267. There are also \$50, 000 10 per cent "Grasshopper" bonds due 1885, interest paid January and July. Assessed valuation (332 per cent of true value) and tax rate per \$1,000 have been:

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

DESCRIPTION.	Date of	Size or	Amount	3 30 50	1	NTEREST.	Principal-When
	Bonds.	par Value.	outstanding.	Rate.	When	Where Payable and by Whom.	Due.
For explanations see notes on first page of tables		value.				TI MOMI	
New York—	1875	\$100&c.				N. Y., Manhattan Co. Bank.	Oct., 1893
Canal debt. Under Art. 7, Sec. 3, of Con-	1872	100 &c.	1,562,900		J. & J.		July, 1887
reg. stock. stitution, and Art. 7, Sec. 12.	1873	100 &c.	4,302,600		J. & J.		July 1, 1891 Oct. 1, 1892
	1874	100 &c.	2,000,000	6 g.	A. & O.	N. Y., Nat. Bk. of Republic.	1909
Worth Carolina-Funding bonds tax-receivable.	1879	50 &c.	2,600,641 3,806,300	6	Various	do do	1868 to '98
Old bonds not funded		500 &c. 1,000	1,075,000	6	Various		1883 to '85
Bonds to North Carolina Railroad Bonds for N. C. RR. issue (tax receiv'ble cps.)	1882	1,000	1,720,000	6	A. & O.		1912
RR. bonds, not fundable (Chatham and W.&T.)	1302	1.000	1,180,000	6		do do	1868 to '98
Donitontiary hands act Allg. 24. 1808	1808	1.000	44,000	6	A. & O.	New York.	Oct., 1898
Choosel toy honds	400000	1,000	11,366,000	6	A. & O.	do	1898 to '99
Objo Registered loan of 1881	1881	100 &c.	2.175.000	4		N. Y., American Exch. B'k.	At will, 1883-'8
Registered loan, payable after Dec., 1886	1856	100 &c.	2,400,000	6	J. & J.	do do	Jan., 1887
Pennsutrania—Reg. bonds, tax Ir., (red'ble '92).	1877	100 &c.	8,000,000	5	F. & A.	Phila., Farm. & Mech. B'k.	Feb. 1, 1902
Registered bonds, tax free, 15-25 years	1879	100 &c.	2,000,000	312 & 4	F. & A.		Aug. 1, 1904 Feb. 1, 1912
Loan of February, 1882 (registered)	1882 1882	50 &c.	6,940,000 2,500,000	312 & 4	F. & A.	do do	Aug. 1, '83 to '9
		50 &c.	500,000	6	JE. & A.	Harrisburg Treasury.	1922
Agricultural College land scrip	1863	1.000	199,000	6	A. & O.	Providence, R. I. H. & T. Co.	April 1, 1883
Rhode Island—War bonds	1863	1.000	631,000	6	J. & J.	do do	July 1, 1893
do	1864	1.000	738,000	6	F. & A.	do do	Aug. 1, 1894
bouth Carolina-State House stock and bonds .	1853 to '54	1,000	158,783	6	J. & J.		1871 & '81
Funding bonds and stock	1866	50.&c	27,450	6 g.	J. & J.	Columbia and New York.	July 1, 1887 to '9
Blue Ridge Railroad bonds	1854	1,000	61,000	6 g.	J. & J.	Columbia, Treasury.	July 1, 1875 to '7 July 1, 1888
Funding bills receivable	1868	1,000	18,000	6 g.	A. & O. A. & O.	Columbia and New York.	July 1, 1000
Payment of interest	1868	1,000	128,000 58,200	6 g. 6 g.	J. & J.	do do	July 1, 1888 July 1, 1889
Funding bank bills. Conversion bonds and stock.	1868 1869	500,&c. 500,&c.		6 g.	I & J	do do	July 1, 1882
Consol, bonds and stock (Brown)	1874	500,&c.	4,152,613	6 8.	J. & J.	N. Y., National Park Bank.	July 1, 1893
ennessee—Funding bonds, act of 1873	1874	1.000	(?)	6	J. & J.	Nashville, Treasurer.	July 1, 1914 1875 to 1900
Bonds regist'd act of 1873. (\$292.300 are 58).		1,000	(?)	5 & 6	J. & J.	do do	1875 to 1900
Held by E.T. University (not to be funded)		1,000	397,000	6	J. & J.	do do	Various.
Compromise bonds (act of May 20, 1882)	1882	500,&c.	8,224,351	3, 4, 5, 6	J. & J.	New York or Nashville.	Jan. 1, 1912
Texas-Funding State debt (act May 2, 1871)	1872		67,000	6	Various	State Treasury.	1891 1911
Frontier def'se, gold, act Aug. 5, '70 (red'ble '91)	1871	1,000	499,000	7 g. 7 g.	M. & S. J. & J.	New York, Bank of N, Y.	1892
Revenue deficiency bonds, act Dec. 2, 1871.	1872 1874	1,000	467,000 288,000	7 8	T & T	do do	March 1, 1904
Bonds, act Mar1874 (for paying float'g debt) Redemption of debt, act Aug. 6, '76		1.000	1.647.000	6 9	J. & J. J. & J.	New York & State Treasury.	July, 1906
Ponds of April 21 1879	1879	100 &c.		5 8.	J. & D.	do do	1909
Bonds, act April 21, 1879 Bonds to State University and School Fund	1010		216,641	5			
Danda issued to School Fund			320 367	6			
Virginia—Old bonds, 23 fundable	1851 to '66	500 &c.	3,030,088	6 .	J. & J.	N. Y., Winslow, L. & Co.	1886 to '95
Old nonds, sterling, not required to be funded	1851	£100 &c	1,302,851	5	J. & J.	London, Baring B. & Co.	1886
Consol.) Act Mar. '71) coup. tax receivable	1871	100,&c.	13,474,800	6	J. & J.	Richmond, Treasury.	1905 1905
do do reg., conv. into coup	1871	100,&c.	895,147 2,394,305	6	J. & J. J. & J.	do do	
do (Act 1872) "Pealer," ep. not rec'ble.	1872 1871	Various	15,239,370	6	J. & J.	40 .	Contingent
Deferred certificates (W. Va.)	1879	various	8,171,600	3 to 5	J. & J.		1919
do do sterling	1879		346,000	3 to 5	J. & J.	***********	1919
do do boring	20.0		020,000	1			1

518,617,518 in $1880,\,\$508,892,338\,$ in $1879\,$ and \$531,851,849 in 1878. State school tax, 2 mills.

New York.—The financial condition of the State has been fortified by the payment of all debt except the canal debt, as above. The sinking funds in January, 1883, amounted to \$2,085,499. The new Capitol building has cost the State thus far \$13,000,000, but this has been paid for by taxation. Valuations and tax rate for State purposes have been. Real Estate. Personal. State Tax.

	Real Estate.	Personal.	Diale Las.
1878	\$2,373,418,490	\$364,960,110	$\frac{29_{10}}{2863_{1000}}$
1879		352,469,320	28631000
1880	2,315,400,526	322,468,712	312
1881		340,921,916	$2^{1}\!4$
1882		351,021,189	
-(V. 32, p. 70.)			

North Carolina.—Interest has been paid on bonds issued to No. Carolina RR., as the State holds \$3,000,200 stock and receives dividends thereon. The funding law of Mar. 4, 1879, provided for funding old antewar bonds at 40 per cent of the face value; "New" railroad bonds recognized as valid at 25 per cent; funding bonds of 1866 and 1868 at 15 per cent. Nothing for overdue coupons. Coupons of the new bonds are receivable for taxes. The funding ended January 1, 1882, but was continued in April, 1883, by a new law. If all were funded the new 4 per cents would be \$3,589,511. Special tax bonds are ignored, and also bonds to Chatham RR. 1868, \$1,030,000, and to Williamston & Tarb. RR., \$150,000, and for Penitentiary under acts of 1868.

The old North Carolina RR. construction bonds are exchangeable for the new 6s, due 1912 (see V. 35, p. 132), and many holders have already so exchanged. Assessed valuation of real estate is about 60 per cent of true value. Valuations and tax rate per \$100 have been:

Years. Real Estate. Personalty. TotalValuation, Tax pr. \$100

Years.	Real Estate.	Personalty.	TotalValuation. Tax	
	. \$91,079,834	\$51,228,268	\$142,308,102	38
	. 101,799,424	54,468,817	156,268,241	24
	.102,348,216	67,568,691	169,916,907	28
1881	. 104,742,911	62,995,728	167,738,639	28
-(V.33, p.	528, 560, 642,	744; V. 34, p. 3	78, 550; V. 35, p.22,	132, 339;
V. 36, p. 81	L. 170, 399.)			

Ohio.—Ohio has a very small State debt, but large local debts, amounting in 1882 to \$45,766,351, against \$25,957,588 in 1875, this increase being mainly in Cincinnati debt. Valuations in Ohio have been as follows:

Real estate. Personalty. Real estate. Personalty. 1860 . \$639,894,314 \$248,408,290 | 1880 .\$1,102,049,931 \$456,166,034 1866 . 663,647,542 442,561,379 1881 . 1,101,457,383 485,750,196 1879 . 1,093,768,904 442,979,885 | 1882 . 1,116,681,655 518,229,079 1841 tax rate for 1881-82, 2^9_{10} mills; for 1882-83, 2^9_{10} mills.

Pennsylvania.—Sinking fund December, 1882, \$2,017,073.—Revenue is raised principally from corporations. Taxes are levied on personal property. The State holds \$5,775,000 of railroad bonds. Any coupon bonds may be changed to registered. Total valuation in 1882, \$1,664,847,494; tax rate, \$3. (V. 33, p. 623; V. 34, p. 20.)

Rhode Island.—The debt was all created for war purposes. In Jan. 1883, the net debt, less sinking fund, was \$1,382,315. The State valuation of real property in 1882 was \$328,530,559; tax rate, 15 cents on \$100.

South Carolina.—The funding law of Dec. 23, 1873, provided for scaling down the old debt 50 per cent. The consols were again "re-adjusted" in 1879. The several acts were passed Dec. 3, 1873, Dec. 24, 1878,

Dec. 24, 1879, and February, 1880. In November, 1882, the consols stood at \$5,429,928, which amount was made up as follows: Brown consols actually issued, \$4,152,613; green consols not yet exchanged, \$1,982,391 less amount invalid, \$705,077; balance, \$1,277,314; total, \$5,429,928. The old issues yet fundable stood as above. Valuations and rafe of tax per \$1,000 have been:

and rate of	tax per \$1,000	nave been:		
Years.	Real Estate.	Personalty.	Railroads.	Tax Rate.
1878-79	\$85,633,873	\$40,083,341	\$6,520,772	234
1879-80	76,583,866	36,574,858	7,392,900	434
1880-81	77,609,666	41,785,768	13,767,400	. 5
-(V.33, p.	12, 589.)			

Tennessee.—A funding law was passed (act of May 20, 1882) without the tax-receivable coupon clause, and giving new bonds at 60 per cent of the principal and interest of old, the new bearing 3 per cent in 1882-83, 4 per cent in 1884 and 1885, 5 per cent in 1886 and 1887, and 6 per cent 1888 to 1912. Exchanges were made in New York July, 1883, and \$8,224,351 of these compromise bonds were issued. The Legislature of 1883 repealed this law and passed a new one adjusting the debt on the basis of new bonds at 50 per cent of the face value of old, and bearing 3 per cent interest; the old State debt proper of \$2,118,000 is made an exception and new 6 per cent bonds are to be issued for that at the face value. Assessed valuations and tax rate per \$1,000 have been as follows:

Years.	Real Estate.	Personalty.	Railroads.	Tax Rate.
1877	\$212,589,045	\$24,319,803	\$	\$1
1878	202,340,815	20,871,338	***********	1
1879		16,952,036		1
1880	195,635,100	16,133,338	16,375.894	1
		252, 428, 461, 522,		183, 457,
763: V.	36. p. 18. 170. 2	54, 286, 332, 724 : V	. 37. p. 49.)	

Texas.—The old high-rate bonds have been redeemed and low-interest bonds issued. Assessed valuations and rate of tax per \$1,000 have been: Years. Real Estate. Personalty. Total Val'tion. Tax Rate, \$187,722,374 \$115,480,050 \$303,202,424 \$51879... 186,297,495 \$114,227,912 \$300,525,407 \$1880... 197,167,630 \$121,803,106 \$318,970,736 \$1881... 216,228,017 \$140,000,000 \$357,000,000 \$1882... 400,000,000 \$357,000,

-(V. 34, p. 329.)

Virginia.—The accumulated arrearages of interest on the debt proper, October 1, 1881, were \$3,565,331. The law of March 28. 1879, for refunding the debt, was given in Chronicle, Vol. 28, p. 353. The new bonds are 10-40 years bonds, and bear 3 per cent for 10 years, 4 per cent for 20 years, and 5 per cent for 10 years, coupons tax-receivable. In February, 1882, the Riddleberger law for readjusting the debt and the laws known as "Coupon killers" Nos. 1 and 2, were passed, (see V. 34, p. 88). The Supreme Court of the U. S. held (V. 36, p. 285) that the law requiring the validity of the coupons to be established before a State court did not impair the contract making them receivable for taxes, and was therefore constitutional, but the case is to be reopened in same court on appeal.

Assessed values in 1880 were: real estate, \$234,272,951; personal, \$70,391,018. The receipts of the State Treasury in 1880-81 were \$2,632,345, and current expenses, \$2,152,028, leaving \$480,317 balance. Tax rate, 5 mills. The U. S. supreme Court in January, 1881, held the coupons of consol. bonds not taxable by the State. (V. 33, p. 562; V. 34, p. 88, 179, 379, 489, 541, 715; V. 35, p. 52, 79, 104, 267, 603; V. 36, p. 18, 235, 286, 304, 332, 445, 471, 561.)

Subscribers will confer a great fa				1		INTEREST.	ables.
DESCRIPTION.	Date of bonds.	Size or	Amount outstanding.			7	Principal-When
or explanations see notes on first page of tables.		value.		Rate.	When	Where payable and by whom.	Due.
lbany, N. Y.—Purchase Congress Hall Block	1866	\$1,000	\$150,000	6	F&A	Roston Marchantal Ponk	Fob 1005 to 10
City improvement. Washington Park.	1870-'71 1870-'82	1,000	448 000	7	F. & A. M. & S.	Boston, Merchants' Bank. New York. New York and Albany.	March, '80 to 1900
New Post Office site	1870-82	1,000	1,044,000 115,000	4, 5, 6, 7	M. & N.	New York and Albany.	1910-'21
High School	1875	1.000	30,000	7	M. & N.	N. Y., Merchants' Nat. Bk.	May 1, 1904 May 1, 1883 to '8!
Water debt (\$400,000 due 1900-3, are 7s) Western Avenue improvement bonds	1874-'80 1877	1,000	1,100,000 117,000	6 & 7	F. & A.	do do	Feb. 1, 1893-1912
New City Hall	1882	1,000	145,000	6	F. & A. J. & J.	do do do	May 1, 1904 May 1, 1883 to 8 Feb. 1, 1893-1912 Feb. 1, 1883-4- July 1, 1905 to 16
South Pearl Street bonds Bonds loaned to Albany & Susquehanna RR.	1882 1865	1,000	62,000 860,000	4		Albany. N. Y., Del.& Hud. Canal Co. Atlanta&N.Y.,Am.Ex.N.Bk	ouly 1, 1000 to 1
tlanta, Ga.—Bonds for streets, &c Bonds, A. L. Railroad for and State House	'66-'67-'72	500 &c.	265,000	6 8	M. & N.	N. Y., Del.& Hud. Canal Co.	1895-'97 1886 & 1892
Bonds, A. L. Rallroad for and State House Bonds for West, RR. and floating debt	1869-'70	1,000 500 &c.	400,000	7	J. & J.	do do	J. & J., 1890
Bonds, 1st and 2d series, waterworks	1874	1,000	418,000 430,000	8 7 8 7 8	J. & J. J. & J. J. & J. J. & J. M. & S.	do do	J. & J., 1962
Redemption bondsdo	1877 1875	500 &c.	77,000	8	J. & J.	do do	Jan, 1, 1904 Jan. 1, 1897
do	1881	1,000	52,000 68,500	10	M. & S. J. & J.	do do do	Sept. 1, 1885
ugusta, Ga.—Bonds for various purposes altimore—Consolidated loan of 1890	Various.	250 &c.	2,061,000	5 7 6	Various	Augusta.	July 1, 1911 1882 to 1905
water loan, reg. stock, red, at will after 1916,	Various. 1877	100 &c. 100 &c.	7,306,546 5,000,000	6 5	QJ. M. & N.	Balto., Farm. & Plan. Bank. Balto., Nat. Merchants' Bk.	July 1, 1890
Funding loan, reg. stock, tax free.	1878	100 &c.	1,000,000	5	M. & N.	do do do	July 1, 1916 After July, 191
Consolidated bounty loan.	1863 1865	100 &c. 100 &c.	2,211,068 410,353	5 6 6	M. & S. M. & S.	do do	Sept. 1, 1893
Fublic parks (Druid Hill)	1860	100 &c.	555,566 185,723	6	QM.	Balto., Nat. Mechanics' Bk.	Sept. 1, 1893 Sept. 1, 1890
Park improvement loan	1863 1853	100 &c.	185,723 5,000,000	6	Q.—J. Q.—J.	do do	Jan. 1, 1895
One million loan to Pittsb. & Connellsville RR	1853	100 &c.	1,000,000	6	J. & J.	Balto., Farm. & Plan. Bank. Balto., N. Mechanics' Bank.	Jan. 1, 1890 Jan. 1 1886
New City Halldo do	1868 1870	100 &c. 100 &c.	1,000,000	6	QJ.	Balto., Farm. & Plan. Bank.	July 1, 1884
do do	1874	100 &c.	500,000	6 5	Q.—J. Q.—J.	do do do	Sept. 1, 1893 Sept. 1, 1890 Jan. 1, 1895 Jan. 1, 1896 Jan. 1, 1886 July 1, 1884 April 15, 1900 March 7, 1902 After 1885
Consolidated loan	1864 1881	100 &c.	1,029,061		QJ.	do do	After 1885
Faving Ioan Western Maryland Railroad Jones' Falls (\$\$68,500 are 5s) Valley Railroad Water Ioan (\$263,000 only are 6s) Harford Run improvement Ioan Western Maryland RP, Ioan (\$684,000)	1870	100 &c.	145,000 800,000	6	M. & N. Q.—J.	City Register's Office. Balto., Farm.& Plan. Bank.	After Nov.1, 1920 July 1, 1900 Jan. 1, 1902 April 9, 1900
Western Maryland Railroad	$\frac{1872}{1872}$	100 &c.	1,000,000	6	J. & J.	Balto., N. Mechanics' Bank.	Jan. 1, 1902
Valley Railroad.	1873	100 &c.	1,668,500	5&6	Q.—F. A. & O.	do do do	April 9, 1900 Oct. 31, 1886
Water loan (\$263,000 only are 6s)	1874 1880	100 &c.	4,000,000	5 & 6	J. & J.	Balto., Nat. Merchants' Bk.	July 1, 1894
TI COUCH Many land Lite. Toan (\$005,000)	1882	100 &c.	$250,000 \\ 371,000$	4 4		Balto., City Reg'ter's Office.	1025
Endorsements for Western Maryland RR.			1,375,000	6	J. & J.	Balto., N. Mechanics' Bank.	Jan. 1 '90 & 1900
do do Union Railroad angor, Me.—City debt proper (\$50,000 are 7s)	1858 to '72	100 &c.	117,000 100,000	6 & 7	Various	Baltimore, Franklin Bank. Boston, Merchants' N. B'k.	Jan. 1, 1895 1885 to '92
Municipal loan. Water loan bonds, coup. (Act Feb. 22, 1875).	1874 1875	1,000 500 &c.	100,000	6	J. & J.	do do	Tan 1 1894
European & North American Railroad	1869	1,000	500,000 1,000,000	6	J. & J. J. & J.	do do do	July 1, 1905 Jan. 1, 1894 April 1, 1899
Bangor & Piscataquis Railroad	1869	1,000 Various.	925,000	6 & 7	A. & O.	do do	April 1, 1899
Knox & Lincoln RR., for stock and coupons.		Various.	180,500 193,000	5 & 6	M. & S Various	City Treasury. Boston, Second Nat. Bank.	1887 & 1897 '83, '85 & '98
Androscoggin Railroad	1861 1869	Various.	425,000	6	A. & O.	City Treasury and Boston.	Jan. to Oct., 1891
do do (F.&A. and M.&S)	1871-'72	Various.	306,150 391,600	6	J. & J. Various	do do do	July 1, 1883 to '99 1891 & 1902
Railroad refunded	1859 to '61	1,000	126,600	4	J. & J.	********	July 1, 1902 1883 to '87
City debt and Roxbury and Charlestown	1864 to '80	1,000	1,734,000	5 g.	Various	Boston, Treasurer's Office.	1883 to '87 1883 to '97
do registered do do	1878-'82		6,294,000 450,000	4 4 ¹ 2g.	Various	do do .	1887-1913
do do	1877	****	4.90,000	412	A. & O. Various	do do do	Oct., 1889 1887
City debt and Roxbury and Charlestown West Roxbury	The second secon		268,000 237,000	5 7	Various Various	do do do	Various.
Burnt district, sterling loan	1873	£100&c	4,997,604	5 g.	A. & O.	do do London, Baring Brothers.	1883 to 1891 April, 1893
Consolidated street improvem't, sterling loan. Mystic water debt, assumed	1869 1862 to '76	£100&c 1,000	3,139,980 1,127,000	5 g. 5 g. 5 & 6	J. & J. Various	do	July, 1899 1883 to '94
Cochituate Water loan, 6 per cent	1866 to '76		4,901,000	6	Various	do do	1883 to '94 1897 to 1908
do do 5 per centdo do 4 per cent	1875 & 78		13,000 588,000	5 4	Various	do do do	1907-1908
do do Sterling	1872	£100 &c	1,947,274 3,552,000	5 g.	A. & O. A. & O.		1908 Oct., 1902
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1875-'76 1879		3,552,000 268,000	o g.	A. & O.	Boston, Treasurer's Office.	1905-1908
do do 4 do	1879-'80		686,000	4 l ₂ g. 4 g.	A. & O.	do do do	1909 1909–1912
Mount Prospect Square loan	$\frac{1861}{1857}$	1,000	213,000	7	A. & O. M. & N.	Brooklyn.	1891
Soldiers' aid fund loan	1865	1,000	90,000 552,000	4 g. 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	J. & J. J. & J.	do n	1887 1885 to '90
Gowanus canal improvement loan, local Bushwick avenue do do do	1866 1865	1,000	116,000 134,000	7	J. & J.	do ob ob	1883 to 90
SouthSeventh st. do do do	* 1866	1,000	157,000	7	J. & J. J. & J.	do do	1883 to '90 1883 to '90
Union street improvement loan, local	1867	1,000	194,000	6 8-7	J. & J.	do a o	1883 to '86
Wallabout Bay do do	1867	1,000	273,000 268,000	6 & 7	J. & J.	barid op	1883 to '95 1883 to '90
New York Bridge loan, registered and coupon Bonds for N. Y. & Brooklyn Bridge, cp. or reg.	1876-79	1,000	3,000,000	7 7	J. & J.	do Ki	1899-1924
Dilugo, op. of leg.	1010-19	1,000	8,090,000	5,6 & 7	J. O. J.	do 5 5	1905 to 1920
Prospect Park loan registered and coupon	1860 to '73	1,000	8,019,000	7	J. & J.	do am	1915 to '24
Prospect Park loan, registered and coupon Prospect Park loan. Permanent water loan. do do	1860 to '73 1860 to '72	1,000 1,000 1,000	8,019,000 1,217,000 } 9,859,500	7 6 6 7	J. & J. J. & J.	op oo o	1915 to '24 1915 to '24

Bath, Me.—The city holds a first mortgage on the Androscoggin road for the debt, and second and third mortgages on the Knox & Lincoln for the debt, and second and third mortgages on the Knox & Lincoln for tis proportion of \$895,000 out of a total of \$2,395,000 bonds issued by several cities in aid of the latter road. Tax valuation, 1881—real estate, \$2,703,425; personal, \$3,807,910; total, \$6,511,335. Tax rate, \$25 per \$1,000; 1882, \$6,847,945; rate, \$25 00.

Boston.—The population of Boston in 1880 was 362,839; in 1870, 250,526, against 177,840 in 1860. The total funded debt April 30, 1883, was \$41,184,358,and net debt, \$24,858,817. The tax levy in 1883 is divided as follows: State, \$578,055; county, \$291,200; city, \$8,778,556. The rate on \$1,000 on valuation of 1883 is as follows: State, 72c.; county, 28c.; city, \$13 50; total, \$13 50, against \$15 10 on valuation of 1882. Assessed valuation on May 1 for four years have been: Years. Real Estate. Personal Estate. Tax Rate. Net Debt. 1880. \$137,230,600 \$201,858,600 \$15 20 \$27,842,104 1881. 455,388,600 \$210,165,997 13 90 26,005,626,1882. 467,705,100 204,785,000 15 10 24,261,661 1883. 478,402,800 203,966,700 14 50 24,858,817 —(V. 32, p. 99; V. 33, p. 93.)

Brooklyn.—The whole city debt was as follows Jan. 1, 1882 and 1883, Jan. 1, 1882.

Permanent debt. Jan. 1, 1882.

Water loan S20,857,000
Water loan S80,500
Temp'y debt, payable from assessment.
Tax certificates 4,270,000 Jan. 1, 1883. \$21,236,000 9,859,500 6,919,551 4,150,000

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

Brooklyn	DESCRIPTION.	Date of	Size or	Amount			NTEREST.	Principal-When
Bewerage fund hends, continuous, local. 1572.0-40 \$1.000 \$1.775.0-50 \$1.000 \$1.775.0-50 \$1.775.0-50 \$1.000 \$1.775.0-50 \$1.000 \$1.775.0-50 \$1.000 \$1.775.0-50 \$1.000 \$1.775.0-50 \$1.000 \$1.775.0-50 \$1.000 \$1.000 \$1.775.0-50 \$1.000 \$1.775.0-50 \$1.00	1				Rate.		Where Payable and by Whom.	
Sewerage fund bonds, continuous, local 1878-9-08 1878 1900 1878 1900 1878 1900 1878 1900 1878 1900 1878 1900 1878 187	or or production and the second of the secon	-	-					
Assessment fund bonds, continuous, local 1577-89-08 1,000 2,000,000 4, 5, 6, 7 3. 4. 4. do Negatia at 1,000 Negatia a	Brooklyn-(Continued)-	1979 0 00	£1 000	P1 705 000	4 5 7	T & T	Prooklyn) Comment	O
Temporary lax certificates 1776-90-8 1,000-6 1,0	Assessment fund bonds continuous, local		1.000	2,300,000	4, 5, 6, 7	J. & J.	do l naid at	
Temporary tax certificates \$157-804 \$1,0000 \$6.77 \$7 \$7 \$7 \$7 \$7 \$7 \$7				842,000	7	J. & J.	do Nassau Bank,	1883
Tax ion honds. 1874 1900	Temporary tax certificates	1879-80-81		4,150,000			Brooklyn.	1883-4
Tax ion honds.	Buffalo, N. Y.—Funded debt bonds	1862 to '81		3,695,500	3½ to 7	Various	Buffalo and New York.	1883 to 1925
100,000 10	Tax loan bonds	1877-81		543.973	310 to 5	J. & J.	do do	July 1883-1900
do	Tambridge, Mass.—City bonds	1864	1,000	100,000	5	A. & O.	Boston, Bank Redemption.	April 1, 1889
1896 to 77 500 &c. 528,500 6	City bonds	1863	1,000	150,000	5 g.	J. & J.	Boston, Tremont Bank.	Jan. 1, 1893
1896 to 77 500 & c. 528,500 6	do	1873_'74	500 &c.			J. & J.	Boston, Bank Redemption.	Jan. 1, 1883 to '8
1896 to 77 500 &c. 528,500 6	do	1874-5					do do	Apr.&Oct.1.'84-9
188 189 188	Water loan	1866	1,000	100,000	6	J. & J.	uo uo	July 2, 1886
1886 1887 1888	do	1866 to '77	500 &c.			J. & J		July 1, 1886 to '9
188 189 188	do	1867 to '75	1,000	635,000				Aug. 1, 1883
188 189 188	do	1869-71		162,000	6	M. & N.		May, 1889-189
1886 1887 1888	harteston, S. C.—City stock		,	92,450	6	QJ.	Charleston.	1868 to '98
1986 1987 1987 1988	City bonds, coupon	1853 to '54		160,500	6	Various		1999 0 99
1986 1987 1987 1988	Conversion bonds, to redeem past-due debt	1000	****	500.000	7	A. & O.		1888 to 1897
1900 952,000 6 Warlous 300,600 190,000 6 Warlous 300,600	do coup. or reg	1879		3,372,900	4	I. & J.	ob	Jan. 1 1909
do notes	neisea, mass.—runded debt, coup			85,000	512	A. & O.	Boston, N. Bk. Redemption	1883
			1,000		6	Various	do do	1891 to 1895
	Water loan, coup.		1,000		6		Boston, N. Bk. Redemption	Aug. 1, 1887-'9
A	hieggo-Waterloan			132,000	6	J. & J.	N. Y., Am. Ex. Nat. Bank.	1897 & '98
A	Water loan	1000		3,490,000		J. & J.		July 1, '88 to '9
A	Sewerage honds	1882		2 133 000		J. & J.		1884 to '95
River improvement bonds	do	1880	1	490,000	410			July 1, 1900
Municipal and School bonds 1881 500 &c. 2,536,500 4 4 4 4 4 4 4 4 4	River improvement bonds				7	J. & J.	do do	1890 to '95
Municipal bonds (refunding loan)	Municipal bonds		1,000	186,000	6			July, 1895 & '9
Bonds for sewerage	Municipal hands (refunding loan)	1881	500 &c.			J. & J.		1901
Bonds for sewerage	Cook County debt	1865 to '80	500 &c.	4,941,500		M. & N.	N. Y., Metropolitan Bank.	May 1, 1885-'9
Bonds for sewerage	incinnati- Loans to RailroadsM	1843 to '54	1,000			Various	N. Y., Am. Exchange Bank.	1884
Bonds for sewerage. R 1869 1,000 150,000 7 3-10 M. & S. N. Y. Am. Exch. Nat. Br. Sept., 189	Bonds to O.& M. KK. to purchase wall prop. N	1855	1,000	210,000	7 2 10	M. & N.	do do	Nov., 1885
Bonds for sewerage. R 1869 1,000 150,000 7 3-10 M. & S. N. Y. Am. Exch. Nat. Br. Sept., 189	Bonds for Water Works	1868	1.000		7 3-10	Various	do do	1 222 1 1220
Bonds for sewerage. R 1869 1,000 150,000 7 3-10 M. & S. N. Y. Am. Exch. Nat. Br. Sept., 189	Bonds for Common School purposesP	1860 to '61	1,000	98,000	6	J. & J.	do do	Jan., 1890
Bonds for sewerage. R 1869 1,000 150,000 7 3-10 M. & S. N. Y. Am. Exch. Nat. Br. Sept., 189	Bonds to O. & M. RR. to purchase whf. prop. N	1855	1,000	194,000		M. & N.		Nov., 1890
Bonds for sewerage. R 1869 1,000 150,000 7 3-10 M. & S. N. Y. Am. Exch. Nat. Br. do	Ronds for funding floating debt A?	1847 to '48	500 &c.	146 500		M & N		March 1897
Bonds for sewerage. R 1869 1,000 150,000 7 3-10 M. & S. N. Y. Am. Exch. Nat. Br. Sept., 189	Bonds for new Hospital S&S2	1867-'68	1,000	750,000		Various	do do	1897 & 1898
Bonds for sewerage. R 1869 1,000 150,000 7 3-10 M. & S. N. Y. Am. Exch. Nat. Br. Sept., 189	Bonds for funding floating debtL	1853	1,000	60,000	6	J. & J.	do do	Jan., 1900
Bonds for sewerage	Extension and improve, Water WorksK &F	1853	1,000	175,000		Various	do Cincinnati	June & Oct., 190
Bonds for improving called a composite of the proving called a composite of the province of th	Bonds for sewerageR	1869	1.000	150,000	7 3-10	M. & S.	N. Y., Am. Exch. Nat. Bk.	Sept., 1899
Bonds for improvement	Bonds for improving Gilbert avenueU	1869	1,000	150,000	7 3-10	M. & S.	do do	Sept., 1899
Bonds for Water Work purposes	Bonds to build Eggleston avenue sewerB3	1869		100.000	7 3-10	A. & O.	do do	Oct., 1899
Composited bonds, short. 1876 1	Bonds for Water Work purposes C4&C5	1871-79		450,000	7 3-10	M. & S.	do do	March 1, 1886
Composited bonds, short. 1876 1	General improvementW2	1871		600,000	7			Dec. 1, 1891
Composited bonds, short. 1876 1	Cincinnati Southern RR	1872		578 000	7	T & T	0.5	Tuly 1 1902
Park improvement 1875 1,000 50,000 7 J. & J. do do do do do do do d	do do (\$3,200,000 are gold 6a)	1872		8,335,000	7 3-10	J. & J.	Now York on London	July 1, 1902
Park improvement 1875 1,000 50,000 7 J. & J. do do do do do do do d	do do (φ3,200,000 are gold 0s)	1878 & '79		1.820.000	6 & 7	M. & N.	N Y Am Exch Nat R'k	Nov. 1. 1908-'0
Park improvement	Floating debt bonds, coupon	1874	1,000	1,000,000	1	M. & N.	do do	
Bonds for McLean Ave. sewer. U2	Park improvement.		1,000	50,000	7	J. & J.	do do	Jan. 1, 1896
Hospital bonds	Ronds for McLean Ave sewer U2	1875	1,000		5 8 6	F. & A.	do do	Aug., 85, '90 & '8
Street improvement bonds, short	Hospital bonds	1876		50,000	7	M. & N.	do do	May 1. 1906
Work House and Infirmary	Street improvement bonds, short	1876-'77		433,462				1883 & '84
Work House and Infirmary	Consol. s. f. bonds, 30-50 yrs. (Act Apl. 9, '80,	1880	1,000	1,337,000				After May 1, 191
Deficiency loan (redeemable after 1891) 1881 100 &c. 500,000 6 & 7 Various do	Work House and Infirmary	1881	1,000			J. & J.	Cincinnati	July, 1911 to 196
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Deficiency loan (redeemable after 1891)					J. & D.	N. Y., Am. Exch. Nat. Bk.	June 1, 1901
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	leveland—Water works (\$200,000 are 6 p. ct.).	1872 to '76		800,000	6 & 7	Various	do do	1892-'93-'95
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Fundad daht (\$202 000 6s \$22 000 5s)	1980 40 201				M. & S.	do do	Sept. 1, 1902
Street improvem'ts do	Take View Park	1872 to '80			7, 0, 0, 7	Various	do do	1887 to '99
Street improvem'ts do	Canal and canal lock (\$11,000 are 6s)	1874 to '79		275,000	6 & 7	Various	do do	1894 to '96-'98
Street improvem'ts do	School (\$100,000 are 6 p. ct.)	1868 to '82		315,000	6 & 7	Various	do do	1886-7 & 8
Street improvem'ts do	Main sewers special assessment	1868		184,000	5 6	A. & O.	do do	1883 & '84
	Street improvem'ts do	various.	****	108 100	5,6 & 7	Various		1883-4-5-6
	Street damages, &c., do			352,200	5,6 & 7	Various	do do	1883 to '89
	Infirmary and River dredging	1876-77-78	7.000	50,000	6	Various	do do	1883 to '87
Tundou done nontrolled 100 1 500 1 100 1 500 1 10 10 10 10 10 10 10 10 10 10 10 10	Viaduct (mostly F. & A., A. & O. and J. & D.)	1873 to '78						1893 & 1907 Sept 1 1887
2002 1.1. 2004 1.	I tilled too bollas	1004		80,000	4	M. & S.	uo uo	Бери. 1, 1887

		ed Value.——	Tax
Years.	Real Estate.	Personal.	Rate.
1878	\$104,420,053	\$27,561,383	\$28.63
1879		26,817,806	32.01
1880		28,101,678	33.33
1881	90,099,045	29,052,906	34.72
1882	95,881,714	29,052,906	33.72

The assessed value of real estate is about one-third of its true value Population in 1870 was 298,977, and in 1880, 503,185. The South Park West Chicago rark and Lincoln Park loans are not debts of the city but of distinct corporations. (V. 34, p. 574.)

Cincinnati.—In addition to the issues above named there remains several smaller amounts, as follows: \$108,000 5s, November, 1884; \$56,000 (YY2, & O.) 6s, 1886-8s; \$17,000 6s (Q.), November, 1890; \$27,000 6s (A.), March, 1897; \$76,000 (H2.), August, 1897. City holds \$1,274,000 of Cincinnati Southern bonds in sinking funds. In 1870 the population was 216,239, against 255,139 in 1880. The following table from the books of the Auditor of Hamilton County, Ohio, exhibits the assessed valuation of the city of Cincinnati in the year 1860, and from 1870 to 1879:

Real Personal Total Tax per

Years.	Real Estate.	Personal Estate	Total Valuation.	\$1.000.
1860	. \$61,620,904	\$31,411,912	\$93,032,716	\$17 45
1870	. 78,736,482	57,370,754	136,107,236	31 60
1871	. 123,427,888	56,934,044	180,361,932	22 20
1872	. 119,621,856	55,462,410	175,084,296	20 10
1873	. 121,479,280	64,166,460	185,645,740	23 06
1874	. 123,231,790	58,708,284	181,950,074	23 38
1875	. 125,976,835	58,521,730	184,498,565	24 82
1876	. 127,143,900	56,809,066	183,952,966	27 04
1877	. 128,820.270	- 50,609,872	179,430,142	29 10
1878	129,043,880	43,830,188	172,874,068	28 54
1879	. 128,473,130	40,832,505	169,305,635	28 98
1880	. 129,956,980	37,578,376	167,535,356	31 00
1881	. 120,045,230	41,359,163	161.404,393	22 20
1882	. 138,342,188	28,643,917	166,986,105	23 82

The city is the sole owner of the stock of the Cincinnati Southern Railroad.leased as per terms, V. 33, p. 281, and with the waterworks and other property owns real estate assets put at \$35,775,000.

Cleveland.—The sewer, street improvements and street opening bonds are for special local improvements, and redeemed by assessments on the property benefitted. Assessed valuation, tax rate, debt and sinking funds have been:

Subscribers will confer a great fa	avor by g	iving in	nmediate r	otice of	f any e	rror discovered in thes	se Tables.
DESCRIPTION.	Date of	Size or				INTEREST.	Principal-When
For explanations see notes on first page of tables.	bonds.	par value.	outstanding.	Rate.	When	Where payable and by whom.	due.
Des Moines, Iowa—Renewed judgment bond	1875	\$1,000	\$229,000	7 & 4	J. & J.	New York, Kountze Bros.	July, 1892
Funding bonds Coupon warrants and sewer and paving bonds	1878	1,000	\$229,000 175,000 182,000	7 5	J. & J. Various	do do	July, 1888 1887
Detroit, Mich.—For Water W.Co., on city's credit			1.500.000	4 to 7	Various	N. Y., Metropolitan N. Bk.	1883 to 1906
Public sewer bonds (\$35,000 are 6s). Bonds for purchase Belle Isle Elizabeth, N. J.—Improvement bonds. Funded debt bonds. School House bonds. Market House bonds.	1872 to '76		572,500 329,500	6&7	Various F. & A.	do do do	1883 to '91 1892 to '97
Elizabeth, N. J.—Improvement bonds	1879 1871 to '74	1,000	100,000 204,000	4	F. & A.	do do	1899
Funded debt bonds	1870 to '75	1,000	615,000	7	Various Various	City Treasury.	1879 to '81 1882 to '95
		1,000	71,000 66,000	7 7 7 7	Various Various		1882 to '93 1882 to '86
Consolidated improvement bonds	1875-176	1,000	1,994,000 675,000		A. & O.	do	1885 to '96
Funded assessment bonds. Tax arrearage bonds. New compromise bonds.	*****		202,000		::::		
		1,000	348,500 250,000	7	111111111111111111111111111111111111111	N. Y., Farmers' L. & Tr. Co.	ar Williams
City wharf bonds. E. C. & P. RR. bonds.	1869 1870	1,000	100,000	7 7 7	INL. W. N.	do do	May 1, 1898 May 1, 1899
Q0 (10)	1870	1,000	196,000 100,000	7	J. & D. J. & D. J. & J.	do do do	Dec. 1, 1890 Dec. 1, 1895
Water works bonds	1870 1876	1,000	300,000	7 3-10	J. & J.	do do	July 1, 1895 April 1, 1906
Redemption bonds	1876	1,000	105,000	7 7 6	A. & O. M. & N.	do do do	April 1, 1906 May 15, 1906
do do	1877 1878	1,000	100,000	6	J. & D.	do do	June 1, 1907
fall River, Mass.—City notes.	1881	1,000	100,000 100,000	6	F. & A.	do do	April 15, 1908 Feb. 1, 1911
City bonds	::	Large. 1000&c.	280,000 64,000	378, 4, 6 5 & 6	Various Various	City Treasury.	1883 to 1888 1883 to 1891
do		1,000	600,000 450,000	5 & 6. 5 & 6	F. & A.	Boston, Revere Bank. Boston, Bank Redemption.	Ang 1 1894
do do			100,000	4		do do	May 1, 1895 May 1, 1895 1896–1898
Water loan		1,000	261,860 500,000	5 & 6		do do	1896-1898 Feb 1 1900-1906
do do		1,000	450,000 550,000	6	M. & N.	do do	Nov. 1, 1892-190
do do			200,000	6	F. & A.	do do	1896-1898 Feb. 1, 1900-190; Nov. 1, 1892-190; Aug. 1, 1899-190; July 1, 1893 July 1, 1891 July 1, 1891 July 1, 1905-1906; 1883 to '91 1893-1909
do Fitchburg, Mass.—City bonds. Water loan.	1873 1871	1,000	400,000 300,000	6	J. & J. J. & J.	Boston, Merchants' Bank do do	July 1, 1893
do Falveston, Texas-Bonds for various purposes	1875 1869 to '75	1,000	100,000	6	J. & J.	do do -	July 1, 1905-1906
Limited debt bonds (sinking fund 2 per cent).	1877-8-9		348,300 510,100	10 8	Various M. & S.	Galveston.	1883 to '91 1893-1909
do do Galveston County bonds, G. C. & S. F. RR.	1882	100 &c.	349,600 417,000	5	J. & D. J. & J.	New York or Galveston.	1920
Hartford, Conn.—Water bonds. City bonds (H. P. & F. RR.) Park bonds (4 of these bonds are for \$500 each)	1865-'78	1,000	977,000 500,000	5 & 6	Various	City Treasury.	1902 1890-1906
Park bonds (4 of these bonds are for \$500 each)		1,000	30,000	6	J. & J. F. & A.	Suffolk Bank, Boston. Merchants' Bank, Boston	June 1, 1891
Funded debt. Capitol bonds.	1873	1,000	300,000	6	J. & J. J. & J.	City Treasury.	Aug. 1, 1884 Jan. 1, 1893 Jan. 1, 1897 1894–1900
Hartford town debts to railroads 10-25	1879-'80	1,000	1,250,000	412	J. & J.	do Town Treasurer.	1894-1900
do floating debt	1863	1,000	$ \begin{array}{c c} 100,000 \\ 203,000 \end{array} $	6	J. & J. J. & J.	do do	\$10,000 yearly Jan., 1900
Holyoke, Mass.—City notes. City bonds, sinking fund.	1871-'74 1874	1,000	185,000 271,000	4 to 7	Various	Older Man and and	
		1,000	250,000	6	A. & O. J. & J.	do do	1883 to 1889 Oct 1, 1889 Jan. 1, 1900 Jan. & Apr. 1, 1894 Jan. 1, 1893 July 1, 1893 July 1, 1893 July 1, 1894 July 1, 1895 Jan. 1, 1895 Jan. 1, 1895
Mailroad loan do (\$60,000 are J. & J.). Indianapolis—Bonds to railroads. Bonds to Un. RR. Tr. Stock Yard (mortgage). Loan bonds, series A	1873 1869 to '70	1,000	226,500 155,000	6 7 6	A. & O. Jan.	do City Treasury.	Jan. & Apr. 1, 1894
Bonds to Un. RR. Tr. Stock Yard (mortgage). Loan bonds, series A	1877 1873	1,000	500,000	6	J. & J.	N. Y., Winslow, L. & Co.	Jan. 1, 1897
do do B	1874	1,000	300,000	7.3	J. & J. J. & J.	do do do	July 1, 1893 July 1, 1893
do do Cdo do D	1874 1875	1,000	300,000 200,000	7.3	J. & J. J. & J.	do do do	July 1, 1894
Purchase-money bonds—Southern Park Versey City—Water loan bonds, mostly coupon	1874	500	109,500	7·3 7·3	J. & J.	do do do N. Y., Merch. Ex. N. Bank.	Jan. 1, 1899
Water loan bonds, mostly coupon	1869 to '73	1,000	764,000 3,329,000	6 7	J. & J. Various	N. Y., Merch. Ex. N. Bank. do do	Jan., 1889 to 1909 1899 to 1913
do do do	1877 1873	1,000	255,000 627,000	7 6 7	J. & J.	do do	July 1, 1907 July 1, 1913
Improvement bonds	1871	500 &c.	2,669,000	7	J. & J. M. & N.	do do do	May, 1891
do do Morgan street dock.	1872 to '76 1870	1,000	2,771,500 $125,000$	7 7 7	Various J. & J.	do do do	1886 to 1906 June 8, 1900
Funded debt bonds. Old Jersey City bonds, coupon.	1872 Various.	1,000	500.000	7	M. & N.	do do	May 1, 1897 1882-'90
Hudson City bonds.	Various.	1,000 Various	$\begin{vmatrix} 837,400 \\ 162,550 \end{vmatrix}$	6 & 7	Various Various	do do do	'84-'85-'89&1900
Hudson City bonds. Bergen school loan bonds. Bergen street improvement bonds.	1869 1869	1,000&c 1,000&c	150,000 400,000	7 7 7	J. & J. J. & J.	do / do	Jan., '98 to 1900
do bounty loan. Assessment funding bonds. Revenue bonds, coupon or registered.	Various.	Various	73,000	7	Various	do do	Jan., '98 to 1900 July, 1889 1884 & 1889
Revenue bonds, coupon or registered	1875-'76 1876		900,000	7	J. & D.	N. Y., Merch. Ex. Nat. B'k.	1905-1906 June 1, 1886
Temporary loan	1878 1879	1,000	645,000 1,353,000	512			Demand,
Bonds to pay maturing bonds, &c.	1880-'1	1,000	600,000	5 & 6	F. & A. Various	N. Y., Merch. Ex. Nat. B'k. do do	Feb. 1, 1909 1910-1911
Kansas City, Mo.—Bonds			385,000 786,000	7 8		New York, Kountze Bros.	1890 & '97-1901 1880 to '97
Bonds	1859 to '64	5000&c.	25,000	512	Various	Boston, Tremont Bank.	1884
do Water loan.	1874 1873-'75	1,000	107,000 262,000	6	Various J. & J.	do do do	1885 to 1892 July 1, 1894
		500 &c.	1,300,000				

Total Bonded Debt-Special. \$1,589,000 1,176,200 750,100

1882 82,684,212 14450 5,943,000 750,100

—Population, 160,146 in 1880; 92,829 in 1870.

—Population, 160,146 in 1880; 92,829 in 1870.

—Pos Moines, Iowa. —Assessed value of property, \$5,104,240, which is about 50 per cent of true value. Tax rate, \$5 per \$1.00. Population in 1870, 12,035; in 1880, 22,400.

—Potroit, Mich.—The population in 1870 was 79,577; in 1880, 116,340; in 1883, 130,000. The value of water works is \$3,082,708, against a debt of \$1,652,000. The water works bonds are issued on a pledge of the city credit, and \$75,000 per year collected in taxes to pay interest on them. Assessed valuation, in 1883-84—real property, \$78,982,170; personal, \$26,923,725; total, \$105,910,925, which is made on the basis of true value. Tax rate, \$10·89 per \$1,000.

—Elizabeth, N. J.—Default was made in interest Feb. 1, 1879. Suits on bonds are pending. Total bonded and floating debt Jan. 1, 1883, \$5,052,-212. The proposition to issue bonds for 50 per cent of the face of the debt was urged on bondholders, but was rejected by them. See V. 35, p. 602. Estimated true value of real and personal property is much over the assessed valuation of about \$12,182,035 (see V. 32, p. 612). Population in 1880, 28,229; in 1870, 20,832. Assessed valuation, tax rate per \$1,000 and debt have been:

Years. Realty & Personalty. Tax Rate. Debt.

1876. \$16,250,805 2.68 \$4,900,000

1877. 15,289,888 2.50 5,130,000

1879. 14,614,918 3.56 5,380,000

1879. 11,530,031 2.12 5,400,000

—V. 32, p. 231, 253, 312, 368, 420, 612; V. 34, p. 32, 177, 342, 663; V. 36, p. 784, 431, 602; V. 36, p. 510, 560, 590, 651.)

Evansville, Ind.—No floating debt. Population in 1870, 21,830; in 1880, 29,280. Assessed valuation (true value), tax rate per \$1,000 and debt have been:

Years. Real Estate. Personalty. Tax. Debt.

1880. \$12,919,360 \$5,232,645 \$15 00 \$1,651,000

1882. 1. 13,925,825 5,379,940 12 50 1,651,000

1882. 1. 15,205,795 6,031,105 12 50 1,651,000

1882. 1. 15,205,795 6,031,105 12 50 1,651,000

| Fall River, Mass.—The sinking funds amounted to \$544,699 Jan. 1, 1883. Total debt, including water debt, \$3,455,860. Population, 48,961 in 1880; 26,766 in 1870.
| Filchburg, Mass.—Sinking fund, Jan. 1, 1883, \$114,506. Population, 12,270 in 1880; 11,260 in 1870. Valuation, tax rate per \$1,000, &c.: Years. Real Estate. Pers'i Prop'ty. Tax. Debt. Sink'g Fd., &c. 1880. \$6,868,225 \$2,264,619 17 60 \$915,523 \$188,218 1881. \$6,993,700 2,530,164 18 00 \$73,523 182,284 1882. \$7,484,625 2,628,911 19 00 \$31,023 158,449. The assessed valuation of real estate is about the cash value. Galveston, Texas.—Assessed value of real and personal property, 1881-82, \$117,625,862. Tax rate, \$150 on \$100; 1882-83, tax rate 13,00 In April, 1882, the Galveston County 10 per cent bonds were called in and 6 per cents issued instead. Population m 1870, 13,812; in 1880, 22,248; 1882, estimated, 32,000.
| Hartford, Conn.—Total city debt, April, 1883, \$4,360,000; net, after deducting resources, \$2,079,250; net town debts, \$1,249,510. Assessed valuation in 1882, \$47,660,868. Sinking fund Jan. 1, 1883, \$120,182. Population, 42,553 in 1880; 37,743 in 1870.
| Holyoke, Mass.—Bonds all coupon, but can be registered. Total net debt, \$817,318. Valuation, 1882, \$13,374,055; tax rate, \$15 40. Population, 21,915 in 1880; 10,733 in 1870.
| Indivanpolis.—The School Board is a distinct organization and levies its own tax (\$2 20 for 1882), which is included in tax rates. There are a few other small issues amounting to \$50,000. Valuation and tax per \$1,000 have been: Years. Real Estate. Personalty. Total. Tax. 1879. \$38,256,235 \$9,813,705 \$48,099,940 \$9.30 1880. 39,100,250 10,930,021 50,930,271 10.70 1882. 39,315,725 12,837,492 51,901,217 10.70 1882. 39,315,725 12,837,492 51,901,217 10.70 1882. 39,315,725 12,837,492 51,901,217 10.70 1882. 39,315,725 12,837,492 51,901,217 10.70 1882. 39,315,725 13,296,870 52,612,595 11.20 —Population, 75,056 in 1880; 48,244 in 1870.
| Jersey City.—One of the main causes of embarrassment in Jersey City is found in the failure to

DESCRIPTION.	Date of	Size or	Amount	-	1	NTEREST.	Principal-When
For explanations see notes on first page of tables	Bonds.	par Value.	outstanding.	Rate.	When Payable	Where Payable and by Whom.	Due.
		\$	\$50,000	6	J. & D.	City Treasury and Boston.	1888
Lewiston, Me.—City bonds (\$55,000 each year). do (\$30,000 due 1885, \$185,000 1901)			215,000	6 412	J. & J.	do do	July 1,1885&190 1894 & 1899
Bonds. New bonds. Water bonds. Louisville, Ky.—Water works. For improvement of streets. For improvement of streets. Re-constructing street. Public buildings and institutions. Public school and school houses. Sewer bonds. do Elizabeth & P. Railroad. Wharf property. Jail bords. For old liabilities. do do	1883	500 &c.	131,000 200,000		J. & J.	do	July 1, '93-1913 Oct.1,'97-1907-'1
Water bonds	1000	••••	474,000	5	A. & O.	do	Oct.1,'97-1907-'1
Louisville, Ky.—Water works	1857 to '67	1,000	1,281,000 198,000	6	Various Various	N. Y., Bank of America. Louisville.	1887, '89, 97 1886,' 96, '97
For improvement of streets	1883	1,000	1,500,000	4		*	
Re-constructing street	1873	1,000	600,000	7 7	J. & J.	N. Y., Bank of America.	July 1, 1903 1891, '92 & 1903 1884 to '89
Public buildings and institutions	1871 to '73	1,000	650,000 123,000	6	Various Various	do do New York, U. S. Nat, Bank.	1884 to '89
Public school and school houses	1868	1,000	81,000	6	J. & J.	New York, U. S. Nat. Bank. Louisville, City Treasurer.	July, 1898 June, 1901 1888 & 1903
do	1871	1,000	423,000	7	J. & D. Various	N. Y., Bank of America.	June, 1901
Elizabeth & P. Railroad	1868 & '73	1,000	1,863,000 255,000	6 7 7 6 6 6 6 7 7 6	Various		1883 to 1898
Jail bords	1868	1,000	133,000	6	A. & O.	do do	1883 to 1898 Oct. 1, 1898 1889
For old liabilities	1869 1871 to '74	1,000	73,000 513,000	6 7	J. & D. Various	do do do	1894 & 1901
	1871 10 74	1,000	485,000	7	M. & S.	N. Y., Bank of America.	Sept., 1891
Road bed, Louisv., Cin. & Lex. RR.	1871 1871 to '73	1,000	350,000	7	J. & J.	do do New York and Louisville.	July, 1901 & 190 1886 to '93
City bonds payable by Louisv. & Nash. RR	1851 to 63	1,000 1,000	1,408,000 1,000,000	5	M. & N.	N. Y., Bank of America.	May 1, 1920
Old liabilities (half are 10-40 and half 20-40).	1852 to '75	Large.	744,300	4 to 7	Various	City Treasury.	May 1, 1920 1883 to 1894
Old habilities (half are 10-40 and half 20-40). Lowell, Mass.—City notes. Sewerage Water notes. Weter horses.	1883	T	95,000	6 610	Various	do	1903 1886 to 1911
Water notes	1871 to '76 1870	Large. 1,000	500,000 1,300,000	6, 612	M. & N.	Boston, N. Bk. of Redemp.	
Water notes	1881	5,000	75,000	4	M. & N	Boston, Blake Brothers.	Nov. 1, 1911
Bridge honds	1870-'3-'5	Toward	120,000 121,500	6	M. & N. Various	City Treasury.	Nov. 1, 1892 1885 to 1890
Lynn, Mass.—Water notes Water bonds	Various	Large. 1.000	881,000	310.4.5. 6	J. & J.	Boston, Bank Republic.	1891 to 1905
Funded debt.	Various	500 &c.	672,000	5, 5 ¹ ₂ , 6 3 ⁷ ₈ , 6	Various	do do	1884 to 1896 1886 to 1890
Funded debt. City Hall and School House.	Various	1,000	305,000 85,000	378, 6	Various	City Treas'ry & Bk. Repub. City Treasury.	1883-1894
Manchester, N. H.—City bonds City bonds			80,000	6	A. & O.	do	April 1, 1884-'8
do	1874		70,000	6	M. & N.	Suffolk Bank, Boston.	May 1, 1893
Water bonds (\$100,000 each year)	1874	100 &c. 100 &c.	200,000	6	J. & J. J. & J.	City Treasury.	1887-'92-'97-19
Bridge bonds.	1881	100 &c.	60,000	4	J. & J. J. & J.	do	April 1, 1884-78 May 1, 1893 July 1, 1890 & '' 1887-'92-'97-190 July 1, 1911 1873 to 1902 1873 to 1900
water bonds (\$100,000 each year)	1867 to '68	500 &c.	1,300,000	6	J. & J.	Memphis.	
Post bonds	1867, 8, 9	1,000	341,000	6 g.	M. & N.		Nov., 1900
			60,000				July, 1872
Endorsement Memphis & Little Rock RR	1857	1,000	300,000	6 7 6	J. & J.	Charleston, S. C.	1907
Compromise bonds, coupon. Milwaukee, Wis.—Re-adjustment bonds. General city bonds.	1861	500 &c.	265,000	5	J. & D.	City Treasury. Mil. & N. Y., Morton B. & Co.	June 1, 1891
General city bonds	1871	1,000	230,000	7	J. & J.	do do	Jan. 1, 1901 June 1, 1896
00 do	1870	1,000	95,000	5 7 7 4	J. & D. J. & J.	do do do	July 1, 1902 Jan. 1, 1902
Water bonds, coupon	1872	1,000	409,000	7	J. & J.	do do	Jan. 1, 1902
Water bonds, coupon do registered. Minneapolis, Minn.—City bonds.	1872	10,000	1,115,000	7 7 8	J. & J.	do do New York, Nat. Park Bank	Jan. 1, 1902 Dec. 2, 1892 1883-1885
Minneapolis, Minn.—City bonds		1,000	250,000 35,000	10	Various		1883-1885
			621,000		Various		1885-1905 1896-1902
do			360,000	8 7 6 5	Various Various		1899
do			22,000	5	Various	do do	1893
do	1881-'82		456,000	412	Various	do do	1906-1912 Tuly 2 1913
do	1883 1881	1,000	290,000 2,221,500	3 to 5	J. & J	N. Y., Merchants' Nat. Bk	July 2, 1913 Jan. 1, 1906
Nashville. Tenn.—Various city bonds	1870 to'81	100 &c.	1,417,400	6	Various	do N. Y., Merchants' Nat. Bk New York and Nashville.	1882 to '99 1883 to '93
Mobile—Funding bonds Nashville, Tenn.—Various city bonds Neveurk—Bonds, city purposes (s. fund of 1859 War bonds, floating debt, &c. (s. fund of 1864 Public school bonds		1,000	44,000 1,840,000	6 & 7	Various Various	Newark, City Treasury.	1883 to '96
War bonds, floating debt, &c. (s. fund of 1864,		1,000	500,000	7	A. & O	do do	April. 1888, to
Clinton Hill bonds, coup. & reg. (s. fd. 3 p. c.) Corporate bonds, coup. or reg. (act Apr. 21, 76 Sewer and improvement bonds (local liens).	1875	1,000	400,000	7		Newark, Nat. State Bank	July 1, 1895 1908 & 1910
Corporate bonds, coup. or reg. (act Apr. 21,'76	1878-'80 1871-'79	1,000	1,200,000 2,450,000	5 & 6	M. & S		1886, '93 & 19
Aqueduct Board bonds		1,000	3,240,000	7	Various	do do	1879 & 1892
Aqueduct Board bonds	1876-'80	1,000	1,331,000	7	F. & A		1886-'90
do do	1881 1882	1,000	170,000 137,000	5 5	F. & A F. & A	do do	1892
New Bedford, Mass.—Bridge and city bonds	1861-'74		40,000	6	A. & O	City Treasury.	1883 to 1890
City improvement	1875	10,000	223,000 46,000	6 5	A. & O A. & O		1891 to 1910 1883 to 1884
War loan. Water bonds.	1876	1,000	100,000	5	A. & O		1900 to 1904
do	1867 to '76	1,000	400,000	6	A. & O		1885 to 1909 1883 to 1909
do	1872-74	1,000	200,000 50,000	7 4	A. & O A. & O	City Treasury.	1887 to 1891
Sewer bonds New Haven, Conn.—Sewerage	1871	1,000	499,000	7 6	A. & O	City Treasury.	Oct. 1, '91&190
For Derby Railroad (\$20,000 payable yearly	1867	1,000	80,000	6	A. & O	do	Oct. 1, '82 to '8 July 2, 1887-'9
City bonds (10-20 bonds)	1877	1,000	150,000 4.300,000	5 6	J. & J J. & J		July 1, 1892
New Orleans—Consolidated debt		1,000	221,000	6	Various	do	July 1, 1892 1874-5 & 1894
Waterworks loan of 1869	1869		82,400	5	J. & J		Jan. 1, 1899 March 1, 1894
Seven per cent funding loan of 1869	1869		567,750 375,750	7 7	M. & S J. & D	do do	June 1, 1895
Seven per cent funding loan of 1870 Jefferson City (debt assumed)	157 167 170		85,500		Various		1887 to 1897

The total debt of the city January, 1883, was \$17,365,450; sinking funds, \$1,386,805. Population in 1880, 120,722, against \$2,546 in 1870. Taxable valuations and tax rate per \$1,000 have been: Years. Real Estate. Personal Prop. Tax Rate. 1880. \$54,122,875 \$5,343,815 \$28 00 1881. \$54,619,565 \$4,786,037 \$29 80 1881. \$56,125,552 \$5,640,300 \$29 00 1883. \$56,325,552 \$5,640,300 \$29 00 1883. \$56,304,772 \$5,203,325 \$29 40 \$40,000 \$1883. \$66,125,626,300 \$1884. \$10,000 \$10,00

Years. Real Estate. Person'l Prop. Tax Rate. Total Debt. Sink.Fds.&c 1881..\$10,557,892 \$7,385,416 \$17.60 \$1,004,412 \$38,860 1882.. 15,379,324 3,796,084 16 20 994,651 47,623 — Population, 32,630 in 1880; 23,536 in 1870. \$38,860 47,623

1881..\$10,507,892 \$7,385,416 \$17 60 \$1,004,412 \$38,860 1882.. 15,379,324 3,796,084 16 20 994,651 47,623 —Population, 32,630 in 1880; 23,536 in 1870.

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, and the "Taxing District of Shelby County" was organized. A receiver for the city was appointed, but U. S. Supreme Court held such action void. The compromise bonds were issued at 50 cents on the dollar. Auditing board will issue \$1,145 of new bonds for each \$2,000 of old, and \$147 is to be added to each \$1,000 of Flippen compromise bonds. Assessed valuation of real estate, 1875, \$19,329,600; personal, about \$6,500,000. Tax rate, \$2 per \$100. In 1881, total valuations, \$15,112,444; tax rate, \$160 on the \$100. Population in 1870, 40,226; in 1880, \$33,592. (V. 32, p. 70, 183, 396; V. 33, p. 176; V. 34, p. 147, 604; V. 36, p. 221, 366, 501, 731.)

Milwaukee, Wis.—The city cannot issue debt beyond 5 per cent of its average assessed value for five years. Sink, fd. Jan., 1833, \$150,000. In 1882 valuation was \$62,271,935. Sinking funds are provided for all the bonds. There is also about \$47,000 scrip issued to settle old railroad bonds. Population, 71,440 in 1870; in 1883 (estimated), 130,000.

Minneapolis, Minn.—Total debt, \$1,534,000; tax valuation, 1882, about \$40,655 442; tax rate, 19710 mills; bonds all coupon. Population, 46,887 in 1880; 13,066 in 1870.

Mobile.—Interest was in default from July, 1873. A settlement with bondholders was offered by act of March 9, 1875. In Feb., 1879, the Legislature repeated the charter of the city. In Oct., 1880, bondholders offered to take new 25-year bonds, bearing 3 per cent for 5 years, 4 per cent for 15 years, and 5 per cent for 5 years. In Dec., 1882, the unfunded debt was estimated at \$18,8555. Valuation of real and personal property in 1882, \$15,563,130; tax rate, \$6 per \$1,000. Population, 31,320 in 1880; 25,865 in 1870.

Nashville, Tenn.—Assessed valuation of all property

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.								
DESCRIPTION.	Date of	Size or				INTEREST.	Principal-When	
For explanations see notes on first page of tables.	Ronds.	par Value.	outstanding	Rate.	When	Where payable and by whom.	due.	
New Orleans-(Continued)-				-	1 200 00000	WHOM:	-	
Street improvement bonds. Consol. gold bonds (gen'l and drainage series)	1871 1872	\$1,000	\$19,950 140,000	7·3 7 g.	F. & A.	New Orleans.	Aug. 1, 1911 July 1, 1922	
ten per cent bonds, dencit and old claim	1871	Various.	198,250	10	QJ. A. & O.	New York or London. New Orleans.	April 1, 1922	
New premium bonds (in exchange). Park bonds. Ten-year bonds to fund coupons. Newton, Mass.—City bonds and notes. Water loan (\$600,000 6s) New York—Water stock. Croton water stock. Additional new Croton Aqueduct. Croton water main stock. Croton Reservoir bonds.	1883	1,000	8,313,000 126,000	5 6	J. & J.	New Orleans.	Jan. 1, 1923	
Newton, Mass.—City bonds and notes	1864 to '75	1,000&e	1,393,400 363,953	5,6&612	J. & J. Various	do		
New York—Water stock.	1875-76-80 1872	1,000 100 &c.	934,750 475,000	4, 5, 6	J. & J. M. & N.	Boston, Comm'nwealth Bk	July 1, 1905-'10	
New Croton Aqueduct stock	1846 to '69	100 &c. 100 &c.	772,000 100,000	5 & 6	QF.	gold	Nov. 1, 1902 1883 & 1890	
Additional new Croton Aqueduct	1870 to '79	500 &c.	1,331,300	5,6&	Q.—F. Q.—F.	90	Aug. 1, 1884 Aug. 1, 1900	
		200 000.	5,196,000	4,5,6&7	M. & N. Q.—F.	n ti	Aug. 1, 1900 Nov.1,1900–1906 1907	
Improvement bonds	1879	100 &c. 500	3,341,071 500,000	6 5	Q.—F. Q.—F. M. & N.	st o	1887 & 1898	
Central Park improvement fund stock	1858 to 271	100 &c.	399,300 3,849,800	5	Q.—F. Q.—F.	interest on the	July 1, 1898	
Market stock	1870-'79	500 &c. 100 &c.	9,968,000 296,000	4, 5,6 &7	M. & N.	in te	1887 & 1895 Nov.1,1901 to '13	
City Cemetery stock	1869	100 &c.	75 000	7	M. & N. M. & N.	except such interest or Rothschild's in London.	1894 & 1897 1888	
city improvem tark (particed mable after '96) do Lunatic Asylum stock. Fire Department stock. Fire telegraph bonds. Tax relief, bonds, coupon N.Y. Bridge bds (\$2,421,900 red.after July,'96) Accumulated debt bonds. Street improvement bonds	1876 1870-'73	500 &c.	2,229,500 7,269,400	7	M. & N. M. & N.	of su	'89,'92,'96&1926 1889 & 1892	
Fire Department stock.	1869-'70 1869-'70	100 &c.	700,000 521,953	6 & 7	M. & N. M. & N.	cep	1889	
Fire telegraph bonds.	1870-'73	100 &c. 500 &c.	597,586 3,000,000	6 7	M. & N. M. & N.	Rot	1899 1884	
N.Y. Bridge bds (\$2,421,900 red. after July,'96)	1869-'79	500 &c. 100 &c.	4,971,900	4,5 & 6	M. & N.	House,	1890 1905,1926& 1928	
Street improvement bonds.	1874-'77	100 &c.	6,500,000 727,900	5 & 6	M. & N. M. & N.		1884 to '88 1884, & 1888	
Ninth District Court-house bonds. Department of Parks improvement bonds	1871 1874-'79	500 &c. 500 &c.	300,000	7 5	M. & N. M. & N.	Court House	1890 Nov. 1, 1884	
Assessment bonds. City parks improvement fund stock.	1874-78	500 &c. 500 &c.	7,750,000 5,744,000	4 & 5	M. & N.	Coo	Nov.1,1883 to'85	
Normal school fund stock	1871	500 &c. 500 &c.	200,000	6	M. & N. M. & N.	New ayabl	1901-1904 Nov. 1, 1891	
Additional Croton water stock.	1871-'79 1872	500 &c.	636,000 3,620,000	4, 5,6 & 7	M. & N.	lee, New Co	Nov. 1, 1891 1891 & 1899	
Additional Croton water stock. Sewer repair stock. Consolidated stock. do 20-50 (redeemable July '96)	1872	500 &c. 500 &c.	103,000 8,779,700	6 & 7	M. & N. Various	Office, at 18 p	Nev. 1, 1885 1894 to '96	
		500 &c. 500	2,058,350 739,486	5 & 6 4 & 5	M. & N M. & N.	"s Off that	May,'97,1916-'26 1889 & 1899	
Museum of Art and Natural History stock	1873-'79	500 &c. 500	958,000 398,000	4,5 & 6	M. & N M. & N.	1 27	1903	
Third District Court-house bonds. Central Park commission improvement bonds County Court-house stock.	1878 & '79	500 &c.	333,000	5	M. & N	roll, an	Nov. 1, 1890 Nov.1. 1884	
do No. 3	1871	100 &c. 100 &c.	1,000,000 600,000	6 7	M. & N. M. & N.	npt	1883 to '92 1884 to '88	
do do No. 4 & 5 Soldiers' bounty fund bonds	1872 9 1864	500 &c. 100 &c.	653,100 4,000,000	5 & 6	M. & N. M. & N.	Comptrolle abroad, an	1894 to '98 1883 to '90	
Soldiers' bounty fund bonds. Soldiers' bounty fund bonds, No. 3. Soldiers' bounty fund red. bonds, No. 2.	1865 1865	100 &c. 100 &c.	745,800 376,600	7	M. & N. M. & N.	t City	1895 to '97 1891	
Assessment fund stockdo do do	1868 to '72	100 &c. 100 &c.	1,829,000 493,200	6	M. & N. M. & N.	at C.	1887	
do do	1075	100 &c.	900,450	6	M. & N.	le a	1903 1910	
Repairs to buildings stock Consolidated stock, gold, coupon Accumulated debt bonds N. Y. and Westchester Co.improvement bonds	1871 to '72	100 &c. 500 &c.	100,000 $14,702,000$	6 g.	M. & N. Various	yab ds a	1884 to '88 1896 to 1901	
N. Y. and Westchester Co. improvement bonds	1869 to '70 1870	100 &c.	6,000,000		M. & N. M. & N.	ра	1884 to '88 1891	
For State sinking fund deficiency.	1870 1874 1874	100 &c. 100 &c.	1,680,200 1,169,848	1	J. & D. M. & N.	t is	1896 1884 to '86	
Debt of Westchester towns annexed. Consolidated stock, gold.		500 &c.	837,500 6,900,000		M. & N.	res		
Consolidated stock. Bonds for bridge over Harlem River.	1880	500	2,800,000	4 1	M. & N.	Interest	1908-1928 -1910	
Norjolk, Va.—Registered stock Coupon konds (\$20,000 6s are J. & J.)	2	500 100	174,500 478,464	6	M. & N. J. & J.	Norfolk, Treasurer's Office.	Nov., 1891, 1883 to '85	
Coupon bonds of 1881 (exempt)	1870-'74	100	500,600 320,000	6	J. & J. A. & O.	do do do	'90-'94-'99, 1900 April 1, 1911	
Coupon bds, water (a mort. on water works.)	1872-'73 1871	100	290,800 500,000	8 8 7	A. & O. M. & N.	do do New York, Park N. Bank.	Apl., '92: July, '93	
Norwich, Conn.—City bonds. City bonds.	1868 1877	1,000	125,000	7 5	A. & O.	Thames N.Bk; Bost., Bk. Rep	May, 1901 Oct. 1, 1893 April 1, 1907 1898,1908 &1910	
Water loan (\$50,000 1890, \$250,000, 1898)	'68,'78,'80	1,000	160,000 300,000	5,6 & 7	A. & O. Various	Norwich. do	1898,1908 &1910	
Court House. Sinking fund bonds.	1875 1878	1,000	164,000 50,000	7 5	J. & J. A. & O.	do do	Jan. 1, 1905 April 1, 1908	
Funding 10-30s. Paterson, N. J.—School bonds.	1883 1859-'73	500	175,000	4	J. & D.	City Hall, by Treasurer.	1913 Dec., 1883-1904	
Sewer h'ds (\$125,000 are M & S & \$16,000 5c)	1862-'71 1869-'81	500 500	92,500 110,000 417,000	7	J. & D. Various	do do	Dec., 1883-1900	
War bounty bonds. Funding bonds, "A" Renewal bonds, 'B" and "C"	1863-'65	500	417,000 353,000	7	J. & D.	do do	1883-1902 Dec., 1879-1900	
Renewal bonds, 'B" and "C" Philadelphia—Bonds prior to consolidation	1877 1877-'78	100 &c. 500	100,000 110,000 4,054,566	6	J. & D. Various	do do	June, 1887 1901–1905	
Bonds for railroad stock subsidy subscript'ns	1855	50 &c.	1,725,000	6	J. & J. J. & J.	Phila., by Treasurer. do do	1883 to '85	
do for water works	1855 to '71 1859 to '70	50 &c. 50 &c.	6,500,000 4,853,500	6	J. & J. J. & J.	do do do	{ 1883 to 1903	
			2,000,000	1		uo uo		

\$131,200: tax arrearage, \$690,000: corporate bends. \$147,000: street improvement and sewerage, \$54,000. The Aqueduct bonds are not a direct liability of the City of Newark. Real and personal property have been assessed at near the true value as follows: 1881, real estate, \$66,2.8,825; personal, \$18,974,770; tax rate, \$2.10; 1882, real estate, \$67,463,555; personal, \$17,189,370; tax rate, \$2.44. Population in 1870, 105,059, against 136,508 in 1880. (V. 34, p. 489.)

New Redford Mass—Population 26,845 in 1880, 21,320 in 1870.

New Bedford, Mass.—Population, 26,845 in 1880; 21,320 in 1870

200000000	variations (t	rue varue), rau			
DE VOICE DE		Personal	Rate of Tax	Total Debt.	Trust
Years.	Real Estate.	Property.	per \$1,000.	Bonds.	Funds.
1879	\$12,898,300	\$12,874,418	\$16 40	\$1,123,000	\$104.100
1880	13,138,400	13,137,519	15 70	1,059,000	104.100
1881	13,505,400	13,609,922	18 00	1,084,000	104,100
1882		12,887	17 50	1.059.000	104 100
New H	Taven, Conn	Municipal bor	nd fund, \$37	,011. The ci	ity made a

)	city sinking fund at the Description. Total funded debt Sinking fund	Jan. 1, 1881. \$133,535,019	Jan. 1, 1882, \$134,400,507 36,110,301	Jan. 1, 1883. \$130,474,337 34,332,388
	Net funded debt Revenue bonds		\$98,290,206 4,328,095	\$96,141,948 4,246,534
'	m-+-1 3-1-4	0100 000 040	0100 010 001	A100 000 100

Total debt \$106,066,240 \$102,618,301 \$100,388,482 The population of New York, by the United States census, in 1870 was 942,292, and 1,206,299 in 1880. Since Jan. 1, 1865, the valuation, rate of taxation, and net funded debt at end of year, have been as follows:

			-Rate Tax p.	
ALC: U	Real	Personal	\$1,000	Net Debt.*
Years.	Estate.	Estate.	State. City.	Dec. 31.
1865	\$127,360,884	\$181,423,471	\$4 96 \$24 94	\$35,973,597
1870	742,103,075	305,285,374	2 70 19 80	73,373,552
1871	769,302,250	306,947,233	4 43 17 27	88,369,386
1872	797,148,665	306,949,422	5 20 23 81	95,467,154
1873	836,693,380	292,597,643	5 33 19 67	107,023,471
1874†	881,547,995	272,481,181	6 65 21 35	114,979,970
1875	883,643,545	217,300,154	7 27 22 13	116,773,721
1876	892,428,165	218,626,178	6 51 21 49	119,811,310
1877	895,963,933	206,028,160	3 78 22 72	117,700,742
1878	900,855,700	197,532,075	3 56 21 94	113,418,403
1879	918,134,380	175,934,955	3 43 22 37	109,425,414
1880	942,571,690	201,194,037	3 12 22 18	106,066,240
1881	976,735,199	209,212,899	3 60 22 60	102,618,301
1882	1,035,203,000	198,272,582	22 50	100,388,483

DESCRIPTION	Date of	Size or	Amount	1 1 2 3 3	L	NTEREST.	Principal-When
DESCRIPTION. For explanations see notes on first page of tables	Bonds.	par Value.	outstanding.	Rate.	When Pay'ble	Where Payable and by Whom.	Due.
							THE PARTY OF
Philadelphia—(Continued)—	1000 +0270	DEO 6-0	\$8,701,600	6	T & T	Philadelphia, by Treasurer.	,
Bonds for park and Centennial	1862 to 65	\$50 &c.		6	1. & J.	do do	} 1883 to 1905
Bonds for park and Centennialdo for war and bounty purposesdo municipal, school, sewer, &c	1.860 to '70	50 &c.	15,637,425	6	J. & J.	ao ao	1883 to 1905
Guaranteed debt, gas loans Four per cent loan ("A" to "Y") Peoria, Ills.—School loan.	1879	50 &c. 25 &c.	5,999,400 8,084,485	6 4	J. & J.	do do	1883 to 1904
Peoria Ills —School loan	1010	20 000.	81,500	7	Various	N V. Amer. Exch. Nat. Bk.	1886 to 1890
			42,000	$\frac{4^{1}2}{7}$	M. & N. J. & D.	do do do do do do do do do	Mar. 1, 1902&'03 June 1, 1888
			195,000 205,000		Various	do do	1889-1891
do Peoria & Rock Island Railroad. Pittsburg—Water exten. loan (coup. or reg.)			100,000	7	J. & J.	New York.	July 1, 1888 1893 to '98
Pittsburg-Water exten. loan (coup. or reg.)	1868 to '74		4,282,500	6	A. & O. J. & J.	Pittsburg, Treasurer.	
Water loan, reg. Funded debt and other municipal bonds	1878 1845 to '72		1,281,000	6 & 7	Various	Pittsburg, Phila. & N. Y. New York, B'k of America.	1884 to 1912
Compromise railroad bonds (coup, and reg.).	1803		2,178,600	4 & 5	J. & J.	New York, B'k of America.	1913 1883 to '86
Bonds impr. Penn. av., &c. (local assessment)	1871 to '73	****	5,050,700 1,405,000	7	Various		1884 -
Bonds for overdue interest (temporary loan) Portland, Me.—Loan to Atl. & St. Lawrence RR	'68,'69,'70	1,000	787,000	6	M. & N.	Boston, Blackstone N. B'k.	Nov. 1886 '87 '8
Loan to Portland & Rochester Railroad	. 1867 to '69		627,500	6	J. & J. J. & J.	* do do do	July, 1887
do do do do Portland & Ogdensburg			416,000 1,200,000	6	M. & S.	do do	July, 1887 July 1, 1897 Sept. 1, 1907 1883 to '95
Municipal—proper, (\$15,000 are 5s due '83).	1859-79	500 &c.	1,193,500	5 & 6	minthly	Boston and Portland.	1883 to '95
Building loan bonds	. 1867	1,000	325,000	6	J. & D.	do Providence.	June 1, 1887 Sept., 1885
Providence, R.I.—Bonds for public improvem't Recruiting and bounty bonds	1855 1863	1000&c.	600,000	5	M. & S. J. & J.	do	Jan., 1893
Water loan bonds, gold, coupon	1872	1000&c.	2,121,000	5 & 6 g.	J. & J.	Boston, Prov. and London.	July, 1900
Water loan bonds, gold, coupondo do registereddo do do do	1874	1000&c.	1,879,000	5 & 6 g.	T & T	N. Y., N. City Bank, & Prov.	I July 1, 1906
		1000&c. £100	1,500,000 1,397,250	5 g. 5 g.	J. & J.	London, Morton, Rose & Co	July 1, 1906 July 1, 1895
do loan of 1879	1879	1000&c.	600,000	412	J. & D.	Providence.	June 1, 1899
Public improvement loan, registered	. 1879	Large. 1,000	596,000 500,000	5 7	J. & J.	do do	July 1, '99 & 190 1892
do loan of 1879 Public improvement loan, registered Prov. & Springfield RR. bonds, guaranteed Brook Street District, certificates.	1872	1 000	280,000	5	M. & S.	Treasury.	Sept. 1, 1883-'8
do do do coupon New High School Building certificates	. 1879	1,000	280,000	412	M. & N.	Boston and Providence.	May 1, 1885-'8 1883-'89
New High School Building certificates	1877 & '79		99,438 2,910, 908	412	Various J. & J.	do do Richmond, Treasurer.	J. & J., 1883-191
Richmond, Va.—Bonds, reg., (\$119,000 are coup. Bonds, reg. and coup. (\$167,000 are coup.))		887,400	6 8 5 7 7 7	J. & J.	do do	1886&1904-190
New tives			652,000	5	J. & J.	do do	July 1914-'15 1883 to 1903
Rochester, N.Y.—To Genesee Valley Railroad . To Roch. & State L. and R. N. & P. Railroads	1872	1,000	148,000 750,000	7	J. & J. F. & A.	N. Y., Union Trust Co. New York and Rochester.	Feb. 1, 1893
To Roch. & State L. and K. N. & P. Kallroads	1872 to 74	Various	765,000	7	Various	do do	1884 to 1902
For various city improvements. Water works loan, coupon and registered	. 1873 to '76	1000&c	3,182,000	7	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1903 Jan. 1, 1905
Funding loan	10/0	1,000 5.000	410,000	4	J. & J. F. & A.	do do do	Aug. 1, 1912
Consol loan	. 1882	50 &c		4 & 5	Semi-an	City Treasury.	1884 to 1911
Rockland, Me.—Municipal bonds	1869	100 &c	. 174,000	6	J. & J.	Boston.	1882 to 1899 1891
do	. 1871	100 &c 100 &c		6	F & A. M. & S.	do	1902
Notes and certificates of deposits			(?)	3.65 & 4		City Treasury.	On call.
		Various	1,688,000	6		N. Y., Nat. Bank Republic	1882 to '91 1882 to 1906
Reas estate, buildings and general purposes	1840 to '68	Various	1,104,000 60,000	6	Various Various		1886 & '87
Water work bonds (old)	. 1856 to '58	Various	127,000	6	Various	do do	1882 to '83
St. Louis—Renewal and floating debt bonds. Reas estate, b illdings and general purposes Street improvement bonds. Water work bonds (old). Tower Grove Park bonds (gold). Sewer bonds. Harbor and wharf bonds	. 1868	1,000	346,000	6 6 g. 6 g. 6	F. & A. Various	do do do	Aug., 1898 1887 to '95
Harbor and wharf hands	1852 to '68	Various	1,108,000 641,000	6 8.	Topione	do do	1886 to '88
Harbor and wharf bonds. Bonds to Pacific Railroad New water work bonds (gold). do do do	1865		700,000	7	F. & A.	N. Y., Nat. B'k Commerce New York and St. Louis. N. Y., Nat. B'k Commerce	Feb. 1, 1885
New water work bonds (gold)	. 1867 to '70	1,000	3,950,000 1,250,000	6 g.	J. & D.	N. V. Nat. B'k Commerce	June, 1887, & 9 April 1, 1892
00 00 00		4 2222	000.000	6 g.	M. & N		July 1, 1894 1891 to '94
Penewel and sewer hands (gold)	11871 to '79	1,000	681,000	6 6 9 9 9 9 6 6 9 9 6 9 9 9 9 9 9 9 9 9	Various	New York or London.	1891 to '94
Renewal purposes, gold or sterling. Renewal, &c., bonds, gold, \$ and £. Renewal, &c., bonds, gold \$ and £. coupon. Renewal bds.,geld,\$ and £ (part red'mable '90	1873	1,000		6 g.	M. & N M. & N	do do do	Nov. 1, 1893 May 1, 1895 1894 & 1899
Renewal, &c., bonds, gold, \$ and £. coupon.	1874-'79	1,000	2,747,000	6 g.	J. & J	do - do	1894 & 1899
Renewal bds.,gold, \$ and £ (part red'mable '90	1880	1,000	1,024,000	5 g.	J. & J Various	N. Y., Nat. B'k Commerce	Jan. & June, 190
Bridge approach bonds (gold)	1872	500	461,000	6 g.	3. & D	Tr. 11, 11ati Di Commorce	
St. Louis County bonds assumed— Insane Asylum	1867	1,000		7	J. & J	N. Y., Nat. Bk. Commerce	July 1, 1887
County Jail	1868	1,000	500,000	7	M. & S		Sept. 1, 1888 June, 1892
General purposes, gold	1872 1873 to '76	1.000		7 & 6 g.	J. & D J. & J	do do	1889 to 1896
Park honds compon gold	1870	1,000	1,900,000	6 g.	A. & O	do do	April 1, 1905
County bonds	1875	1,000	500,000	6 & 7	M. & N	do do N. Y., Nat. B'k Commerce	May 1, 1895 1880 to '89
St. Joseph Mo.—Bonds to St. Jo. & Den City R. Bonds to Missouri Valley Railroad	1860 to 69	500		7	M. & N	do do	Nov., 1889
Bonds for various purposes	1858 to '69	100 &	156,700	10 & 6	Variou	St. Joseph and New York	. 1880 to '89
Bridge bands. New compromise bonds (60 per cent)	1871	500	536,250	10	J. & J F. & A	N. Y., Nat. B'k Commerce	1891
St Paul Minn - Ronds	1881-82	1,000	431,000	4	Various	N. Y., Kountze Brothers.	1906 to 1912
Donde	11867 to '8	31 1.000	291.600		Various	do do	1887 to 1911
do	11868-78-	9 300 00	468,000		Variou Variou		1898 to 1904 1883 to 1903
do	11862 to 7	5 variou	8 011,000	8	Variou		1899 to 1904
	11000 00 1	I I COLLOW					

tion in State taxes was about equal to reduction in tax levy. (V. 33, p. 40, 244; V. 25, p. 51; V. 35, p. 265; V. 36, p. 590; V. 37, p. 23.) $^{+}$

Years.	Real Estate.	rate per \$1,000 Personalty.	Tax Rate
1879	\$8,689,716	\$1,497,130	\$19
	8,861,392	1,463 498	19
	9,354,765	- 1,310,861	20
	9,526,466	1,627,855	

Norwich, Conn.—The assessed valuations, tax rate, &c., have been:

Years.	Real Estate.		Rate of Tax per \$1,000.		Sinking Funds, &c.
1876		\$3,725,846			\$
1877	8,184,815	3,273,074	8	763,277	
1878		3.039,564	7	771,863	3,535
1879	7,435,418	3,057,099		777,312	9,191
-Population	, 21,145 in 18	80; 16,653 in	1870.		

Paterson, N. J.—Finances are apparently in a sound condition. The

Years.	Real Estate.	Personalty.		Debt.
1878	\$15,850,857	\$3,255,659	$2^{1}\!4$	\$1,286,500
1879	15.923.108	3,246,501	24	1,275,000
1880	16,398,608	3,544,517	24	1,259,500
	16,935,278	3.637.837	214	1,264,000
	17,746,040	3,768,240	2.30	1,251,500
	, 51,031 in 1880; 3:	3,579 in 1870.		

Philadelphia.—On Jan. 1, 1883, the debt was \$67,468,316; floating debt, \$454,576. In the following table the assessed value of real estate

is near its cash value:			
Years.	Real Estate.	Personalty.	Tax Rate
1877	\$593,313,532	\$9,755,000	\$22 50
1878		9,439,769	21 50
1879		8,069,892	20 50
1880		7,498,452	20 00
1881		7,863,385	19 50
1882		8,795,700	19 00

Assessed valuations of property for 1883 are: Full city property, \$516,984,183; suburban property, \$35,447,307; farm property, \$19,051,765; all the personal being classified with the full city property. Tax rate, \$18 50. Population, 1870, 674,022, against \$47,170 in 1880. Peoria, Ill.—Total debt, \$673,500 in 1882. Population, 29,259 in 1880; 22,849 in 1870; in 1883 (estimated), 40,000. Pittsburg.—Assessed valuation in 1880: Real property, \$85,744,990; personal, only \$2,516,540. Tax rate, 1880, 20.4 mills per \$1. Population, 156,389 in 1880; 86,076 in 1870. Portland, Me.—The sinking fund and available assets March 31, 1883.

Portland, Me.—The sinking fund and available assets March 31, 1883, were \$155,856. The city is protected by mortgages on Atlantic & St. Lawrence and Portland & Ogdensburg railroads. Population in 1879, 35,010, against 31,413 in 1870, and 26,341 in 1860. Population in 1880, 33,810; 1870, 31,413. The assessed valuations, tax rate, &c., have been:

	Real	Personal	Rate of Tax	Total	Sinking
Years.	Estate.	Property.	per \$1,000.	Debt.	Funds. &c.*
	\$19.825,800	\$10,359,128	\$25 00	\$5,235,600	\$225,710
1880-81	19,777,200	11.376,456		4,688,100	92,356
1881-82	19.886,300	11,609,585		4,620,500	40,161
1882-3	20,288,300	12,354,455		4,545,500	51,869
	not include			road loans	

Providence, R. I.—The principal debt of Providence has been created since 1872 for water works, sewerage, new City Hall and Brook Street Improvement. The sinking fund for bonds due in 1885. \$676,021 1893, \$255,420; 1895-99, \$390.274; 1899-1900, \$51,753; 1900-6, \$125,416; Brook Street district, \$75,465. Population, 1870, 68,904; 1880, 104,857. The laws of Rhode Island now limit the debts of towns to 3 per ct. of their assessed valuation. Ass'd valuations (true value), tax rate, &c., have been:

Real Personal Tax per Total Assets in Sink.

	rear	T CIPOHAI	Tur bor	20000	77 7 0
Years.	Estate.	Property.	\$1,000.	Debt.	Funds, &c
1878	. \$86,341,100	\$30,699,400	\$14 50	\$10,590,550	\$1,292,697
1879	. 86,816,100	28,765,600	14 00	10,475,550	1,237,008
1880	. 88.012,100	27,908,900	13 50	10,202,688	1,359,142
1881		28,413,800	14 00	10,100,599	1,397,558
1882	88.987.900	30,208,300	14 50	10,077,099	1,597,280
-State	valuation, \$16	8,547,726; cit;	y, \$119,1	96,200.	

Subscribers will co	onfer a great favor b	y giving immediate notice	of any error discove	red in these Tables.

DESCRIPTION.	Date of Size or Amount		936]	Principal—When		
For explanations see notes on first page of tables.	Bonds.	par Value.	outstanding.	Rate.	When Pay'ble	Where Payable, and by Whom.	Due.
Salem, Mass.—City debt. City debt. Water loan. do San Francisco— Bonds of 1858, coupon (gold). Judgment bonds, coupon (gold). Central Pacific Railroad, coupon (gold). Western Pacific Railroad, do do Judgment bonds, do do School bonds. School bonds. Park improvement bonds. Hospital bonds. House of Correction bonds. City Hall construction. Montgomery Ave (special tax). Dupont St. (special) (Act March 4, 1876).	1878 1858 1863 to '64 1864 1865 1867 1870 1874 1872 to '75 1871 to '73 1874	\$100 &c. 1,000 100 &c. 1,000 500 &c. 500 &c. 500 &c. 500 &c. 500 &c. 500 &c. 500 &c. 500 &c. 500 &c.	\$154,500 300,000 500,000 398,500 290,000 435,500 284,000 246,000 200,000 475,000 611,000 1,579,000	665677776666677666667766	J. & J. A. & O. J. & J. J. & J. A. & O. J. & J. M. & N. J. & J. M. & N. J. & J.	Boston, Merchants Bank. do do do San F. & N. Y., Laidlaw & Co. do	Oct. 1, 1883 July 1, 1894 May 1, 1895 Oct. 1, 1887 June 1, 1882 to '90 July 1, 1894 1897 & 1904 Nov. 1, 1891 July 1, 1894 1899
Dupont St. (special) (Act March 4, 1876). Stanannah, Ga.—New compromise bonds. Somerville, Mass.—City debt. Water loan. Springfield, Mass.—City notes. City bonds. Water loan (\$200,000 are 6 per cents). Railroad loan. Toledo, O.—General fund city bonds, coup. Toledo & Woodville Railroad. coupon. Water works (\$3,000 only 6s). Short bonds, chargeable on special assessm'ts. Municipal bonds. Worester, M.—City, (\$531,000 c., \$1,437,400 r.) Sewer debt (all registered). Water debt (\$80,000 coup., \$279,300 reg.) Bonds.	1879 Various. 1870 Various. Various. Various. Various. 1861 to '81	500 &c.	138,000 157,000 1,200,000 220,000 772,000 432,000 1,000,000 346,200 400,000 1,968,400 325,000		Various Various Various A. & O. A. & O. Various M. & N. Various Various Various Various Various	City Treasury. Boston, First National B'k. do do do N. Y., Imp. & Trad. N. Bk. do	Feb. 1, 1909 1882 to 1896 1880 to 1906 1883 to 1889 1883-1890 Apl. 1, '94, to 1905 1883 to 1893 1883 to 1909 May, 1900 1893, '94 & '99 1883 to '87

Rochester.—Total debt funded, \$5,355,000 Jan., 1883. The bonds of Genesee Valley RR. loan, \$148,000, are provided for by net receipts from a lease of said road to Eric Railway. Population, 89,366 in 1880; 62,386 in 1870; in 1882, estimated, 105,000. Assessed valuation (60 per ct. of true value), rate of tax, &c., have been:

	Real	Personal	Tax per \$1,000	Total
Years.	Estate.	Property.	in old Wards.	Debt.
1878	\$42,658,350	\$1,706,300	19.64	\$5,471,686
1879	37,299,400	1,584,940	21.79533	5,446,186
1880	34,408,725	1,430,144	23.86	5,382,950
1881	34,596,225	1,291,320	24.67	
1882	34,849,975	1,202,395	28.61	5,355,000

Richmond, Va.—Real estate assessed, 1882, \$28,946,828; personal \$12,689,534. Tax rate, \$140. Population, 63,600 in 1880; 51,038 in '70 Rockland, Me.—Valuation of real and personal estate, 1882, \$3,526,-71. Tax rate, \$24 per \$1,000. Population, 7,599 in 1881; 7,074 in 471. 1870.

8t. Joseph. Mo.—Population in 1880, 32.431; in 1870, 19,565. Assessed valuation of real estate, 1880, \$5,723,784. Personalty, \$3,294,451; total \$9,018,235. Rate of tax, 1880, 32½ mills. In 1882 total assessed valuation was \$12,000,000. In above statement of bonds the amounts given include accrued interest to April 1, 1883. A compromise of the debt was made in new 4 per cent bonds, which are given for the full principal and interest of old bonds, and interest is pad on these only.—(V. 32, p. 659.)

-(V. 32, p. 659.)

8t. Louis.—Population by the United States census in 1870 was 310,864, against 350,518 in 1880. The city and county were merged by law in 1877 and city assumed the county bonds. The Comptroller gives the following in his report to April, 1882: The liabilities appear as follows: The bonded debt at the close of fiscal year (April 10, 1882) is \$22,417,000. A claim of the St. Louis Gaslight Company for gas furnished. amounting mall to about \$892,000, with interest to March 31, 1882, was decided against the city in 1880, but appealed. Assessed valuation of property and tax rate have been:

Real Estate —Rate of tax per \$1,000.—

	Real Estate	-Kate of tax	per \$1,000	
	and Personal	New	Old	Bonded
Years.	Property.	Limits.	Limits.	Debt.
	\$164,399,470	\$5 00	\$17 50	\$22,614,000
1880	160,634,840	5 00	17 50	22,507,000
1881	167,336,600	5 00	17 50	22,417,000
1882	191,720,500	5 00	17 50	22,311,000

St. Paul, Minn.—Population in 1870 was 22,300; in 1880, 41,498; in 1883 the local estimate of population is 90,000. Assessed valuations of taxable property and tax rate have been:

	Real Estate. \$18.835.525	Personal Property. \$6.340.493	per	of Tax \$1,000. mills.	Total Debt. \$1,332,500	Sinking Funds, &c. \$551.755
1877	18,993,545	5,452,871	18	66	1,327,200	567,642
1878 1879	17,300,486 17,300,766	5,491,026 5,942,503	13 15	66	1,356,444 $1,519,310$	616,000
1882	30,000,000	10,000,000	21		1,959,910	

Salem, Mass.-The sinking fund January 1, 1883, was \$288,253. There

are \$72,500 of 4 per cent bonds also held by sinking funds. Population, 27,563 in 1880; 24,117 in 1870. Tax valuation, 1882, \$25,528,242; tax rate, \$15 50.

San Francisco.—Population, 233,959 in 1880; 149,473, in 1870. The Montgomery Avenue and Duyont Street bonds are special issues chargeable only on the assessment of property benefitted. The assessments for four years and tax rate (per \$100) are given below. The large increase in personalty in 1880-81 was made by the arbitrary assessment of persons making no sworn statements of their property. San Francisco.

	Realty.	Personalty.	Tax Rate
1878-79	\$190,280,810	\$54.196.550	\$2 24
1879-80	166,429,845	51.057.229	1 994
1880-81	165,023,658	279,287,738	2 21
1881-82	155,834,879	66,598,521	1 15

In 1881-82 valuation, and tax rate are for city and county only; State valuation was \$168,301,669 real and \$71,121,993 personal, and tax rate, 65½ cents. Sinking funds raised annually amount to over \$225,000, the amount on hand June 30, 1882, being \$1,020,212. (V. 34, p. 550; V. 36, p. 445.)

Savannah, Ga.—Default wās made on interest Nov. 1, 1876, in consequence of yellow fever and non-collection of taxes. The compromise, as reported in V. 26, p. 625, gave new 5 per cent bonds 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 and tax rate each year have been as follows: In 1879, \$10,100,000, \$25; 1880, \$10,300,000, \$25; 1831, \$10,500,000, \$25; 1882, \$10,650,000, \$30. Population in 1870, 28,235, against 30,709 in 1880 and 37,333 in 1882.

Somerville, Mass.—Total debt, January 1, 1883, \$1,585,000; sinking fund, \$373,654. Property valuation in 1882, \$23,162,200. Tax rate, \$17 80. Except \$140,000 5s in \$1,000 pieces, all bonds are in \$2,000 to \$50,000 pieces. Population, 24,933 in 1880; 14,685 in 1870.

Springfield, Mass.—Total debt, Jan., 1883, \$1,744,769; cash assets, \$124,976. The railroad debt falls due \$20,000 each year. Population in 1882, 35,000; 1870, 26,703. Tax valuation and rates have been:

Years.	Real Estate.	Personal property.	per \$1,000.
1878	\$22,746,330	\$6,637,845	\$11 00
1879	22,211,230	7,230,094	12 00
1881	23,795,920	8,935,850	12 50
1882	25,084,420	9,198,258	12 50
-Valuation of real e	estate is about 67 pe	er cent of true value	

—Valuation of real estate is about 67 per cent of true value.

Toledo.—Total debt, January, 1883, was \$3,007,649. Of this the debt payable by special assessments was \$346,200, and the certificates of indebtedness, \$57,449. Taxable valuation of real estate, 1881, \$19,597,530; personal, \$6,315,940. Total valuation, \$25,913,460. Taxate, \$2 68 per \$100. Valuation, 1882, \$27,784,250; rate, \$2150. Population, 50,137 in 1880; 31,584 in 1870. (V. 30, p. 356.)

Worcester, Mass.—Total debt, January 1, 1883, \$2,717,700. Cash assets, \$445,197, including \$355,890 in sinking fund. Population, 58,291 in 1880, 41,105 in 1870. Tax valuation, 1880, \$41,005,112; in 1881, \$42,606,529; 1882, \$45,504,512; tax rate, 174.

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

DESCRIPTION.	Miles	Date	Size, or	Para la	IN'	TEREST	OR DIVIDENDS.	Bonds-Princ
For explanation of column headings, &c., see notes on first page of tables.	of	of Bonds	Par Value.	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by Whom.	Stocks—Last Dividend.
Alabama N. O. Texas & Pacific Junc.—Debentures	233		£20, &c.	\$7,500,000	6	A. & O.		April 1, 190
Ala. Gt. South'n1st mortgage, coupon	296	1878	\$1,000	1,679,000	6 g.	J. & J.	N.Y., Farmers' L. & T. Co	
Albany & Susquehanna—Stock	199		100	3,500,000		J. & J.	N. Y., B'k of Commerce.	July 2, 188
1st mortgage	142	1863	1,000	998,000	7	J. & J.	N.Y., Del. & Hud.Can.Co	July, 1888
Albany City loan (sinking fund, 1 per ct. yearly).	142	1865	1,000	1,000,000	6	M. & N.		Nov., 1895-'9
2d mortgage	142	1865	1,000	1,708,000	7	A. & O.	do do	Oct., 188
Consol. mort. (guar. D. & H. endorsed on bonds)	142	1876	1,000	6,000,000	6 & 7	A. & O.	do do	April 1. 190
Allegheny Valley—Stock	259	1000	50	2,166,500	7:30	TET	N V Winglam T & Co	Manah 1 100
General mortgage (Riv. Div.)	132	1866	1,000	4,000,000 $2,700,000$		J. O. J.	N. Y., Winslow, L. & Co. Harrisburg, Treasury.	100.000 y'rl
Bonds to State Pa. (endorsed) 2d mort., East ext.	110	1870	100,000	10,000,000	5 7	Janary	Philadelphia or London	
1st mort., East'n Exten., guar. by Pa. RR	$\frac{110}{259}$	1871 1874	1,000 100 &c.	8,760,700	7		Pittsburg, Co.'s Office.	April 1, 193 Oct. 1, 189
Funding income bonds, with traffic guarantee	239	1877	1,000	675,000	6	T & T	N. Y., Cent. Pacific RR.	Jan. 1, 19
mador Branch—1st mortgage	48			1,050,000		0. 00 0.	I., Cont. I acine Iti.	Jan. 1, 15
sheville & Spartanburg—Stock	200 700			500,000				
1st mortgageshtabula & Pittsburg-1st mortgage, coup. or reg	62	1878	1.000	1.500,000	6	F. & A.	Phil., Fid. I.T. & S.D.Co.	Aug. 1, 19
tchison Col. & Pacific—1st mort., guar	229	1879	1,000	4,072,000	6	QF.	N. Y., Hanover N. Bk.	May 1, 19
tchison Jewell Co. & West.—1st M., guar. C.B.U. P.		1879	1,000	542,000	6	0F.	N.Y., Un. Pac. RR. office.	May 1, 190
tchison Topeka & Santa Fe—Stock	1.820	10.0	100	56,913,200	112	QF.		May 15. 18
1st mortgage, gold	470	1869	500 &c.	7,041,000	7 g.		Boston, North Nat. Bk.	July, 189
Land grant mortgage, gold		1870	500 &c.	2,915,500	7.g.	A. & O.		Oct. 1, 19
Consol, bonds, gold				108,500	7 g.	A. & O.		1903
Bonds, gold (secured by mortgage bonds)		1880	1,000	1,123,000	5 g.	A. & O.	Boston, Boston Nat. B'k.	April 1, 19
S. F. bonds for purchase of K. C. L. & S. K. stock.		1880	1,000	3,669,000	5	M. & S.	do do	Sept. 1, 19
Sinking fund bonds (secured by mort. bds.)		1880	1,000	4,996,000	412		Bost. Safe Dep. & Tr. Co.	
Sink. fund bds. (secured by deposit of mort. bds.)		1881	1,000	6,450,000		J. & D.		Dec. 1, 19
Wichita & Southwest., 1st M., gold, guar	27	1872	1,000	412,000			Boston, North Nat. Bk.	July 1, 19
Kans. City Top. & West. 1st mort., gold	66	1875	1,000	854,000	7 g.	J. & J.		July 1, 19
do do income bonds		1878		200,000	7		Boston, Boston Nat. B'k.	Mar. 1, 19
Pueblo & Ark. Valley, 1st mort., gold, guar	148	1875	1,000	1,633,000			Bost., N. Bk. of N. Am'a	
do do 1st (& 2d on 148 miles) guar	134	1878	1,000	1,942,200		J. & J.		July 1, 19
Kansas City Emporia & S., 1st mort., guar		1879	1,000	532,000	7		Boston, North Nat. Bk.	July 1, 19
Cow. Sum. & Ft. Scott, 1st mort., guar		1879	1,000	798,000	7	A. & O.		Oct. 1, 19
Marion & McPherson, 1st mort., guar		1879	1,000	713,000	7	A. & O.		Oct. 1, 19
Pleasant Hill & De Soto, 1st M., gold	44	1877	500	120,000			Boston, Everett N. Bk.	
Florence El Dorado & W., 1st mortgage, gold	31	1877	1,000	310,000	7 g.	A. & O.	Boston, Bk. of No. Am.	July 1, 19

iftigation, all valid certificates allowed by U. S. Court paid on presentation). Gross earnings in 1882, \$\$\$56,757; net. \$\$256,328. Gross in 1881, \$789,376; net, \$\$286,424. (V.34, p. 342; V.36, p. 589.)

Albany & Susquehanna.—Dec. 31, 1882, owned from Albany, N. Y., to Singhamton, N.Y., 142 miles; branches—Quaker Street, N.Y., to Schenectady, 14 miles; Cobleskill, N. Y., to Cherry Valley, 21miles; operates Lackawanna & Susquehanna Railroad, 22 miles; East Glenville to Coons, 10 miles; total operated, 209 miles. Charterea April 19, 1851, and road opened January 14, 1869. Steel rail, 178 miles. Leased in perpetuity from Feb., 1870, to Del. & Hud. Canal Co.; rentals, 7 p. ct on stock and interest on bonds. Additions and betterments charged to lessors, and cost made part of investment. In 1871 lessees built the Lackawanna & Susquehanna RR. from Nineveh to their Pennsylvania coal fields, and secured the joint use of the Jefferson RR. This opening gave a large coal traffic to the road and to the other Delaware & Hudson leased roads north from Albany to the Canada line. The consolidated mortgage is for \$10,000,000, of which \$3,000,000 are 7 per cents. In 1883 some counterfeits of the 2d mortgage bonds of 1885 were found and it was proposed to take up all that issue with consol. mortgage bonds. Gross earnings as reported to State Engineer were in 1880-1, \$1,840,049; net, \$638,974; in 1881-2, gross, \$2,274,014; net, \$853,844.—(V.36, p. 250, 535.)

Allegheny Valley.—Dec. 31,1882, owned from Pittsburg, to Oil City, Pa., 132 miles; branches—Red Bank, Pa., to Driftwood, 110 miles; others, 17 miles; total operated, 259 miles. Chartered April 4,1837. Road opened through to Oil City (132 miles) Feb. 2, 1870. Low-Grade Div., Red Bank to Driftwood (110 miles) opened May 4, 1874. The company became embarrassed in 1874 and compromised with its reditors. It still falls short of earning interest liabilities. The amount of income bonds authorized \$10,000,000; these receive all revenue left after interest on prior liens, and any defic

⁰rganized September 25, 1878, and it is leased by Penn. Co., which pays net earnings to A. & P. The common stock is \$958,491 and preferred stock \$700,000. Gross earnings in 1881, \$317,012; net, \$123,888; 1882, gross, \$343,185; net, \$112,298.

1882, gross, \$343,185; net, \$112,298.

Atchison Colorado & Pacific.—Waterville, Kan., to Lenora, Kan., 19 2 miles; Greenleaf, Kan., to Washington, Kan., 7 miles; Downs, Kan., to Bull City, Kan., 23 miles; Yuma, Kan., to Talmage, 29 miles; total, 252 miles. The road is an extension of the Union Pacific Central Braneh, by which the bonds are guaranteed and the road is controlled, and the whole system is virtually owned by Union Pacific, but operated by Mo. Pacific. Stock, \$1,526.800.

Atchison Jevell Co. & West.—Jamestown, Kan., to Burr Oak, Kan., 34 miles. Under same auspices and control as Atchison Colorado & Pacific. Stock, \$202,800, of which Union Pacific owns \$105,000.

Atchison Jewell Co. & West.—Jamestown, Kan., to Burr Oak, Kan., 34 miles. Under same auspiees and control as Atchison Colorado & Pacific. Stock, \$202,800, of which Union Pacific owns \$105,000.

Atchison Topeka & Santa Fe.—Dec. 31, 1882, mileage was as follows: Main Line—Atchison to Kansas State line, 471 miles. Leased—Kansas City to Topeka, 66 miles; Pleas't Hill to Ced. Junc., Ka., 45 miles; Emporia to Howard, 76 miles; Florence to Douglas, 54 miles; Emporia to Howard, 76 miles; Florence to Douglas, 54 miles; Florence to Ellinwood, 99 miles; Halsted to Sedgwick. 9 miles; Wellington to Caldwell, 23 miles; Kan. State L. to 8. Pueblo, Col., 149 miles; Pueblo to Rockvale, Col., 37 miles; La Junta to N. Mex. State L., 96 miles; Col. St. L. to San Marcial, N. M., 354 miles; Lamy to Santa Fe, 18 miles; San Marcial to Deming, N. M.; 128 miles; Rincon to Texas line, 58 miles; coal roads, 15 miles; Los Vegas Hot Springs road, 6 miles; Texas line to El Paso, 20 miles; total leased, 1,319 miles. Total operated directly, 1,820 miles. Owned jointly—Burlingame to Manhattan, 57 miles. The Kan. City Lawr. & Southern Kansas, 98 miles, was also acquired by purchase of the stock in Sept., 1880, and the 5 per cent bonds due Sept. 1, 1920, issued therefor (V. 31, p. 559), with sinking fund of 1 per cent a year. The Kansas City Topeka & West. bonds as rental. The 5 per cent bonds were issued for stocks and bonds purchased, and 4½ per cents for extension of the line to Demmg and El Paso, and have the 6 per cent mortgage bonds of the Rio Grande Mexico & Pacific and the Rio Grande & El Paso roads deposited as security for them. The sinking fund is 1½ per cent, rising to 3½ by 1910. The 6 per cent sinking fund bonds of 1881, due 1911, are secured by mortgage bonds deposited, as stated in V. 35, p. 373. They are redeemable by the sinking fund at 105. Such bonds as are held in the company's treasury, or leased line bonds held as collateral for any of its own bonds given above, are not included in the above amounts outstanding.

The Sonora

Allegheny Valley.—Dec. 31, 1882, owned from Pittsburg, to Oil City, Pa.,	The annual report for 1882 was published in the Chronicle	, V. 36,
132 miles; branches—Red Bank, Pa., to Driftwood, 110 miles; others, 17	p. 397 and 451. Income, etc., for four years were as follows:	
miles: total operated, 259 miles. Chartered April 4, 1837. Road opened		1882
through to Oil City (132 miles) Feb. 2, 1870. Low-Grade Div., Red Bank	Earnings— \$ \$	\$
to Driftwood (110 miles) opened May 4, 1874. The company became em-		362,576
barrassed in 1874 and compromised with its creditors. It still falls short		537,201
of earning interest liabilities. The amount of income bonds authorized	Mail, express, &c 144,777 270,094 562,278 5	573,528
is \$10,000,000; these receive all revenue left after interest on prior	m	70000
liens, and any deficiency is made up by additional issues. The income		773,305
coupon receives what there is in cash and balance in bond serip. Of the		362,756
income bonds the Pennsylvania RR., Northern Central and Philadelphia	Net earnings 3,418,315 4,182,689 4,521,183 6,1	110,549
& Erie hold \$5,408,000, the interest on which is paid altogether in	INCOME ACCOUNT.	
bond scrip; the bonds held by individuals are paid in each and scrip		1882.
conv. into inc. bonds. (See annual report, V. 36, p. 622.) The earnings, &c., for two years were as follows:	Receipts— \$ \$	\$
		110,549
Years. Pass. Mileage. Freight Mileage. Gross Earnings. Net Earn'gs.	Pottawat'e land ac'et. 139,322	71.00-
1881 17.292,869 127,615,267 \$2,169,786 \$904,672		54,095
1882 19,141,989 153,860,833 2,356.698 886,603		230,781
-(V. 34, p. 434; V. 35, p. 404; V. 36, p. 399, 622.)	From U. S., &c *6	11,400
Amador Branch.—Galt, Cal., to Ione, Cal., 27 miles. Leased in per-	Total income 3.748.410 4.302.837 4.751,020 7.0	006,720
petuity from Jan. 1, 1877, to Central Pacific—rental \$3,500 per month.	Total income 3,748,410 4,302,837 4,751,020 7,0 Disbursements— \$ \$	\$
Stock, \$675,060. Leland Stanford, President, San Francisco.	Rentals paid 836,772 864,273 774,740 8	324.859
Asheville & Spartanburg.—From Spartanburg, S. C., to Asheville,		22,346
N. C., 67 miles, of which 49 miles, Spartanburg to Hendersonville,		24,793
in operation. Formerly Spartanburg & Asheville, sold in foreclosure	Rate of dividend 3 8 ¹ 2 6	6
April, 1881, bought in by bondholders for \$111,000, and reorganized on	Sinking funds	70,525
above stock basis. Gross earnings in 1880-81, \$38,693; net, \$2,169;		186,334
gross in 1881-82, \$39,721; net, \$670. (V. 32, p. 17, 396; V. 36, p. 453.)	10 100	
Ashtabula & Pittsburg.—December 31, 1882, owned from Youngstown,		28,857
O., to Astabula Harbor, O., 62.6 miles. Organized as Ashtabula Youngs-		
town & Pittsburg in 1870, and road opened May 1, 1873. Pennsylvania		77,863
Company, as lessees, guaranteed bonds up to January 1, 1877. Default	* Suspended U. S. Government and pool earnings for 1880 an	d 1881
July 1, 1878, and property sold August 21, 1878. Existing company	not previously credited to income account.	

Subscribers will confer a great favor by giving immediate notice of

DESCRIPTION.	Miles	Date	Size, or		INT	EREST	OR DIVIDENDS.	Bonds-Princ
For explanation of column headings, &c., see notes on first page of tables.	of	of Bonds	par	Amount Outstanding	Rate per Cent.	When Pay'ble	Where Payable, and by Whom.	pal, When Du Sto cks—Las Dividend.
Atch. Top. & S.Fe-(Continued.)-		1						
Leavenworth Topeka & S. W.—1st mort., guar	50	1882	\$1,000	\$690,000	4			
New Mexico & So. Pacific-1st mortgage, gold	295	1878	1,000	4,425,000	7 g.	A. & O.	Boston, Everett Nat.Bk.	April 1, 190
Sonora RR., 1st mort., gold, guar. (\$20,000 p. m.)	262	1880	1,000	4,307,000	7 g.	J. & J.	Boston.	1910
Atlanta & CharlotteNew pref. mort	26512		1,000	500,000	7		N.Y. Central Trust Co.	April 1, 189
Mortgage bonds	26510	1877	1,000	4,250,000	7	J. & J.	do do	Jan. 1, 19
Income bonds, registered (not cumulative)	*****	1880	500	750,000	6	A. & O.		April 1, 190
Atlanta & West Point—Stock	87		100	1,232,200	3	J. & J.	Atlanta, Ga., at Treas'y.	July 1, 188
Debenture certificates for dividend		1881		1,232,200	6	J. & J.	do do	1891
Atlantic & Pac1st mort. g., W. D.(s.f.) \$25,000 p.m.	566	1880	1000&c.	13,150,000	6 g.		New York and Boston.	July 1, 19
Income bds., non-cum'tive, (\$18,750 p.m.)		1880	50 &c.	8,287,000	6	A. & O.	TOW TOTA and BUSTON.	Oct. 1, 19
1st RR. & land grant bonds on Central Division.	99	1871	500 &c.	1,189,500	6	M. & N.	New York.	Nov. 1, 19
1st land grant bonds on Central Division				796,629	6	At Mat.		
New 1st mort., road and lands, Central Div	65	1882	1,000&c	312,000	6	M & S	N. Y., St. L.& S.F. Office	Nov., 1901
New income bonds, Central Division		1882	50 &c.	78,000		J. & D.	1. 1., St. L. & S.F. Office	March 1, 19
Itlantic & St. Lawrence—Stock (\$5.458,552 stg.)	150		£100	5,484,000	3	M. & S	London, Gr. Trunk Rw.	June 1, 19
1st mort. to City of Portland (sinking fund)				787,000	6	M. & N.	London, Gr. 11thin Kw.	Mar. 15, 18
2d mortgage, sterling, 5-20 years	150	1864	£100	1,499,916	6 g.		London, Gr. Trunk Rw.	Nov. 2, 188
3d do do	150	1871	£100	712,932	6 g.	M. & N.	do do	Oct. 1, 18
Lugusta & Savannah—Stock	53		100	733,700		J. & D.		May 1, 18
Lustin & Northwestern (Tex.)—1st mort	60			420,000	6	o. w D.	Savannan.	June 4, 188
Bald Eagle Valley—Gen'l mort., (s. f. \$4,000 per yr.)	80	1880	1,000	392,000	6	J. & J	Phila., F. Ins. Tr. &S. Dep.	Jan. 1, 19
Baltimore & Ohio-Stock	1,544		100	14,792,566		M. & N.	Baltimore, Office.	
Preferred stock			100	5,000,000		J. & J.	Balt., Merchants' Bank.	May 16, 18
Loan due in 1880, extended				579,500		J. & J.	Baltimore, Office.	July, 1883 At will.
Loan, 1853		1853		1,710,000	6	A. & O.	do do	
Loan, 1853 do 1870, sterling, £800,000, sink. fund		1870		2,602,220	6	M. & S.	London.	1885
Baltimore loan, 1855-'90, sink. fund		1855		2,603,779		J. & J.		1895
Sterling mortgage, sinking fund	411	1872	£100	8,120,878		M. & S.	London.	1890
Sterling mortgage, sinking fund	421	1874	£200	8.856,650	6 g.	M. & N.	London, Speyer Bros.	Meh. 1, 19 1910
Purchase of Connellsy. RR (payable \$40,000 y'ly)		1875		720,000	6 5.	J. & J.		
Loan, ster., (s. f. £7,500) lien on Chic. line bonds.	263	1877	£200	7.744,000			Lon., J. S. Morgan & Co.	1883-1900
Bonds on Parkersburg Branch	104	1879	1,000	3,000,000	6		Balt. & N.Y., D. M & Co.	June 1, 192
Northwestern Virginia, 3d mortgage, 1855-85		1855	-,000	140,000		I & I	Balt., Balt. & O. RR. Co.	April 1, 191
Bonds to State of Maryland		1878		366,000		J. & J.		1885
Sterling mortgage on Philadelphia Branch		1883	£200	12,000,000		A. & O.		July 1, 188 April 1, 193

Bonds on Farkersburg Branch.

Bonds to State of Maryland
Sterling mortgage on Philadelphia Branch.

1883 £200

Land sales in 1882, 189,830 acres for \$893,842, being an average of \$4 71 per acre; but canceled prior sales of \$6,873 acres for \$472,055.

Assets Dec. 31, \$1,561,092 contracts and 1,582,699 acres yet unsold.

-(V. 34, p. 31, 113, 175, 243, 315, 457, 461, 474, 573, 707; V. 35, p. 21, 265, 297, 339, 373, 456, 545, 762; V. 36, p. 251, 397, 399, 451, 559; V. 37, p. 22, 127.)

Attanta & Charlotte Air-Line.—Dec. 31, 1882, owned from Charlotte, N. C., to Atlanta, Ga., 269 miles. Successors of Richm. & Atl. Air-Line, which was sold under foreclosure December 5, 1876, and the existing corporation was formed February 27, 1877. On March 26, 1881, the operation was formed February 27, 1877. On March 26, 1881, the operation was formed February 27, 1877. On March 26, 1881, the operation was formed February 27, 1877. On March 26, 1881, the operation was formed February 27, 1877. On March 26, 1881, the operation was formed February 27, 1877. On March 26, 1881, the operation of the high state of the price of t

731; V. 37, p. 22, 151.)

Attantic & St. Luvrence.—June 30, 1882, owned from Portland, Mc., to Island Pond, Vt. (and branch), 151 miles, there connecting with Grand Trunk of Canada, to which leased for 999 years, August 5, 1853, at a rental equal to bond interest and 6 per cent on stock. The bonds to City of Portland are now provided for by accumunitations of sinking fund. Gross earnings in 1881-82, \$957,659; net, \$119,843.

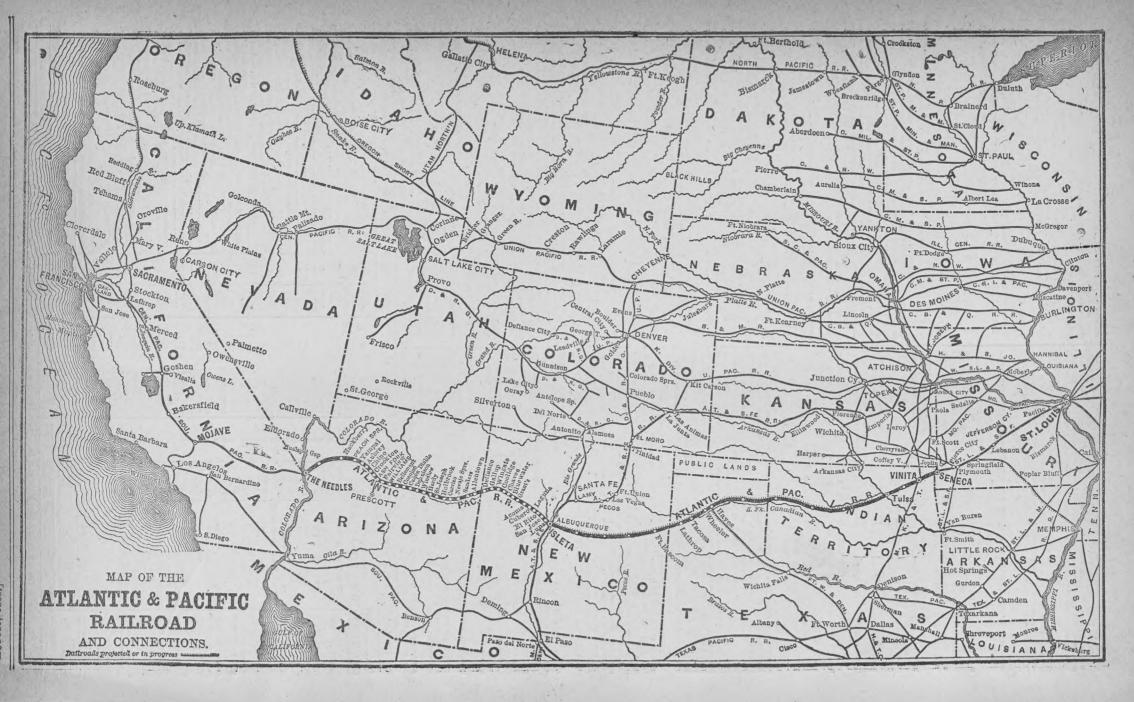
Augusta & Savannah.—Sept. 1, 1882, owned from Millen to Augusta, Ga., 53 miles. Chartered as Burke County in 1838 and opened in 1854. Leased to Central of Georgia for \$73,000 per annum. Has no bonded debt. The capital (\$733,700) represents its cost. Dividends of 3½ per cent are paid June and Dec. each year. Has a considerable surplus fund. Austin & Northwestern.—Line of road. Austin, Tex., to Burnet, Tex.

Austin & Northwestern.—Line of road, Austin, Tex., to Burnet, Tex. 60 miles. Opened Jan. 1, 1882. Has a land grant of 600,000 acres. Stock, \$600,000.

Bald Eagle Valley.—December 30, 1882, owned from Vail Station, Pa., to Lockhaven, Pa., 51 miles; branch, Milesburg, Pa., to Bellefonte, Pa.,

	-Earnings,	1881-82-	-Earnings,	1880-81.
Marie Commission of the Commis	Gross.	Net.	Gross.	Net.
Main Stem, &c	.\$10,556.570	\$4,572,944	\$11,122,259	\$4,846,615
Washington Branch		221,254	353,570	193,533
Parkersburg Branch .	. 624,665	108,071	712,158	72,422
Central Ohio Division		314,932	1,006,025	228,267
Lake Erie Division		234,701	899,791	112,373
Chicago Division	. 1,692,007	446,407	1,638,661	453,069
Pittsburg Division		1,542,125	2,500,548	1,124,473
Wheeling Pittsb. & B.		1,150	53,557	1,094
Newark S. & S. RR	. 188,937	13,078	177,304	41,548

Years.	Gross Earnings.	Operating Expenses.	Net Earnings.
1877-78	\$13,765,279	\$7,769,301=56.44 p. c.	\$5,995,978
1878-79	14,193,980	7,691,595=54.18 "	6,502,385
1879-80		10,330,770=56.39 "	7,986,970
1880-81		11,390,479=61.69 "	7,073,398
1881-82		10,929,213=59.44 "	7,454,662
-(V. 34, p.	1, 60, 116; V. 35, p	. 130, 430, 589, 600, 603;	V. 36. p. 426.)



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

DESCRIPTION.	Miles	Date	Size, or) IN	TEREST	OR DIVIDENDS.	Bonds-Princi-
For explanation of column headings, &c., see notes on first page of tables.	of Road.	of	Par	Amount Outstanding	Rate per		Where Payable, and by	pal, When Due, Stocks—Last Dividend.
Ballimore & Potomac—1st M (tunnel) gold, s. f. 1 p. c. 1st mort., road, gold, coupon, s. f. 1 per cent 2d mortrage, income, road and tunnel, reg. Belleville & El Dorado—1st (int. guar. St.L.A.& T.H.) 2d mortgage. Belleville & South, Ill.—1st M. (int. & s. f. guar.) Belevidere Del.—1st mort. due 1877, extended, guar. 2d mortgage bonds of 1854 (guar. by C. & A.) 3d mortgage bonds of 1857 (do do) Consol mortgage of 1876. Bennington & Rulland—1st mortgage Berkshire—Stock. Beston & Albany—Stock Plain bonds, coupon or registered. Loan of 1875, coupon or registered. Loan of 1875, coupon or registered. Boston Barre & Gardner.—1st & 2d mortgages 3d mortgage (convertible into stock). Boston Oncord & Montreal—Old preferred stock. Com. and new pf. stock (new pf. stock is \$\$40,400 Sinking fund bonds. Consolidated mortgage bonds (for \$2,000,000). Improvement mortgage bonds (for \$2,000,000). Boston & Lowell—Stock Bonds. Bonds. Bonds. Bonds. Bonds. Bonds. Bonds. Bonds, coupon and registered. Boston & Maine—Stock, pref. (guaranteed) 1st mortgage.	89 90 90 52 52 56 64 64 64 64 67 59 22 373 3812 167 160 166 87 203	1871 1871 1875 1880 1880 1860 1877 1875 1876 1877 1875 1882 1881 1858 1873 1873 1873 1873 1874 1873 1873 1873 1874	\$1,000 1,000 1,000 500 500 1,000 1,000 1,000 1,000 1,000 1,000 1,000 100 &c. 200 &c. 1,000 1,000 1,000 100 100 100 100 100 100 100 60 1,00	\$1,500,000 3,000,000 2,000,000 2,000,000 1,053,000 1,053,000 1,053,000 4,95,000 475,000 600,000 2,000,000 5,000,000 1,000,000 1,000,000 1,000,000 1,000,000	6 6 7 7 13 2 7 6 5 5 6 6 3 7 7 6 5 6 6 4 7 2	J. & J. M. & M. & M. & M. & M. & M. & M.	Baltimore. N. Y. St. L. A. & T. H. do N. Y. St. L. A. & T. H. do N. Y. 37 Wall street. Philadelphia, Pa. RR. Philadelphia, Pa. RR. Philadelphia, Pa. RR. Treasurer. Trenton, N.J. N.Y., Union Trust Co. Stockbridge, Treasurer. Boston, Office. do do Worcester, City Nat. Bk. do Boston, Office. Boston, Office. do do do New York and London. Boston, at Office, do	July 1, 1911 April 1, 1911 Jan. 1. 1915 July 1, 1910 Aug. 1, 1920 Oct. 1, 1896 1902 1885 1887 Jan. 1, 1916 Nov. 1, 1907 July 2, 1883 June 30, 1883 Feb. 1, 1892 July 1, 1895 July 1, 1895

Baltimore & Potomac.—Dec.31, 1882, owned from Baltimore. Md., to Bowie, Md., 24 miles; Bowie to Pope's Creek, 49 miles; branch.—Bowie to Washington, D. C., 17 miles; total operated, 90 miles, including tunnel in City of Baltimore. The road is controlled by the Pennsylvania Railroad Co., and first mortgage bonds gnaranteed by Pennsylvania and Northern Central. Capital stock, \$3,553,250, Gross earnings in 1881, \$966,432; expenses, \$\$40,923; profits, \$125,508; interest. \$272,318; deficit, \$146,809. In 1882 gross earnings, \$1,097,008; net, \$306,286; interest. &c., \$272,452; profit, \$33,833. Income bonds wholly held by Penn. RR. Co.

net, \$306.286; Interest. &c., \$272,452; profit, \$33,833. Income bonds wholly held by Penn. RR. Co.

Belleville & El Dorado.—An extension of Belleville & Southern Illinois from Du Quoin to El Dorado, 52 miles, and leased to St. Louis Alton & Terre Haute. Rental 30 per cent of gross up to \$2,500 per mile, and 15 per cent on all above that amount. Rental received for 1881, \$14,640; 1882, \$22,206. Stock, \$1,000,000.

Belleville & Southern Illinois.—Dec. 31, 1882, owned from Belleville, Ill., to Duquoin, Ill., 56 miles. Chartered Feb. 15, 1857; opened Dec. 15. 1873, and leased Oct. 1, 1866, to St. L. Alton & Terre Haute Railroad Co. Lease rental 40 per cent of gross earnings up to \$7,000 per mile (except on coal, &c.) 30 per cent above \$7,000 and up to \$14,000 per mile, and 20 per cent on any excess of \$14,000 per mile. Rental for 1880, \$147,344; for 1881, \$146 662; for 1882, \$167,990. Interest on bonds and sinking fund \$5,000 per year, guaranteed by lessees. Common stock, \$430,000; preferred 8 per cent stock, \$1,275,000, non-cumulative. Dividends on preferred stock have been: 334 May, 1883; 5½ in 1877; 65c. in 1876; 68c. in 1877; 65c. in 1876; 8180 in 1875; \$1 in 1873. Operated in connection with the Belleville Branch of St. Louis Alton & Terre Haute Railroad, and Belleville & El Dorado Railroad.

Belividere Delaware.—Dec. 31, 1882, owned from Trevton, N. J., to

ville & El Dorado Railrord.

Belvidere Delaware.—Dec. 31, 1882, owned from Trevton, N. J., to Manunka Chunk, N. J., 67 miles; Milham Cut-off, 1 mile, Flemington Railroad, 12 miles; total operated, 80 miles. Chartered March 2, 1853, and opened Nov. 3, 1865. Leased to United Companies, and transferred to Pennsylvania Railroad March 7, 1876. by which operated as their Belvidere Division, and net earnings paid over as rental; but the first, second and third bonds are guaranteed. In 1881 net earnings were \$479,067, and interest payments \$261,050. In 1882, net \$506,455; interest, \$263,022. Capital stock, \$994,000.

Bennington, Vt., 57 miles; branch, North Bennington to New York State Line, 2 miles; branch, North Bennington to New York State Line, 2 miles; total, 59 miles. Chartered as Western Vermont in 1845, and completed in 1852. Consolidated in Harlem extension in 1870. Since Soptember 10, 1877, the Vermont division (as above) operated by the re-organized Bennington & Rutland. Stock \$1,000,000 authorized (par \$50), and \$502,000 issued, and bonds \$475,-000. In 1881 gross earnings \$212,734; net \$49,576; in 1882, gross \$222,963; net, \$74,453. 3 per cent paid Jan. 12, 1883.

Berkshire.—Sept. 30, 1882, owned from Connecticut State Line to West Stockbridge, Mass., 22 miles. Leased in perpetuity to Housatonic Railroad Company at 7 per cent on capital stock, \$600,000. Lessors pay taxes, &c., and for this reason the quarterly dividend due in Ootober is usually omitted.

is usually omitted.

Boston & Albany.—Sept. 30, 1882, owned from Boston, Mass., to Albany, N. Y., 202 miles; Springfield to Athol, 48 miles; numerous branches, 48 miles; leased lines, 74 miles; total operated, 369 miles. The B. & A. was formed (Dec., 1867) by the consolidation of the Bost. & Worcester and the Western railroads. The five per cent bonds of 1882 were issued to the State of Massachusetts in exchange for 24,115 shares of B. & A. stock held by the State. In 1881 and 1882 the loss in receipts was partly owing to the fierce competition between the trunk lines for business between the seaboard and the West, which reduced the rate on through traffic to a very low point. The last annual report was in V. 35, p. 637. Results of operations for five years were as follows:

Passenger Freight (ton) Gross Net Div

Passenger Freight (ton) Gross Receipts. Receipts. Receipts. Reports. 1877-8. 322 \$101,221,955 \$329,708,573 \$6,633,534 \$2,219,536 1878-9. 324 101,248,321 325,484,799 6,427,463 2,703,638 1879-80. 373 113,154,374 375,452,804 7,741,118 2,492,618 1880-1. 373 135,421,102 417,103,612 7,875,285 2,186,873 1881-2. 369 151,255,032 347,317,338 7,790,372 2,189,381

* Net receipts include income from rents, &c.

* Net receipts include income from rents, &c.

-(V. 33, p. 224, 467, 561, 714; V. 34, p. 488; V. 35, p. 235, 515,637.)

Boston Barre & Gardner.—Sept. 30, 1882, owned from Worcester to Winchendon, Mass., 37 miles. Interest has been reduced to 5 per cent. Gross receipts in 18-0-81, \$174,688; net, \$18,377. In 1881-2, gross receipts, \$187,280; net, \$18,806. (V. 33, p. 200.)

Boston Ooncord & Montreal.—March 30, 1883, owned from Concord, N. H., tc Wells River, N. H., 94 miles; branches—Wells River, N. H., to Grovetton Junction, 51 miles; Wing Road to Mt. Washington, 22 miles; total operated, 167 miles. Chartered in 1844 and road opened in 1853. Purchased White Mountain Railroad (22 miles) in 1873, and built the Mt. Washington Branch (20 miles) in 1874. An extension of the White Mountain Railroad from Littleton to Groveton Junction is mortgaged. Of the sinking fund bonds of 1889, only \$202,000 are held by outsiders.

The annual report for 1882-3 said: "Were it not for the accidents which we were so unfortunate as to suffer at the commencement of the year, our running expenses would have been considerably less, and our net earnings would, without doubt, have shown a material increase over those of the preceding year."

Of the sinking funds due in 1889, there are outstanding in the hands of other parties, \$202,000, on which interest is paid, the trustees holding \$306,000, and the corporation holding \$116,000 on which no interest is paid. Fiscal year ends March 31.

The earnings, expenses and available revenue for four years has been as follows:

Years.	Miles.	Gross Earnings.	Expenses, Taxes, &c.	Available Revenue.
1879-80	167	\$678,123	\$477,251	\$200,871
1880-81	167	797,556	586,172	211,383
1881-82	167	902,906	669,157	233,745
1882-83	167	920,195	697,651	222,544

The old preferred stock (\$800,000) has received 3 per cent semi-annually, amounting to \$48,000 a year. Neither the new preferred nor the common stock has received dividends. (V. 33, p. 384; V. 34, p. 636; V. 36, p. 560, 622, 675.)

Boston Hoosae Tunnel & Western.—Dec. 31, 1882, owned from Massachusetts State Line to Hoffman's Ferry, N.Y., 62 miles, and Saratoga to Schuylerville Junction, N.Y., 26 miles; total, 83 miles. Projected line, Hoosae Tunnel, Mass., to Buffalo, N.Y. The Continental Construction Co. stopped work. Suits were begun by opposing interests, and the Attorney-General of New York State began a suit to annul the charter. In March, 1883, all property and rights west of Hoffman's Ferry (10 miles west of Schenectady) were reported as sold to the N.Y. Westhore & Buffalo for \$400,000 cash and \$700,000 stock of the N.Y. W. S. & B. In 1882 gross earnings \$337,626; deficit, \$11,002. (V. 35, p. 21, 51, 211, 265, 393; V. 36, p. 29, 80, 284; V. 37, p. 151.)

Boston & Lowell.—Sept. 30, 1882, owned from Boston to Lowell (double and steel), 27 miles; branches—Salem & Lowell, 17 miles; Lowell & Lawrence, 12 miles; others, 19 miles; leased, Middlesex Central and branch, 12 miles; total operated, 87 miles. Chartered in 1830, and line between Boston & Lowell opened in 1835. The Lowell & Lawrence and Salem & Lowell railroads, operated for some years under lease, were purchased and consolidated in 1879, the Boston & Lowell assuming their bonds, which cannot be paid off before maturity. A joint business was formerly done between the Boston & Lowell and the Nashua & Lowell, but from December, 1878, they were under separate managements until the B. & Lowell leased the N. & L. for 99 years from Oct. 1, 1880; but the lease was held invalid and a joint arrangement was made.

	Gross	. Net]	Payments	_
Years.	Receipts.	Receipts.		Int. & misc. Div	
1878-79	\$1,198,962	\$392,580	\$67,598	\$161,890	3
1879-80	1,399,316	422,698	4,292	259,318	4
1880-81	1.872,656	584,269	133,690	298,057	4
1881-82	2,085,622	675,345	154,808	345,105	410
-(V.33, p)	. 225, 254, 357	: V. 34. p.	85. 315. 520:	V. 35, p. 160.)	1122

Boston & Maine—Sept. 30, 1882, owned from Boston, Mass., to Portland, Mc., 115 miles; branches, 11 miles; leased—Wakefield to Danvers, 10 miles; Lowell to Ballardville, 10 miles: Bradford to Newburyport and Danvers, 27 miles; West Amesbury to Newton, Mass., 4 miles; Dover, N. H., to Alton Bay, N. H., 29 miles; total operated, 206 miles; less 3 miles leased. In March, 1853, voted to lease the Eastern RR. of Masse-chusetts on terms as stated briefly under Eastern; the lease will probably be consummated after legislation has been obtained. The last nnual report was in V. 35, p. 636; earnings, &c., were as follows:

-	Years.	Gross Earnings.	Expenses & Taxes.	Net Earnings.		Av'il'ble Div Revenue, p.c
-	1877-78 1878-79 1879-80 1880-81 1881-82	\$2 100,741 2,149,857 2,438,270 2,601,215 2,768,326	\$1,359,367 1,354,755 1,511,018 1,749,856 1,929,854	\$741,317 795,102 927,252 851,359 838,472	\$83,717 88,964 94,382 86,300 82,404	

-(V. 33, p 641; V. 35, p. 21, 574, 636; V. 36, p. 311, 365, 675.)

Boston & New York Air-Line.—Sept. 30, 1882, owned from New Haven, Conn., to Willimantic, Conn., 50 miles; leased Turnerville to Colchester, 4 miles; total operated, 54 miles. Formerly the New Haven Middletown & Willimantic. In 1879 a pooling agreement (for 99 years and 8 months from Feb. 1, 1879) was made with the N. Y. New Haven & Hartford RR, but a lease was made in Oct. 1882, to the N. Y. N. H. & Hartf. Co. for 99 years at 4 per cent dividends per year on the pref. stock and interest on the bonds; the common stock is \$830,800. On the road, the gross carnings were \$395,111 in the year ending Sept. 30, 1882, and net \$172,154. (V. 35, p. 21, 78, 297, 320, 371, 404, 455, 637; V. 36, p. 453.)

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

DESCRIPTION.	Miles	Date	Size, or		INT	TEREST		Bonds - Principal, When Due.
For explanation of column headings, &c., see notes on first page of tables.		of Bonds	Par	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by	Stocks—Last Dividend.
Boston & Providence-Stock	68		\$100	\$1,000,000	4	M. & N.		May 1, 1883
Bonds to purchase branches, coupon or registered		1873		500,000	7	J. & J.		July 1, 1893
Bradford Bordell & Kinzua-1st mortgage	41	1882	1,000	390,000	- 6	J. & D.	N. Y., Marine Nat. Bk.	June 1, 1932
Bradford Eldred & Cuba-1st mort	54	1881	1,000	500,000	6	J. & J.		Jan. 1, 1932
Brooklyn Elevated-1st mort., gold		1879	1,000	1,150,723	6 g.	M. & S.	New York.	Sept. 1, 1917
Receivers' certific's, payable in cash or 1st M. bds.	****	1881	*****	1,456,000	****		********	********
Brooklyn & Montauk-Stock (\$1,100,000 is pref.)	85	*****	100	2,000,000		35 0 a	NY GIVEN	
South Side, 1st mortgage	54	1867	500 &c.	750,000	7	M. & S.	N.Y., Corbin Bank'g Co.	Mar. 1, 1887
New mort. (\$1,000,000), guar. by L. I. RR., gold.	85	1881	1,000	250,000	6 g.	M. & S.		Mar. 1, 1911
Brunswick & Western—1st mortg. (101 \$3,500,000).	171	1883	500 &c.	2,000,000	6	J. & J.		Jan. 1, 1913
Buff.Brad.& Pitts.—Gen. M., (incl. 10,000 ac. l'd)	26		1,000	580,000	7	J. & J.		Jan. 1, 1896
Buffalo New York & Erie-Stock	142		100	950,000		J. & D.		June 1, 1883
First mortgage	140	1876	1,000	2,380,000	7	J. & D.		Dec. 1, 1916
Buffalo N. Y. & Philadelphia-Stock, common	****			13,000,000	110	QM.	**********	T
Stock, preferred	1 222	*****		6,000,000		QM.	N.Y., Farm's' L.& Tr.Co.	June 25, 1883
1st mortgage, gold	121	1871	500 &c.	3,000,000	6 g.		Buffalo, F.& M. Nat. Bk.	July 1, 1896 Dec. 1, 1908
2d mortgage	121	1878	500 &c.			J. & J.		Dec. 1, 1908
Consol, 1st mortgage, gold	205	1881	1,000	7,000,000		M. & N.		July 1, 1921 1923
Trust mort., gold (secured by collaterals)		1882	1,000	1,200,000		M. & N.	N.Y., Farm'rs'T.&Tr.Co.	
Buff. Pitts. & W., M. bds (for \$7,500,000 coup.)	274	1881	1,000	4,003,000	6 g.	A. & O.	Phila., E.W.Clarke & Co.	April 1, 1927 Feb. 1, 1896
do 1st mort. (W. & F. RR.)	50	1865	1,000	1,500,000	6		Phila., Co.'s Office.	Apr. 1, 1912
do 1st M.(Oil Cr. RR.) renew'd, '82	38	1862	1,000				Phila., E.W.Clarke & Co.	July 1, 1890
do 1st mort. (Un. & Titusv. RR.)	25	1870	500 &c.	500,000 924,000			Phila., Manuf'rs' N. Bk.	
do 2d mortgage (Pitts. T. & B.)	120	1876	100 &c.	1.600,000	6 g.		Philadelphia.	1922
do Oil City& Chic., 1st M., gold, guar	61	1882	1,000	943,800	1	0. 00 0.	I miadoipma.	Jan., 1883
Buffalo & Southwestern.—Stock (one-half of it pref.)	67	1877	1.000	1.500,000	6 g.	TAD	N. Y., First Nat. Bank.	
1st mortgage bonds, gold		1	1,000	5,500,000		J. & D.	I. I., I IISO ITAC. DAIIA.	ouly 1, 1000
Burls ngton C. Rapids & Northern-Stock	369	1876				T & D	N. Y., Central Trust Co.	June 1, 1906
1st mortgage	73	1879	1.000 &c.	584,000		M. & S.		Sept. 1, 190
Io wa City & Western, 1st mortgage, gold, guar.		1880	1,000	825,000		A. & O.		Oct. 1, 1920
Cedar Rap. I. Falls & N. W., 1st mort., gold, guar	182	1881	1,000	1,365,000		A. & O.		Oct. 1, 192
do do 1st M. (2d on 55 m.), guar		1881	1,000	(?)	6	J. & J.		1911
California & Nevada—1st mort. (for \$5,000,000)	114	1867	1.000	2.250,000			N.Y., Eugene Kelly & Co	
Oalifornia Pacific—1st mortgage, gold	114	1871	1,000	1,600,000		J. & J	N. Y., Nat'l Park Bank.	Jan. 1, 189
2d mortgage, endorsed by Central Pacific 3d mort, guar by C. P. (\$1,000,000 are 3 p. c.)			500	3.000,000		J. & J	N. Y., Cent. Pacific RR.	July, 1905#
30 mort., guar. by G. F. (\$1,000,000 are 3 p. c.)	1 114	1 1919	1 300	1 0.000,000	1 0 00 0	. 60 0	ijai. 1., ocho. I aomo Itit.	1 0 113, 1000

Boston & Providence.—Sept. 30, 1882, owned from Boston, Mass., to Providence, R. I., 44 miles; branches, 20 miles; leased, Attleborough to North Attleborough. 4 miles; total operated, 68 miles. Chartered in 1831, and road opened in 1835. The company have valuable depot properties in Boston. (Annual report in CHRONICLE, V. 35, p. 544.)

	Gross	. Net Traffic	DIVI-
Years.	Earnings.	Earnings.	dends.
1879-80	\$1,304,520	\$355,748	8
•1880-81		395,403	8
1881-82	1,584,839	352,330	8
Notes outstanding Septemb	er, 1882, \$360,000	, due in 1882-3-	1-6. (V.
33, p. 561; V. 35, p. 544.)			

Bradford Bordell & Kinzua (3-foot gauge)—Dec. 31, 1882, mileage from Bradford, Pa., to Simpson, Pa., 15 miles; Kinzua Junction to Bordell, 3 miles; Rew City to Eldred, 12 miles; Simpson to Smethport, 11 miles; total, 41 miles. Stock is \$5 00,000, par of shares, \$100. Gross earnings in 1882, \$96,133; net, \$18,445. John J. Carter, Titusville, Pa.

Pres't.

Bradford Eldred & Cuba.—Sept. 30, 1882, owned from Eldred, Pa.,
to Bolivar and Wellsville, N. Y., and branch to Richburg, and Cuba
to Little Genesee, 54 miles. Stock, \$48°,000. Gross earnings in 188182, \$153,04°; net. \$66,728. R. G. Taylor, President. There are also 2d
mortg. bonds for \$60,000, 6s, due 1885. V. 35, p. 706.

mortg, bonds for \$60,000, 68, due 1885. V. 35, p. 706.

Brooklyn Elevated.—In progress. Receivers were appointed October.

1880, and a compromise effected March 1, 1881, by which reorganization was made and stock and bond scrip were assessed. There were outstanding at that time \$1,069,000 1st mort, bonds and \$217,700 bond scrip; \$1,852,880 engraved stock and \$1,497,683 scrip stock. All were assessed 20 per cent and Receiver's certificates and income bonds to amount of about \$350,000 issued for the assessments in certain proportions. Capital stock of new company was \$4,000,000 authorized. There was some failure in the plan, and in July, 1882, a new agreement was entered into. See V. 35, p. 102. (V. 33, p. 441; V. 34, p. 203, 290; V. 35, p. 102.)

entered into. See V. 35, p. 102. (V. 33, p. 441; V. 34, p. 203, 290; V. 35, p. 102.)

Brooklyn & Montauk—(Southern of L. I.)—Brooklyn to Eastport, L. I., 67 miles; branches to Fresh Pond Junction, 2 miles; to Rockaway, 9 miles; total, 78 miles. This was first the South Side Railroad of Long Island, which was foreclosed Sept. 16, 1874, and reorganized as the Southern of Long Island. On June 3, 1879, the property was again sold in foreclosure of the second mortgage, and this company organized. The preferred stock has a preference of 7 per cent, not cumulative. It is leased to the Long Island Railroad for 50 years at 25 per cent of the net earnings of the whole Long Island RR. system, including its leased lines. No rental had been paid up to June, 1883, the lessee claiming to have expended all the income on improvements. The new mortgage for \$1,000,000 is to take up the first and balance issued for extension to Moriches; it is guaranteed by L. I. RR. as to interest on \$750,000, and both principal and interest on the \$250,000. (V. 32, p. 526.)

Brunswick & Western.—Owns from Brunswick to Albany, 171 miles, and 83 miles projected to Columbus, Ga. This was formerly the Brunswick & Albany, and the present company has \$3,500,000 pref. stock, and \$1,500,000 common. Mr. Fred. Wolfie in New York and a syndicate in Frankfort have taken most of the securities. An extension of 63 miles, Albany to Chattanooga River, is proposed, on which \$1,500,000 bonds will be issued. Gross earnings in 1882, \$299,474; net, \$84,562.

Buffalo Bradford & Pittsburg.—Sept. 30, 1882, owned from Carrollton, N. Y. to Gilesville, Pa., 26 miles. Completed in 1866, and leased to New York Lake Erie & Western for 499 years. Rental. 7 per cent on outstanding bonds, \$40,600 a year. Capital stock, \$2,286,400.

Buffalo New York & Erie.—Sept. 30, 1882, owned from Buffalo, N. Y. to Corning, N. Y. 142 miles. A third rail for standard gauge rolling

York Lake Erie & Western for 499 years. Rental, 7 per cent on outstanding bonds, \$40,600 a year. Capital stock, \$2,286,400.

**Buffulo New York & Erie.—Sept. 30, 1882, owned from Buffalo, N. Y., to Corning, N. Y., 142 miles. A third rail for standard gauge rolling stock has been laid down. Leased in 1863 to the New York & Erie for 400 years, and now operated by the New York Lake Erie & Western Co. Rental, \$238,100—viz., 7 per cent on stock and bonds and \$5,000 for organization expense. Dividends and interest paid directly by the lossees. Capital stock, \$950,000, and funded debt, \$2,380,000. Total, representing cost of road, \$3,330,000.

**Buffalo New York & Philadelphia.—A consolidation in February, 1883, of the Buffalo N. Y. & Philadelphia, the Buffalo Pittsburg & Western and Oil City & Chicago. Mileage as follows: Buffalo to Emporium, 121 miles; Bradford to Richburg, 39 miles; Olean to Bradford, 23 miles; Larrabee to Clermont, 22 miles; Rochester to Olean, 106 miles; Bradford to Kinzua, 28 miles; Buffalo to Oil City, 139 miles; Oil City to Salamanca, 97 miles; New Castle to Stoneboro, 33 miles; Titusville to Union City, 25 miles; Nunda to Swain's, 9 miles; branches to coal mines, 12 miles; total, 657 miles. The consol. mort, is for \$11,000,000, of which \$4,000,000 is reserved for prior liens, and it covers 205 miles of new road and the old 121 miles, and 16,000 acres of coal lands owned by the Buffalo Coal Co. In October, 1882, the trust bonds were issued secured by \$500,000 first mortgage bonds of the Rochester Terminal Co. and \$700.000 for mortgage bonds of the Rochester Terminal Co. and \$700.000 for mortgage bonds of the Rochester Terminal Co. and \$700.000 for mortgage bonds of the Rochester Terminal Co. and \$700.000 for the first mortgage bonds of the Olean & Salamanca RR,—both to be leased to the Buffalo N. Y. & Phila. RE. Co. at a fixed tental. See Chronicle of Oct. 23, 1882, p. 478 and advertisement. In recommending the consolidation, the annual report of the Buffalo Pittsburg & Western for 1882 said:

burg & Western Railroad Co., because it will prevent competition in the largest item of freight transported by either company—bituminous coal. In 1881, when the two systems were in competition, the Buffalo Pittsb. & Western RR. Co. carried about 35 per cent of the total coal lonnage. In 1882, when the two systems were under the same management, the tonnage was equally divided; and while the total tonnage increased 20 per cent in 1882 over 1881, the tonnage of the Buffalo Pittsburg & Western-RR. Co. has increased over 40 per cent in the same time. Better rates of freight have also been obtained."

—(V. 32, p. 444; V. 33, p. 641, 686; V. 34, p. 263, 290; V. 35, p. 478 V. 36, p. 55, 169, 195, 251, 479, 559.)

C(V. 32, p. 444; V. 33, p. 641, 686; V. 34, p. 263, 290; V. 35, p. 478
V. 36, p. 55, 169, 195, 251, 479, 559.)

Buffalo & Southwestern.—Sept. 30, 1882, owned from Buffalo to Jamestown, N. Y., 67 miles. Formerly the Buffalo & Jamestown; reorganized in 1877 after foreclosure. In July, 1880, leased to New York Lake Erie & Western for 99 vears—at 35 per cent of gross earnings, but interest on bonds guaranteed. First dividend Jan., 1883. (V. 33, p. 687; V. 34, p. 133; V. 35, p. 705.)

Burlington Cedar Rapids & Northern.—Dec. 31, 1882, owned from Burlington, Iowa, to Albert Lea, Minn. (including 11 miles leased), 252 miles; branches—Linn, Ia., to Postville, Ia., 94 miles; Muscatine, Ia, to Riverside, Ia., 31 miles; Vinton, Ia., to Holland, Ia., 48 miles; Elmira, Ia., to Montezuma, 83 miles; Clinton to Nocl, 24 miles; leased. Holland to Worthington, Minn, 182 m.; total operated, 713 m. Organized as the Burlington Cedar Rapids & Minn., June 30, 1868, and main line opened to Plynnouth 219 miles, and branches, 149 miles, to end of Sept., 1873. Defaulted Nov. 1, 1873. Property sold under foreclosure June 22, 1876, and given up to the purchasers July 1, 1876. Bonds of the Cedar Rapids Towa Falls & Northwestern road are endorsed (on the bonds); the 6 per cent bonds are redeemable at 105 after Oct. 1, 1890. Of the 5 per cents \$25,000 are reserved to retire the 6 per cts. The company guarantees the above bonds mentioned, and also guarantees \$150,000 of Minneap. & St. Louis bonds. The annual report for 1882 as published in the Chron-Icle, V. 36, p. 477, sald of the expenditures for new road and improvements since organization: "The sum thus expended since the organization of the company to the close of the present iscal year amounts in the aggregate to \$1,743.121. While the stockholders, for reasons stated, have not received dividends upon their stock, the surplus earnings thus expended have provided for them a railway with equipment equal to other first-class lines in Iowa."

INCOME ACCOUNT. 1881.

Receipts— INCOME ACCOUNT. Net earnings. Other receipts.	1881. \$632,185 59,190	1882. \$917,001 78,057
Total income	\$691,376	\$995,058
Interest on debt Construction and improvement Equipment Other expenditures	\$424,562 198,270 280,459 13,583	\$484,624 71,965 368,502 22,396
Total disbursementsdef	\$916,874 - \$225,498	\$947,487 sur. \$47,571

-(V. 34, p. 572; V. 35, p. 133, 374, 457, 706; V. 36, p. 453, 477, 559.)

Years.	Earnings.	Expenses.	Profit.
1880	\$498,838	\$371,626	\$127,219
1881	512,880	373,864	139,016
1882	550,405	360,083	190,321
Preferred stock entit	led to 7 p. c. if earned,	, and to as high as	paid to com.
if more than 7. (V. 3	2, p. 395; V.34, p. 343	3; V. 35, p. 130;	V.36, p. 169.)

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

DESCRIPTION.	Miles	Date	Size, or		INT	TEREST	OR DIVIDENDS.	Bonds—Principal, When Due
For explanation of column headings, &c., see notes		of	Par	Amount	Rate per	When	Where Payable, and by	Stocks-Last
on first page of tables.	Road.	Bonds	Value.	Outstanding	Cent.	Payable	Whom.	Dividend.
California Southern-1st mort. (\$25,000 per mile).	132	1882	\$1,000	\$3,300,000	6	J. & J.		Jan. 1, 1925
Oamden & Atlantic-Stock (\$880,650 of it pref.)	77		50	1,258,050	4 & 3		Camden, Co.'s Office.	Nov., 1882
1st mortgage (extended 20 years in 1873)	60	1853	1,000	490,000	7 g.	J. & J.	Phila., Farm. & M. B'k.	Jan., 1893
2d mortgage, extended in 1879		1854	1,000	497,000	6	A. & O.	do do	Oct., 1, 190
Consol. mortgage (thirty years)	31	1867	500 &c.	350,000	6	J. & J. F. & A.		July 1, 191 1897
Janada Southern—Stock	404	100000000000000000000000000000000000000	100	15,000,000			N. Y., Grand Cen. Dep.	Aug. 1, 188
1st mort., interest guar. by N. Y. C. & Hud. Riv.	291	1878	1.000	13,802,937	5	T & T	N. Y., Union Trust Co.	Jan. 1, 190
2d mortgage	291	1883	2,000	6,000,000	5	0. 00 0.	A. I., Ollon IIdst Co.	Jan. 1, 100
Janadian Pacific-Stock	1.730		100	55,000,000	212		N. Y., 63 William St.	Aug. 17, 188
Land mortgage bonds, gold		1881	500 &c.				Montreal, N. Y. or London	
Varolina Central-1st mortgage, gold, coup. or reg.	242	1880	1,000	2,000,000	6 g.		N.Y., Farmers'L.& T.Co.	April 1, 192
2d mort., gold, income, reg., not cumulative	242	1880	1,000	1,500,000	6 g.	J. & J.	New York, Office,	July 1, 191
3d mort., gold, income, reg., not cumulative	158	1880	1,000	1,500,000	6	A. & O.		July 1, 191
Carson & Colorado-1st mortgage	158	1881	*****	2,250,000	6	J. & J.		July, 1911
Tatawissa—Common stock	97		50	1,159,500	****			
New preferred stock	93		50	1,000,000	312	M. & N.	Philadelphia Co.'s office	May 16, 189
Old preferred stock		60-8-9	500 &c.	2,200,000	312	M. & N.	do do	May 16, 188
Chattel mortgage bonds	93	1870	500 &c.	209,850 1,300,000	5 & 10	F. & A.	Phila., Phila. & Read. Co.	1888 to 190
New mortgage Stock	34	1010	100	589,110			New York, 44 South st.	Feb. 1, 190
layuga & Susquehanna—Stock. Jedar Falls & Minn.—Bonds on 1st div., sink. fund.	14	1864	500 &c.	210,000	7	A & O	N.Y.,J. S. Kennedy & Co	July 1, 188
Bonds on 2d division, sinking fund	61	1866	500 &c	1,377,000	7	J. & J.	do do	Jan. 2, 190
ledar Rapids & Missouri River-Common stock	274	2000	100	6,850,400	112	QF.		Aug. 1, 188
Preferred stock, 7 per cent			100	769,600	312	F. & A.	do do	Aug. 1, 188
1st mortgage	70	1861	500 &c.	700,000	7	F. & A.	N. Y., Nat'l Park Bank.	Aug. 1, 189
1st mortgage	58	1863	500 &c.	582,000	7	F. & A.	do do	Aug. 1, 189
1st mortgage	146	1866 -	500 &c.	2,332,000	7	M. & N.		May, 1916
entral Branch Union Pacific-1st mort., gold	100	1866	1,000	1,600,000	6	M. & N.		May 1, 189
Funded interest bonds (coupons held in trust)		1879	1,000	629,000	7 g.	M. & N.	do do	May 1, 189
2d mortgage (Government subsidy)	100	'66-7-8	1,000	1,600,000	6		U.S. Treas., at maturity.	1896, '97, '9
lentral R. R. & Bank, Ga.—Stock	714	1050	100	7,500,000	4	J. & D.	Savannah, Ga.	July 1, 188 Jan. 1, 188
General mort. "tripartite" bonds, coup		1872	1,000	5,000,000	7	J. & J.	N.Y., Nat. City Bk. & Sav.	Jan. 1, 189
Certificates of debt (for dividend)		1881	500 &c.	4,600,000 3,700,000	7	J. & J. J. & J.	Savannah, Ga.	1891
Debt certificates, issued for overdue coupons		1880	500 &c.	629,000	7	A. & O.	New York, Office.	July 15, 189
Debt certificates, issued for overtine compons		1000	1000 00.	1 020,000	1	a. a. O.	uo uo	3 mos. notic

Debt certificates, issued for overdue coupons. 189 | 1879 | 500 & Camden & Burlington County.—Dec. 31, 1882, owned from Camden, N. J., to Pemberton, N. J., 23 miles; branch, Burlington, N. J., to Mount Holly, 7 miles; total, 30 miles. Leased to Camden & Amboy Railroad Co., and now operated by the Pennsylvania Railroad Company, lessees of United Railroad & Canal Company's lines. Lease rental, \$44,415. eling 6 per cent on stock and bonds, and \$500 for organization expenses. Capital stock \$381,925 and funded debt \$350,000. Dividends in January and July. (V. 36, p. 195.)

Canada Southern.—December 31, 1882, owned from Victoria, Ont., to Amherstburg, Ont., 229 miles; branch, St. Thomas, Ont., to Courtight, Ont., 63 miles; total (original line, all steel), 292 miles; and miles absorbed on reorganization—Erie & Niagara, 31; Sarnia Chatham & Erie, 7; Canada Southern Bridge & Ferry 4; Toledo Canada Southern & Detroit, 55, and Michigan Midland & Canada, 15; total of all lines, original and acquired, 404 miles. Default was made, and a reorganization forming the existing company was completed in 1878. Interest on the 1st mortgage issued by the company is guaranteed by the New York Central Railroad Co. for 20 years; but the principal is not guaranteed. In November. 1882, a close contract was made with the Michigan Central Railroad Co. for 20 years; but the principal is not guaranteed. In November. 1882, a close contract was made with the Michigan Central alternates of both roads in a common treasury, out of which is to be paid, first, the operating expenses of both roads; second, the fixed charses of both; third, the division of the remainder between the two, on the Canada Southern to double-track its line, to build a bridge over Niagara River, and for other extensions and improvements. The statement for first six months of 1883 gave Canada Southern \$313,000, out of which dividend of 2 per cent paid Aug. 1. The income account for three years was as follows:

INCOME ACCOUNT.

1880.**

1881.**

1882.**

Receipts— Total gross earnings. \$ Not earnings. \$ Other receipts.	1880. 3,705,679	1881. \$3,369,260 \$696,915 9,657	\$3,415,959 \$319,780 \$2,010
Total income	\$1,377,240	\$706,572	\$831,790
Interest on debt	\$407,800	\$678,625	\$679,231
Discharge of balances, old lines.	423,286		
Dividends(23	36,301	88,651	1,059

| 100 | 4,600,000 | 6 | J. & J. | N.Y., Nat. City Br. & Savannah, Ga. | S. (20,000) | 7 | J. & J. | New York, Office. | Sure Section of the control of the c

Montreal to Callendar 347 ...
Brehs on Montr'l Div. 102 ...
Brens on Montr'l Div. 102 ...
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ederal Reserve Bank of St. Lo

Subscribers will confer a great favor by giving immediate notice of a

DESCRIPTION.	Miles	Date	Gine on		IN'	TEREST	OR DIVIDENDS.	Bonds-Prine
For explanation of column headings, &c., see notes on first page of tables.	of	of Bonds	Size, or par Value.	Amount Outstanding	Rate per Cent.		Where payable, and by	nal Whan Dur
Central Iowa-(Continued)-	-					-		Dividend.
1st mortgage, gold, Eastern Division	124	1882	\$1,000	\$1,475,000	6 g.	A. & O.	N V Maintan 6 TT 14	
1st mort. on branches (\$12,000 per mile).	1	1882	1,000	1,200,000	6 8.	A. & O.	N. Y., Tainter & Helt.	April 1, 1915
Jeniral of New Jersey-Stock.	341		100	18,563,200	210	QJ.		April 1, 191
MOTTGage Dongs	74	1869	1.000	5,000,000	7	F. & A.	New York, at office.	April 10, 187
Bonds (convertible Nov., 1875 to 1877)		1872	1,000	4,400,000	7	M. & N.		1890
Consolidated mortgage (for \$25,000,000)	07	1874	1,000	15,000,000	7	QJ.	do do	Nov., 1902
income bonds, reg., (not cumulative)		1878	100 &c.	2,400,000		M. & N.	do do	July 1, 189
Newark & New York, 1st mortgage	7	1867	500 &c.	600,000	7	J. & J.	do do	May 1, 190
Lengh & Whkesparre Coal Co., prior liens.				4,720,000	6 & 7	0. 00 0.	uo uo	1887
(consol mont		1875	1,000	11,500,000	7	O-M	N. Y., Cent. RR. of N. J.	T
L. & W. B. Coal Co., inc'me bds, rg. (not cum'lat'e)			100 &c.	3,553,000	7	M. & N.		June 1, 190
AIII. DUCK OF HIDD. CO. NEW M DOG OTTOP OF N T		1881	1.000	5,000,000		J. & J.	do do do	May 1, 188
Adjustment mort. (redeemable any time at par)		1878	100 &c.	5,454,000	7	MEN	N. Y., Cent. RR. of N. J.	July 1, 192
Cal tiusis				3,104,600	6 & 7	Var.	1. 1., Cont. RR. 01 N. J.	May 1, 190
entral Ohio-Common stock	137		50	2,437,950			Balt., at B. & O. office.	Various dates
Preferred stock	137		50	411,550		J. & J.		July 31, 188
1st mortgage bonds.	137		1,000	2,500,000		M. & S.	do do	July 31, 188
entrat Pacific—Stock	2865		100	59,275,500		F. & A.	N. Y. & San Francisco.	Sept., 1890
1st mort., gold, (2 sinking funds, \$50,000 each)	742	1865-8	1,000	25,884,000		J. & J.	N. Y., Fisk & Hatch.	Aug. 1, 188;
California State aid, gold (s. fund, \$50,000)	50	1864	1,000	1,500,000		J. & J.	Sacram'o State Treas.	1895 to '98
18t m.s. Joaq n val. Br., gld (s.f. \$50,000)	146	1870	1,000	6,080,000		A. & O.	N. Y., Fisk & Hatch.	July 1, 1884
U. S. Loan, (2d lien on certain terms)	742			25,885,000		J. & J.	U. S. Treasury.	Oct. 1, 1900
Western Pacific, 1st mort., gold, (s. f. \$25,000)	158	1869	1,000	2,624,000		J. & J.	N. Y., Fisk & Hatch.	1895 to '98
do Government lien	123	1869		1,970,000	6		U.S. Treasury.	July 1, 1899
Cal. & Oregon, 1st M., gold, guar., (s. f. \$100,000)	152	1868	1,000	6,000,000	6 g.	J. & J.	N. Y., Fisk & Hatch.	1899
Cent. Pac., mortgage, on C. & O. Branch	152	1872	1,000	2,080,000			New York & London.	Jan. 1, 1888
san Fran. O. & A., 1st M. (8, 1, \$100,000)	20	1870	1,000	687,000		J. & J.	N. Y., Cent. Pac. Office.	Jan. 1, 1899
Land grant mortgage bonds.		1870	1,000	5,949,000		A. & O.	N. Y., Fisk & Hatch.	July 1, 1890
Income bds. (\$6,000,000), skg.fd.,10 p.c.per ann'm		1878	1,000	3,285,000	8 g.	M. & N.	N. Y. and San Fran.	Oct. 1, 1890
harleston & Savannah -1st M. C. & S., guar	101	1853	500	505,000	6	M. & S	Charleston, 1st Nat. Bk.	May 1, 1888
Funded int. bonds, S. & C. RR., guar. by S. Car		1868	100 &c.	111,800	7	M. & S.	New York.	march 1, 1877
18t mortgage, Savannah & Charleston RR	101	1869	500	500,000		J. & J.	do do	Sept. 1, 1899
harlotte Columbia & Augusta-1st mort. consol	191	1869	500 &c.	2,000,000	7	J. & J	AT TO AT-4 TO Y TO	Jan. 1, 1889
2d Mortgage	191	1872	1,000	500,000	7	A. & O.	do do	Jan. 1, 1895
hartiers—1st mortgage	23	1871	1,000	500,000		A. & O. 1	DI-11-3-1-11	Jan. 1, 1910 Oct. 1, 1901

Oskaloosa, Ia., to Peeria, Ill. (See the annual report in Chronicle, V. 36, p. 621.) Gross earnings in 1881 were \$1,001,366; net, \$289,625; in 1882, gross, \$1,209,109; net, \$533,233. (V. 34, p. 230, 488, 547, 548, 687; V. 35, p. 103, 188, 266, 372, 455, 486, 705; V. 36, p. 399, 559, 621, 707, 731.)

687; V. 35, p. 103, 188, 266, 372, 455, 486, 705; V. 36, p. 399, 559, 621, 707, 731.)

Central of New Jersey.—Dec. 31, 1882, owned from Jersey City, N. J., to Phillipsburg, N. J., 73 miles; branches, 30 miles; leased and operated, in New Jersey, 269 miles, and in Pennsylvania, 201 miles; total operated, 573 miles. The principal leased lines in Pennsylvania are the Lehigh & Susquehanna and the Lehigh & Lackawanna, with their branches, &c. Under the lease of 1883 to Philadelphia & Reading the minimum rental of Lehigh & Susquehanna is \$1,414,400 per year and maximum \$1,728,700 till 1888; then \$1,885,800 till 1893, and after that \$2,043,000. In February, 1877, the property was placed in the hands of a receiver, and on April 1, 1877, default was made on consolidated mortgage interest. Reorganization followed. Of the \$11,500,000 Lehigh & Wilkesbarre Coal bonds, \$6,116,000 are held by Central of New Jersey and receive no interest till all other bonds are satisfied. The Lehigh & Wilkesbarre Coal Company's stock is \$8,700,000, and the company was taken out of receiver's hands in March, 1882. (See report in V. 36, p. 706.) The American Dock & Improvement Co., which is virtually owned by the railroad company, issued a new mortgage in June, 1881, to retire the prior issue and pay off the Central of New Jersey floating debt; and the company reserves the right to purchase these bonds by lot at 110. The adjustment bonds are payabe at will. The income bonds receive 10½ per cent in 6 per cent convertible scrip, and the bonds are made convertible into stock after 1885, bear 6 per cent interest and run positively till 1908. In May, 1883, the road was taken out of receiver is hands, and from June 1, 1883, leased for 99 years to the Philadelphia & Reading RR. Co. at 6 per cent on stock and interest on bonds. From 18.8 there were no satisfactory reports of operations. In May, 1883, the board submitted the following statement of earnings and expenses on all the lines operated:

1881. 1882.

Gross earnings. Operating expenses.	\$10,927,593 6,152,795	\$11,312,296 6,221,225
Net earnings Interest, rentals, etc	\$4,774,798 4,172,143	\$5,091,071 4,493,794
199	The second second	The same of the latest designation of the la

#8602,655 \$597,276

Increased fixed charges for 1882 over 1881 were mainly for payment of interest on American Dock & Improvement Co bonds funded in 1881. As against surplus shown, there are the following charges: Paid ear trusts, construction, taxes, etc., 1881, \$535,289; 1882, \$638,349.

Interest on income bonds is not charged. (See also the Master's report Chronicle, lin V. 36, p. 623.) (V. 34, p. 145, 189, 203, 230, 263, 290, 315, 434, 459, 487, 488, 521, 574, 603; V. 35, p. 130, 213, 235, 372, 601; V. 36, p. 169, 312, 365, 527, 535, 574, 590, 623, 651, 707; V. 37, p. 22, 48, 98.)

Central Ohio.—Dec. 31, 1882, owned from Bellaire, O., to Columbus, O., 137 miles. Chartered in 1847 and opened in 1854. Reorganized in 1865. Leased to the Baltimore & Ohio, for 20 years, Nov. 11, 1866; rental, 35 per cent of gross earnings. Feb. 23, 1880, the lease was extended to Dec. 1, 1926, with the option of renewing for terms of 20 years perpetually. In 1880-81 gross earnings \$1,006,025; net, \$222,267; lease rental, \$352,108. In 1881-82 gross earnings, \$987,401; net, \$314,932; rental, \$345,590. The road between Newark & Columbus (33 miles) is owned jointly with the Pittsburg Cincinnati & St. Louis RR. Co. (V. 34, p. 488.)

Central Pacific.—Dec. 31, 1882, owned from San Francisco, Cal., to Ogden, Utah, 883 miles, and auxiliary lines, 332; total, 1,215 miles; operated under lease or contract—the Southern Pacific in California, Arizona and New Mexico, 1,114; California Pacific, 115, and others, 731; total, 1,960 miles; total length of road operated and accounted for Jan. 1, 1883, 3,173 miles. The Galveston Harrisburg & San Antonio was given up in February, 1883, leaving the miles operated 2,876.

This was a consolidation (August 22, 1870) of the Central Pacific, California & Oregon, San Francisco & Oalkand, San Francisco & Alameda and San Joaquin Valley railroads. In connection with the Union Pacific, the Central Pacific forms a continuous line from San Francisco, Cal., to Council Bluffs, Ia. (1,918 miles), and there connects with the lines eastward.

ward. In late years an important feature of the Central Pacific status is the short lease of the Southern Pacific in California, Arizona, &c., at a fixed rental. The annual report for 1882 was in the CHRONICLE, V. 37, p. 47, giving full account of the operations, a statement of the leased lines earnings, the terms of agreement with them, &c., &c.

	DILL WOODDAY		
Total gross earnings	1880. \$20,508,113 \$ 7,634,504 254,617 200,000	\$1881. $$24,094,100$ $$9,514,673$ $$262,500$ $$420,000$	1882. \$25,662,757 \$ 8,560,991 281,260 711,000

,	BECCE Miscellaneous Contract with W., Far. & Co	1880. \$ 54,855 348,140	1881, \$ 20,000 592,656	1882. \$ 20,485
	Total income Disbursements— Interest on debt. Dividends. Dividends per cent.	8,492,116 \$ 3,715,325 3,406,530 (6)	3,508,292 3,556,530 (6)	9,573,736 \$ 3,443,413 3,556,530 (6)
-	Total disbursements Balance, surplus The company's sinking funds of which about \$5 251 000 was in	7,121,855 1,370,261 amounted Ja	7,064,822 3,745,007 an. 1, 1883, to	6,999,943 2,573,793 \$5,844,417,

Chartiers.—Dec. 31, 1882, owned from Mansfield, Pa., to Washington, Pa., 23 miles. Chartered as C. Valley in 1853 and opened in 1856. Sold under foreclosure, and reorganized in 1871. Leased for 99 years from January 1, 1872, to the Pittsburg Cincinnati & St. Louis; the rental is net earnings. Gross earnings in 1882, \$120,022; net income, \$36,818; in 1881, gross earnings, \$110,031; net income, \$38,218. Capital stock, \$647,850. (V. 32, p. 498.)

Chesapeake & Ohio.—April, 1883, owned from Newport News, Va., to Big Sandy River, W. Va., 504 miles; Newport News to Phoebus, 8 miles; total operated, 512miles. Consolidation of Virginia Central and Covington & Ohio, and opened through March 1, 1873. The old company defaultedin 1873 and the road was sold under foreclosure April 2, 1878, and reorganized under present auspices. The Eliz. Lexington & Big Sandy Railroad connects on the west with the Chesapeake Ohio & Southwestern, and the Kentucky Central road is controlled in the same interest.

657,705; V. 36, p. 221, 251, 364, 560.)

Chesapeake Ohio & Southwestern.—Jan., 1883, owned from Louisville, Ky., via Padueah to Memphis, Tenn., 398 miles. This road forms the western connection of the Chesapeake & Ohio and the Lexington & Big Sandy and the Huntington system of roads when finished will reach from Ches. Bay to Memphis, and from Louisville to Memphis. The company purchased the Memphis Paducah & Northern—Paducah to Memphis and the Paducah & Elizabethtown, subject to the \$500,000 mortgage on the latter, and leased the Cecilian Branch of Louisville & Nashville, from Louisville to Cecilian Junction, with option of purchasing it,

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

DESCRIPTION.	Miles	Date	Size, or		INT	TEREST	OR DIVIDENDS.	Bonds—Princi
For explanation of column headings, &c., see notes on first page of tables.		of	Par	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by Whom.	
Chesapeake & Ohio-Purch. money funding bonds	428	1878	\$1,000	\$2,350,000	6 g.	J. & J.		July 1, 1898
1st mortgage, gold, "A"	503	1878	1,000	2,000,000	6 g.	A. & O.	do do	July 1, 1908
do do "R"	428	1878	100 &c.	15,000,000	6 g.	M. & N.	N. Y., Company's office.	July 1, 1908
2d mortgage, cur. (interest in stock or cash)	428	1878	100 &c.	10,122,500		J. & J.		July 1, 1918
1st mortgage, gold, Peninsula Extension	75	1881	1,000	2,000,000		A. & O. J. & D.		Jan. 1, 191
1st mort., gold, on extension (for \$,000,0 0)	396	1882	1,000	500,000 7,356,000	6 g.	J. & D.	N. Y., 52 Exch'ge Place.	June 1, 192
Thes. Ohio & Southwest 1st M., gold (\$19,000 p. m.)	396	1881	1,000	4,356,000	6	F. & A.	do do	Aug. 1, 191 Aug. 1, 191
2d mortgage (\$11,000 per mile)	186	1877	1,000	500.000	6-8	F. & A.		Feb. 1, 189
Theshire—Stock, preferred		1011	100	2,100,000			Keene, N. H., Office.	July 10, 188
Panda not montro co			500 &0.	800,000	6	J. & J.		July 1,'96&'9
Bonds, not mortgage	850		100	12,504,600	4	M. & S.	N.Y., Jesup, Paton & Co.	Sept. 1, 188
Preferred st'ck (7 p. c. y'rly not cumulative)	850	1	100	2,425,400	4	M. & S.	do do	Sept. 1, 188
General mortgage, sterling, for £900,000	322	1873	1.000	4.379,850	6 g.	J. & J.	Lond'n, J.S. Morgan & Co.	July 1, 190
1st mortgage	220	1863	1,000	2,383,000			N.Y., Jesup, Paton & Co.	
Joliet & Chicago, 7 per cent. stock	38	2000	100	1,500,000	134	QJ.	N. Y. U. S. Trust Co.	July, 1883
St. Louis Jack. & Ch., common stock				1,293,000	5		C. Marie C.	Aug. 1, 188
do do preferred stock				1,034,000				Aug. 1, 188
do do 1st mortgage	150	1864	1,000	2,365,000	7	A. & O.	N.Y., Jesup, Paton & Co.	April, 1894
do do 1st M. endorsed by C. & A.	37	1864	1,000	564,000	7777	A. & O. J. & J.	do do	April 1, 18
do do 2d M. endorsed by C. & A.	37	1868	1,000	188,000	7	J. & J. J. & J.	do do	July, 1898
do do 2d mortgage	150	1868	1,000	360,000	7	J. & J.	do do	July, 1898
La. & Mo., 1st M. (\$439,100 assumed by C. &A.)	101	1870	1,000	1,854,000	7	F. & A.	do do	Aug., 1900
do 2d mort. (int. guar. C. & A.)	101	1877	1,000	300,000		M. & N.		Nov. 1, 19
do guar. pref. stock			100	262,100		F. & A.		Aug. 1, 18
Bonds for K.C.St.L.& C. line, s.f. \$60,000	162	1878	1,000	2,805,000	6 g.	M. & N.		May 1, 19
Preferred stock do guar. C. & A			100	1,750,000		QF.	do do	Aug. 1, 18
Common stock do		1		271,200			Chie., Ill, Tr. & Sav. Bk.	
C. & A. bonds on Miss. Riv. Bridge, 1st mort., gold		1877	1,000	700,000		A. & U.	N.Y., Jesup, Paton & Co.	Oct. 1, 19
Thicago & Atlantic-1st mort., gold	249	1880	1,000	6,500,000	6 g.	M. O N.	New York & London.	Nov. 1, 19
ricago Burlington & Quincy-Stock	3216	1070	100	69,814,191	2 7		N. Y., Bk. of Commerce	June 15, 18
Consolidated mortgage coupon, (for \$30,000,000	825	1873	1,000	13,986,000		J. & J.		July 1, 19
Trust mort.on Iowa lines, coup.or reg. (s.f. 12 p.c.		1879	1,000	11,496,000		A. & O.	do do	Oot. 1, 19 Feb. 1, 19
Bonds Den. Ex. (Rep. Val. and B. & Col. bds pledged		1881	1,000	7,963,000	4	F. & A.	do do	Sept. 1, 19
Plain bonds (s.f.1 p.c.) for K. C. St. J.& C.B. stock		1881	1,000	4,300,000		M. & 8.		
Debenture bond for Han. & St. Jo. stock		1883	1,000	9,000,000	1 0	M. & N.	**********	May 1, 19

January...
February...
March...
April
May...
June...
July...
August...
September...
October...
November...
December...
Annual repe

December .. 1882 in v. 30, 1882 in v. 30, 1879. 1880. Total gross earnings 5,755,677 Net Receipts— 2,706,156 33,000 3,408,027 Net earnings..... Other receipts..... 2,739,156 3,894,906 3,714,818 Total net income... \$
1,127,534
71,222
761,122
198,621
1,083,080
97,940
306,000 Disbu sements—
Rentals paid....
Construction....
Interest on debt... \$
754,913
*102,175
561,279
155,961
765,776
60,237 1,096,995 1,067,991 1,090,933 431,644 762,001 171,662 1,077,976 232,510 771,360 147,418 854,359 132,743 Total disbursem'ts. 2,400,341 2,973,871 3,772,788 3,645,518 Balance, sur. or def. sur.338,815 sur.921,035 def. 57,970 sur.416,642 *Kan. C. St. L. & C. net earnings, which were devoted to construction, in accordance with agreemen.

	1882.	1883.		1882.	1883.
Jan	138 -1324	12578-120	July	135 -127	12612-121
Feb	1364-128	12278-115%	Aug	141 -13358	
Mar	13512-12712	1254-117	Sept	137 -131%	
Apr	13448-12842	12938 124	Oot	13312-129	
May	13342-12942	1264-12058	Nov	13212-12012	
June	132 -12712	12638 122	Dec	12934-12142	
The last	annual rong	et was publis	hed in the	CHRONICLE.	V. 36, D. 423.

Comparative statistics for four years are as follows:

1879. 1,760 97	1880. 2,675 97	1881. 2,826 98	1882 3,13 98
1,857	2,772	2,924	3,228
	1879. 1,760 97	1,760 97 97 97	1879. 1880. 1881. 1,760 2,675 2,826 97 97 98

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

DESCRIPTION.	Miles	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Prine
For explanation of column headings, &c., see notes on first page of tables.	of	of Bonds	Par	Amount Outstanding	Rate per Cent.	When	Where Payable, and by Whom.	pal, When Do Stocks-La Dividend.
Okicago Burlington & Quincy—(Continued)— Northern Cross R. R. 2d. mortgage, gold Trust mortgage (Burlington to Peoria) Plain bonds (coupon or registered) Bonds of 1875, (sinking fund \$13,860 per year) Dixon Peoria & Hannibal, 1st. Ottawa Oswego& Fox Riv., 1st Coup., but may Illinois Grand Trunk, 1st mort be registered. Quincy & Warsaw, 1st mort be registered. Quincy & Warsaw, 1st mort be registered. Quincy & Warsaw, 1st mort B'ds for St. L. R. I. & C. (sink. fund \$50,000) coup. Quincy Alton & St. Louis, 1st mortgage, gnar Burl. & Mo. Riv., 1st on r'd & 400,000 ac's l'd Cp. do 1st M. on br., C. B. & Q. stk. (6th ser.) reg. do Conv. bonds, C. B. & Q. stk. (6th ser.) reg. Burl. & Mo. consol. M. for \$14,000,000, s.f. \$30,000 do Omaha & S. W., 1st M., gnar. Burl. & Mo. bonds, s. f. for Atch. & Neb. RR. stock Rebraska consol. mort, guar Republican Valley RR., sink. fund bonds Atchison & Nebraska. 1st mortgage Lincoln & Northwestern RR. bonds Kansas City St. Jo. & C. B., mortgage Lincoln & Northwestern RR. bonds Kansas City St. Jo. & C. B., mortgage Lincoln & Onada Gouthern—1st mort, gold. Mic. Detroit & Canada Gr. Trunk Junction—1st M. Mic. & East. III.—Stock 1st M., coup. (s. f. \$20,000 after '85) 2d mortgage income (non-cumulative) C. & E. Ill. Extension, 1st mortgage Micago & Grand Trunk—1st mortgage, \$ and & 2 2d mortgage for \$6,000,000 Northwest. Grand Trunk, 1st mort. Micago & Invan—1st mort., coup., may be reg. 2d mortgage	46 281 40 191 49	1860 1864 1872 1875 1870 1870 1870 1876 1876 1878 1863 1872 1880 1877 1877 1877 1877 1877 1877 1877	\$ 1,000 1,000 500 &c. 1,000 500 &c. 1,000 1,000 1,000 500 &c. 500 &c. 500 &c. 1,000	\$591,000 653,000 547,500 373,000 1,076,000 1,076,000 2,325,000 4,182,050 159,500 11,441,200 710,000 3,347,000 939,000 1,125,000 4,495,522 2,488,174 2,541,000 1,095,000 3,000,000 250,000 250,000 6,351,016 3,818,965 649,500 600,000 1,150,060	6 7 8 6 3 6 7 6 6 6 5 5 6 8	J. & J. L. & J. L. & D. L. & D	N.Y., N. Bk. of Com'ree, Boston, Co.'s office. do do N.Y., N. Bk. of Com'ree, New York and Boston. Boston, N.Y., N. Bk. of Comm'ree Boston, Co.'s Office. N.Y., Farmers' L. & T.Co. do do Boston, Co.'s Office. do do do do do do do do Boston, N. E. Trust Co. Boston, Co.'s Office. do do do do Boston, Co.'s Office. do do do Boston, T. E. Trust Co. Boston, T. L. Golfice. do do do do Boston and New York. Boston, at Office. N.Y., Union Trust Co.	July 1, 18 Oct. 1, 18 June 1, 18 June 1, 18 June 1, 18 July 1, 19 Oct. 1, 18 Oct. 1, 19 Feb. 1, 18 Oct. 1, 19 Feb. 1, 18 July 1, 18 Oct. 1, 18 July 1, 18 July 1, 18 July 1, 18 July 1, 19 June 1, 19 June 1, 19 June 1, 19 Jan. 1, 19

				1
Earnings— Passenger Preight Mail, express, &c	1879. \$ 2,566,652 11,650,623 599,831	1880. \$ 3,534,209 16,054,197 903,641	1881. \$ 3,616,086 16,595,819 1,112,245	15,711,510
Total gross earnings Total operat's expenses	14,817,105 7,228,222	20,492,047 9,362,904		22,003,304 10,668,341
Net earnings	7,588,883 INCOME	11,129,143 ACCOUNT.	10,749,793	11,334,963
Receipts— Net earnings Not B. & M. land grant.	1879. \$ 7,588,883	1880. \$ 11,129,143 899,315	1881. \$ 10,749,793 1,170,437	1882. \$ 11,334,963 1,329,725
Total income. Disbursements— Rentals paid Interest on debt. Taxes. Dividends*. Carried to sinking fund. Accounts written off. Transfd to renewal find	7,588,883 \$ 179,093 2,110,938 328,844 3,081,985 230,493 423,085 1,000,000	12,028,458 \$ 203,006 3,282,718 441,590 4,366,064 563,385 1,250,000	11,920,230 \$ 310,668 3,430,454 492,154 4,349,286 687,246 1,000,000	12,664,688 \$ 148,771 3,883,789 615,622 5,023,599 631,443 750,000
Total disbursements Balance, surplus	7,354,438 234,445	10,106,763 1,921,695	10,269,808 1,650,422	

In 1879, 8; in 1880, 914; in 1881, 8; in 1882, 8.

-(V. 34, p. 19, 86, 264, 290, 315, 343, 377, 419, 433, 575, 625, 636, 663, 687, 714; V. 35, p. 96, 266, 297, 456, 677, 762; V. 36, p. 29, 312, 423, 731.)

Chicago & Canada South.—Dec. 31, 1882, owned from Grosse Isle, Mich. to Fayette, O., 67 miles. On Nov. 1, 1879, it was transferred to the Lake Shore & Mich. South. It has a capital stock amounting to \$2,667,400 and a bonded debt of \$2,541,000, and owes upwards of \$1,680,000 overdue coupons. Original cost, \$5,176,557. It is a part of a projected line between Chicago and Detroit River, but failed in 1873.

due coupons. Original cost, \$5,176,557. It is a part of a projected line between Chicago and Detroit River, but failed in 1873.

Chicago Detroit & Canada Grand Junction.—Dec. 31, 1882, owned from Port Huron, Mich., to Detroit Junc., 59 miles. Opened in 1853. Leased to Grand Trunk of Canada. Earnings in 1882, \$356,294; net. \$69,909. Rental received, \$112,500, out of which paid interest, \$65,700, and dividences, semi-annually, each 2 per cent, \$43,800. Capital stock. \$978,984, and funded debt, \$1,095,000. The road is owned by the lessees, but a separate organization is maintained in Michigan.

Chicago & Eastern Illinois.—June, 1882, owned from Dolton, Ill., to Danville, Ill., 1072 miles; Covington, Ind., to Coal Creek, Ind., 1012 miles; Danville to Sidell's, 23 miles; leased, Dolton to Chicago (C. & V. I.), 17 miles; Wellington Junction to Cisna, 13 miles; Evansville T. Haute & C. RR., Terre Haute to Danville, Ill., 55 miles; Otter Creek to Brazil, Ind., 14 miles; Danville, Ill., to Covington, Ind., 13 miles; total operated, 253 miles. Evansville Terre Haute & Chicago leased May 1, 1880, for \$75,000 per year. The Chicago & East Illinois was chartered as Chicago Danville. & Vincennes in 1865, and opened in 1872 and 1873. Sold under foreclosure Feb. 7, 1877, and reorganized under existing style Sept. 1, 1877. In March, 1882, the U. S. Supreme Court reversed the decree of foreclosure of the Danville road, but granted a rehearing, on which the old decree was reversed and the cause reversed the decree of foreclosure of the Danville road, but granted a rehearing, on which the old decree was reversed and the cause reversed the decree of foreclosure of the Danville road, but granted a rehearing, on which the old decree was reversed and the cause remanded. Report for year ending June 30, 1882, showed gross earnings, \$1,692,266; net, \$693,444. (V. 34, p. 86, 114, 175, 291, 316, 343, 548, 574, 636; V. 35, p. 21, 78, 373, 404, 454, 486, 515, 601; V. 36, p. 312, 479, 509.)

Ohicago & Grand Trunk—This is a consolidation of roa

479, 509.)

Ohicago & Grand Trunk—This is a consolidation of roads between Port Huron and Chicago formed in April, 1880, under the control of the Grand Trunk of Canada; 330 miles operated. It includes the former Port Huron & Lake Michigan and the Peninsula roads, sold in foreclosures stock, \$6,600,000 in \$100 shares. The Grand Trunk of Canada gives a traffic guarantee of 30 per cent of gross earnings on business to and from the Chic. & Grand Trunk Road. Gross earnings for 1881, \$1.631, 751; net, \$199,726; for 1882, gross, \$2,271,000; net, \$385,579, (V. 34, p. 86, 315.)

p. 86, 315.)

Chie. & Iowa.— Dec. 31, 1882, owned from Aurora, III., to Foreston, III., 80 miles; leased, Flagg Centre to Raskind, 24 miles; total operated, 104 miles. Chartered in 1869 and opened in 1872. In hands of a Receiver for two years and a half, and sold Mar. 9, 1878, in foreclosure of second mortgage of \$1,150,000, but the sale and all foreclosure proceedings were canceled and overdue coupons were paid. Gross earnings for year ending Dec. 31, 1882, were \$525,071, net, \$88,309. Capital stock, \$1,428,000, and funded debt, \$1,750,000; total stock and bonds, \$3,178,000. Cost of road and equipment, \$3,418,479. This road is used by the Chie. Burl. & Quincy to connect with the III. Cent., and in Feb., 1882, passed into control of Chie. Bur. & Q. (V. 33, p. 99, 124, 321; V. 34, p. 264, 343.)

Chicago Iowa & Neb .- July 1, 1883, owned from Clinton, Ia., to Cedar

Rapids, Ia. (all steel), 82 miles. Operated by Chic. & Northwestern under permanent lease, at 37½ per cent of gross earnings. The maximum rental by subsequent temporary agreement has not exceeded \$500,000 a year.

	Comn	10n.——	Prefe	rred.——
1111 -	1882.	1883	1882.	1883.
January	11078-10412	10812-10314	123 -1194	122 -119%
February	11018-10614	1064- 9778	12278-120	12012-11638
March	1184-108	10278-x9778	126 -11949	12019-11684
April	11378-10834	10478- 9834	12234-11834	12178-117
May	11312-10934	10518-10078	122 -119	12134-119
June	11258-108	1064-10178	128 -120	121 -119
July	12218-11178	106 -10118	13518-127	12012-117
August	125 -11978		13912-134	
September	1284-10712x	p.	14414-123x	
October	11158-107	******	129 -122	
November	111 - 9612		127 -11419	
December	109 - 9834		124 -117	
An abstract of	f the last annu	al report (for	1881) was pub	lished in the
CHRONICLE, V	7. 36. p. 451.	-		

Chronicle, V. 36, p. 451.

The report states that the lands belonging to the company were sold in 1882, except about 100,000 acres, mostly in the State of Wisconsin. The net receipts to the tressury of the company from sales of land during the years 1881 and 1882 are \$1,224,364; and the amount now due the company or contracts and mortgages is \$1,787,508; in addition to which the sum of \$210,000 is held in trust to abide the decision of a suit brought by this company against the Sloux City & St. Paul Railroad Company. The preferred stock was increased during the year \$2,046,000 by the conversion of mortgage bonds into preferred stock, and all such bonds have now been converted.

The following table shows the operations, earnings, capital account, &c., for four years:

ı	coo, for four yours.	7.000	4444		
ı		1879.	1880.	1981.	1882
ı	Miles of road	2.359	3.775	4.217	4,520
ı	OPER	ATIONS AND	FISCAL RESUL		2,020
١	Onerations-	1879	1880	1001	1000

Passenger mileage... 78,119,592 111.561,919 137,940,086 200,790,926 Rate per pass. p. mile 2-93 ots. 2-84 cts. 2-86 cts. 2-58 cts. Freight (tons) mille.401,595,734 504,876,154 697,347,607 945,250,159 Ay. rate p.ton p. mile 1.72 cts. 1.76 cts. 1.70 cts. 1.48 cts.

The second second								
August, 1883.]	RAILROA	D S'	TOCE	KS AND	BONI	DS.		xxv
Subscribers will confe	r a great favor by g	iving	imme	fiate notice	of any	error d	iscovered in these I	ables.
DESCRIPTION.		1		1			OR DIVIDENDS.	Bonds—Princi- pal, When Due.
For explanation of column heading on first page of table	gs, &c., see notes of Road.	Date of Bonds	Size, or Par Value.	Amount	Rate per Cent.	When	Where Payable, and by Whom.	
Ohicago lowa & Nebraska—Stock 3d mortgage (now 1st)	100,000 100,	1863 1875 1863 1864 1867 1868 1868 1868 1868 1868 1872 1879 1879 1880 1	\$100 500 &c 100 1,00	30,904.261 16,540,983 11,083,000 5,279,000 387,000 3,201,000 123,000 541,000 3,505,000 2,500,000 2,393,000 2,500,000 3,000,000 3,000,000 7,432,000 1,600,000 5,290,000 6,710,000 1,700,000	31 ₃ 37777777877775666777666755557327	F. & A. O. O. A. & B. J. & B. J. & B. J. & B. J. J. & B. J. J. & B. J. & B. J. J. & B. J. J. & B. J. J. & B. J. J. J. J. J. J. & B. J. J. J. J. J. J. J. & B. J.	do d	1902 1903 1919 July 1, 1909 Jan. 1, 1910 Jan. 1, 1910 Jan. 1, 1930 Jan. 1, 1910 July 1, 1920 July 1, 1920 July 1, 1920 July 1, 1921 July 1, 1921 July 1, 1921
### 1879. Earnings— 1879. Passenger 2,273,701 Freight 6,850,755 Mail, express, &c*. 888,363	1830. 1881. \$ 3,159,051 3,938,98 8,884,227 11,884,79 1,042,841 1,201,67	9 5,17 5 14,00 7 1,20	832. \$79,078 02,335 05,313	7s, due 1884; Val. RR., \$15 Peninsula RR In Decembe	Beloit & I 50,000, 7s (Mich.), S cr, 1882, a	dadison due 19 \$154,000 controlli	35; Miss. River bridge borner. \$176,000, 7s, due 1808: Plainview, \$100,000, 7s, due 1898. In interest was acquired & Omaha Co., and in A	o, 7s, due 1908; in the stock of pril, 1883, the
Total gross earn'gs 10,012,819 Operating expenses 5,473,794	13,086,119 17,025,46 7,742,425 10,317,93	1 20,38 1 12,18	86,726 86,073	\$10,000,000 sinking fund	debenture for these	bonds i	were issued to pay for s \$200,000 per year from	the stock; the m May, 1388, if
Net earnings 4,539,025 'including elevators, stock-yard † Including elevators, stock-yard property, legal, insurance, rent of	s, &c. ls. personal injuries an cars, &c. ACCOUNT. 1880. 1881.	d dama	882.	tures for prop on the annual common entit	ominal sur rietary roa report. 1 led to 7; mmon to 3 of stock ha	plus of tods, &c., Preferred then pre	Pre	g the expendi- E, V. 37, p. 174, to 7 p. et.; then or right to 3 per eferred.
Balance January 1 2,520,074 Net earnings 4,539,024 Other receipts 74,517	\$ \$ 3,531,538 4,343,28 5,343,694 6,707,53 324,298 635,30	0 8,20	\$ 93,010 00,653 23,814	January February March	136 -123 145 -13	838 13 9 13	$36^{1}4 \cdot 130$ $141^{1}2 \cdot 136^{1}2$ $33^{1}8 \cdot 128^{1}8$ $145 \cdot 139$ $142^{7}8 \cdot 131^{3}4$ $142^{7}8 \cdot 137^{3}6$	151 ⁵ 8-145 ¹ 2 147 ¹ 8-143 150 ³ 4-145
Total income	9,199,530 11,686,12 \$2,837,385 4,127,38 \$59,564 887,42 7 1,078,298 1,078,29 7 81,000 4,343,283 5,593,01	9 4,78 4 1,08 8 1,49	17,477 \$86,054 32,744 7 28.298 7 50,974 19,407	April May June July August September October November	13134-12- 13158-12 13242-12- 13844-13 150 -13 15034-14 14634-14 2438-14 2438-13	534 14 8 18 84 1: 034 13 7 4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	157 -1494 153 -1464 1533-1494 152 -1414
Total disbursements7,133,615 GENERAL BALANCE AT CI 1879. Assets— \$	1880. 1881. \$	EAR.	882.	report showed 1832-83, amo actually deed and the numb 387 399. The	d that the unted to led from the er of acres	total con \$1.205.5 te variou sunder co rom cash	usideration for the lands: 46. The number of acr as grants during the yea con ract of sale at the end a sales and advance payn	res which were ar was 200,545, of the year was nents amounted
Railroad, equipm't, &c 63,399,448 Stocks owned, cost Bonds owned, cost	99,185,683 120,073,63 2,163,567 1,265,36	1 7	15,099 68,846 61 234	to \$667,500;	from time	paymen	ts on credit sales, \$235 4 rom trespass on timber la s, \$1,026,444. The staten	37; fro n inter-

age, \$64,717. Total cash receipts, \$1,020,444. The statement of sa secured to be paid to the company by outstanding contracts of sa force at the end of the fiscal year showed a total of \$1,019,241.

Name of grant. Minnesota Michigan Wisconsin *Men. River	Acres unconveyed May 31,'82. 1,246,854 512,090 327,792	Acres deeded during year. 133,839 55,547 6.044 5.113	Acres under contract. May 1883. 328,482 57,296 1,621	Lands un- sold May 31, 1883. 784,532 485,677 320,125
Total		200,545	387,399	1,590,336

*Transferred from Men. Riv. RR. grant to Mich. land grant, 86,431 acres. The gross earnings for year ending May 31, 1883, were only \$397,178 larger than in 1881-82, and the net earnings were \$1,035,703 smaller. Latest annual report (1882-83) in the CHRONICLE, V. 37, p. 174, showed the following earn's, expenses, &e., for whole line, incl. proprietly roads:

		OFERALIONS	AND PISCAL	Telego di Los	4:00.00
i	Operations -	1879-80.	1880-81.	1831-92.	1582-83
ì	Pass'gers carried.	3,964.793	4,482,317	6,754,717	7,963,560
ĺ	Pass'ger mileage.1	40.116,8811	164,333,508	205,574,178	248,856,303
ĺ	Rate p. pass. p.m.	2.67 658.	2.53 cts.	2.52 cts.	2.46 ots.
ı	Fr'ght(ths) mov'd	5,574,635	6,662,112	8,190,843	7,874,665
ì	Fr'ght(tns) mil'ge8	865,909,542 9	080,522,774	1,192,188,039	1,183,829,358
	Av. rate p.ton p.m	1.49 cts.	1.47 cts.	1.47 cts.	1.42 cts.
١	Earnings-	\$	\$	\$	**
j	Passenger	3,737,343	4,158,130	5,171,423	6,119,616
	Freight	12,897,778	14,414,151	17,525,134	16,831,352
	Mail, express, &c.	714,228	761,791	983,099	1,067,867
	Tot.gross earns.	17,349,349	19,334,072	23,684,656	24,081,835
	Expenses-	,			
9	Maint'nce of way			(3,571,119	3,372,994
	" Cars, &c		9,979,619	1,786,147	2,322,099
i	Fransportation	8,049,358	9,979,019	6,327,258	7,261,952
d	Mi cellaneous	1		429,259	4:115,686
	Taxes	382,241	446,202	522,558	618,785
d	Total	8,431.599	10,425,821	12,639,634	14,072,516
j	Net earnings	8,917,750	8,908,251	11,045,022	10,009,319
					58.44
۱	P.c. op.ex.to earn.	48.59	53.92	53 37	38.44
		INC	OME ACCOUN		
į		1879-80.	1380-81.	1881-82.	1882-83.
d	Receipts-	\$	\$	8	\$
i	Net earnings	8,917,750	8,908.251	11,045,022	10,009,319
i	Disbursements -	- \$	\$	\$	\$
ı	Rentals paid	1,408,003	1,384,732	1,569,618	1,570,948

Bonds owned, cost...
Bills& acc'ts rec'vable
Materials, fuel, &c...
Cash on hand....
Daven. & N'west RR.
Ill. & Iowa coal lands
Cash due on st'k subs
Miscellaneous items... 2,361,234 1,495,113 2,969,732 483,604 385,971 801,694 1,750,000 783,992 564,715 382,951 1,028,764 555,200...... 503,119 1,129,215 417,660 689,578 255,061 112,329 232,736 Total assets....... 74,066,074 103,313,644 125,636,593 146,554,663 \$\frac{\\$}{15,404,261}\$ 20,404,261 12,404,483 14,401,483 67,172,000 79,059,000 2,067,165 3,899,002 4,343,283 5,593,011 1,048,541 2,279,836 \$
27,904.261
16,447,483
89,635,500
4,943,872
3,619,408
2,216,630
1,787,509 873,911

Total liabilities... 74,066,074 103,313,644 125,636,593 146,554,663 —(V. 34, p. 114, 292, 315, 367, 408, 460,479, 519, 521, 522, 560, 587, 625,663, 679,687,714; V. 35, p. 21, 23, 182, 211, 431, 456, 487, 574, 576, 637, 658, 763; V. 36, p. 18, 139, 195, 299, 312, 329, 451, 653; V. 37, p. 48, 98, 175.)

576, 637, 658, 763; V.36, p. 18, 139, 195, 299, 312, 329, 451, 655; V. 37, p. 48, 98, 175.)

Chicago & Northwestern.—At the end of the fiscal year, May 31, 1883, the mileage was made up in the annual report as follows: Wisconstin Division, 555 miles: Galena Division, 313 miles; Lowa Division, 6.3 miles; No. Iowa Division, 369 miles: Madison Division, 467 miles; Peninsula Division, 374 miles; Winona & St. Peter Division, 448 miles: Dakota Division, 404 miles; total, 3,584 miles.

The Chicago St Paul & Fond-du-Lac Railroad, which was a consolidation of several roads, was sold in foreclosure June 2, 1859, and the Chicago & Northwestern Railway was organized as its successor with a mileage then of 193 miles, not all complete. In 1864 the company absorbed the Dixon Rock. & Kenosha, the Gal. & Chic. Union and the Peninsular RR. of Mich. In 1878 the Lacrosse Tremp. & Prescott RR. was also consolidated.

The progress of the company in mileage, traffic, earnings, &c., is best shown in the comparative tables below. Quarterly dividends were commenced on the preferred stock in February, 1879. The sinking fund bonds of 1879 are secured by a deposit of mortgage bonds, on the new which these are issued were published in V. 29, p. 277. The deed sets forth that this company issues its sinking fund bonds, to run 50 years from the 1st day of October. 1879, interest not exceeding 6 per cent and in amounts not exceeding \$15,000 per mile of railroad actually constructed or acquired. Of these bonds so far issued, \$6,305,000 are 68 and the balance 5s. There are several small issues of bonds (all less than \$200,000 each) in addition to those in the table above, viz.: Appleton extension, \$116,000, 7s, due 1885; Green Bay

ized for FRASER

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

DESCRIPTION.	Miles	Date	Size, or		IN	TEREST		Bonds-Prine
For explanation of column headings, &c., see notes on first page of tables.	of	of Bonds	Par .	Amount Outstanding	Rate per Cent.	When	Where Payable, and by	stocks—Last Dividend.
Ohicago & Northwestern-(Continued)-								
1st mort., general, 3d mort., Chic. to Oshkosh	193	1859	\$100&c.	\$3,440,300	7	F. & A.	New York, Co.'s Office.	Aug. 1, 188
Consol. sinking fund mortgage	779	1865	1,000	7,033,000	7	QF.	do do	Feb. 1, 19
Madison extension, 1st mort., sinking fund, gold.	126	1871	500 &c.	2,987,500	7 g.	A. & O.	do do	April 1, 19
Chicago & Milwaukee, 1st mortgage			1,000	1,700,000	7	J. & J.	do do	July 1, 18
Menominee River, 1st mort., guar.	25	1876		560,000	7	J. & J.	do do	July 1, 19
Menominee extension, 1st mortgage, gold	120	1871	500 &c.	2,559,000	7 g.	J. & D.	do do	June 1, 19
Gen. cons mort., gold, coup. or reg. (\$48,000,000)		1872	500 &c.	12,343,000	7 g.	J. & D.	do do	Dec. 1, 19
Winona & St. Peter, 1st mort., guar by Chic. &NW.	137	1870-1	1,000	2,469,000		J. & J.	do do	Jan. 1, 18
do 2d mort., guar. by Chic. & N.W.	137	1870-1	1,000	1,592,000	7	M. & N.	do do	Nov. 1, 19
do 1st M. exten., gld, land gr., s.f	175	1871	100 &c.	4,091,500	7 g.	J. & D.	do do	Dec. 1, 19
Iowa Midland, 1st mort., guar. by Chie. & N. W	75	1870	1,000	1,350,000	8	A. & O.	do do	Oct. 1, 19
Northwestern Union, 1st mortgage, gold	62	1872	500 &c.	3,374,000	7 g.	M. & S.	do do	June 1, 19
Rochester & No. Minnesota, 1st mortgage	24	1878		200,000	7	M. & S.	do do	Sept. 1, 19
Chic. Mil. & N. W., construction bonds				750,000	6	M. & N.	do do	Nov. 1, 19
Chicago & Tomah, 1st mort., guar				1,528,000	6	M. & N.	do do	1905
Milwaukee & Madison. 1st mort., guar	80	1880	1,000	1,600,000	6	M. & S.	do do	Sept. 1, 190
Sink. fd.bds.(1st M. as collateral) (\$15,000 p. m.)		1879	1,000	14,090,000	5 & 6	A. & O.	do do	Oct. 1, 192
S. f. debenture bonds (for C. St. P. M. & O. stock)		1883	1,000&0	10,000,000	5	M. & N.	do do	May 1, 19:
Des Moines & Minneapolis RR. 1st mort. Bonds	58	1882	1,000	600,000	7	F. & A.	do do	Feb. 1, 190
Escanaba & Lake Superior RR., 1st mort	36	1881	1,000	720,000		J. & J.	do do	July 1, 190
Dakota Central RR., 1st mort. do 1st M., Southeast Div. (for \$2,000,000)		4		1,065,000	6	M. & 8.	do do	Sept. 1, 190
				1,000,000	в	M. & N.	do do	Nov. 1, 190
Other small issues (see remarks below)	****	1000		1,041,000			do do	*******
Thicayo Pekin & Southwestern—1st mortgage	96	1871	1,000	1,000,000	7	F. & A.	N. Y., Farm. L. & T. Co.	Aug. 1, 190
Chic. Portage & Superior—1st mort., gold	4 0004	1881	1,000	(?)		J. & J.	New York.	Jan. 1, 199
Thicago Rock Island & Pac.—St'ck (for \$50,000,000)		1000	100	41,960,000	134	QF.	New York, Co.'s Office.	May 1, 188
1st mortgage, coup. or reg	636	1877	1,000&0	12,500,000	6	J. & J.	do do	July 1, 19
Chicago St. Louis & Pittsb.—Common stock	271 580	1869	100 &c.	5,000,000	7	M. & N.	do do	Nov., 1899
Preferred stock (6 per cent cumulative)			100	10,000,00			*********	******
1st mortgage, gold (\$22,000,000).	580	1000	100	17,532,600				
1st M. Chie. & G't East. (Chie. to Logansport)	580	1883	1,000	16,500,000	5 g.	A. & O.	New York. 66 Br'dway.	April 1, 193
do Col. & Ind'polis Cent. (Col. to Ind's, Ind.)	208	1001	****	221,000	7	Various	N Y., Union Trus Co.	1893 & '95
do Union & Logansp't (U'n City to Logansp't)	93	1864		2,632,000	7	J. & J.	N. Y., St. Nich. Nat. Bk.	Nov., 1904
do Tol. Logansp't & Burl. (Logansp. to Ill. line)	61	1865	****	715,000	7	A. & O.	N. Y., Union Trust Co.	Dec., 1905
to Ior Logarap ve Dur. (Logarap. to In. 1116)	01 (1		510,500	7	F. & A.	N. Y., St. Nich. Nat. Bk.	Feb., 1884

Interest on debt. Dividends Rate on pref	3,322,015 2,405,521	3,647,897 2,420,273	3,999,208 2,586,637	4,288,633 2,890,337
Rate on common. Miscellaneous	107,562	98,120	98,120	7 98,120
Tot.disb'rsem'ts	7,243,101	7,551,022	8,253,583	8,818,038
Balance, surplus.	1,674,649	1,357,229	2,791,439	1,161,281
GENERAL Asse	BALANCE AT	CLOSE OF EA	CH FISCAL YE 1881-82.	AR. 1882-83.
Chic. & N. WRos		\$74,120,342	\$76,739,549	\$80,420,032
Other companies		48,311.241	54,679,521	55,668,872
Real estate in Chic		200,000	200,000	200,000
Des Moines & Mini Bonds owned	1. 1010	363,809 1,233,235	865,819	+0.010.010
Bills and accounts	receivable.	1,125,779	1,2 < 2,033	*2,913,219 1,245,918
Materials, fuel, &c		1,255,098	2,291,340	2,526,482
Cash on hand		1,977,865	1,760,608	2,710,498
Trustees' sinking f	und	1,117,000	1,321,000	1,525,000
Total	rillties.	\$129,704,369	\$139,139,871	\$147,210,021
Stock, common t	***********	\$15,093,488	\$15,095,924	\$16,229,916
Stock, preferred f.		21,650,783	22,153,119	22,323,190
Stocks of propriet's Bonds t (See Suppl		21,244,650	22.883,150	22,463,400
Bonds purchased.	isment)	57,006,000 363,000	64,248,000 366,000	69,821,000
Divid'ds declared,	not yet due	831,481	971.185	1,023,406
Sinking funds paid		1,117,000	1,321,000	1,525,000
Real estate, mortga	ages, &c	482,766	404,774	
Current bills, pay-		2,529,390	2,141,311	1,965,653
Rentals of roads in		63,786 $272,232$	74,829 439,935	82,668
General consol. bo		530,000	407,000	530,364 284,000
Note of Consol, Co.		000,000	207,000	300,000
Land income		303,046	689,534	1,033,565
Accrued interest n		675,430	675,430	675,395
Miscellaneous Balance income ac	omnt.	17,329	4,098	66,601
Darance income ac	count	7,533,987	7,264,582	8,425.863

Total.....\$129,704,369 \$139,139,871 \$147,210,021 *Consol. sinking fund bonds, \$554,000; general consol. gold bonds, \$284,000; Northwestern Union 1st mort. \$1,000; bonds of sundry proprietary roads, \$2,074,219. † Including bonds in sinking funds. †Not including amount in company's treasury.

\$284,000; Northwestern Union 1st mort. \$1,000; bonds of sundry proprietary roads, \$2,074,219. † Including bonds in sinking funds. †Not including amount in company's treasury.

—(V. 35, p. 187,265,291,297,347,374,405,431,478,577,677; V. 36, p. 183,365,453,651,675; V. 37, p. 174.)

Chicago Pekin & Southwestern.—July 1,1882, operated from Pekin, Ill. to Mazon Bridge, Ill., 91 miles, of which 6 miles leased. Chartered in 1876. Receiver appointed in June, 1877. Sold under foreclosure of second mortgage May 31, 1881, and to be reorganized. For year 1881-82 gross earnings were \$366,003; net. \$120,892. In February, 1882, A, H. Crocker was appointed Receiver. (V. 32, p. 312, 526, 512, 658, 685; V. 33, p. 124, 328, 587; V. 34. p. 264.)

Chicago Portage & Superior.—This road is projected from Chicago to Superior, about 407 miles, with a land grant in Wisconsin under chapter 126 of the laws of 1874. The total amount of the mortgage is \$10,200,000. In January, 1882, a control of the stock was sold to Chicago St. Paul & Minneapolis or Chicago Rock Island & Pacific parties. See references. Wm H. Schofield, President, New York. (V. 32, p. 636; V. 33, p. 467; V. 34, p. 114, 145, 203, 548.)

Chicago Rock Island & Pacific.—March 31, 1883, owned from Chicago to Council Bluffs, 500 miles; Davenport. Iowa, to Atchison, Kan., 345; Atchison Junction to Leavenworth, Kan., 21-5; Washington, Iowa, to Knoxyile, 77-5; South Englewood to South Chicago, 7:5; Wilton to Muscatine, 12-5; Newton to Munroe, 17-5; Des Moines to Indianola and Winterset, 48 1; Menlo to Guthrie Centre, 14-6; Atlantic to Andubon, 25-5; Atlantic to Griswold, 14-6; Avoca to Harlan, 12; Avoca to Carson, 17-5; Mt. Zion to Keosauqua, 4-5. Leased: Cameron, Mo., to Kansacity, 54; Bureau Junction to Peoria, 47 miles; Keokuk to Des Moines, 162. Total operated, 1,381 miles. This company includes the former Mississippi & Missouri Railroad of Iowa, which was foreclosed under mortgage in 1866. The Illinois and Iowa roads were consolidated August 22, 1866, under the present title,

Total grossearn'gs. 11,061,662 Total 5,796,541 12,189,903 7,109,817 Net earnings..... P.e of op. ex. to earn. 5,26,121 5,326,751 52.40 55.45 INCOME ACCOUNT. 5,943,781 55·20 5,080,086 58·33 Receipts—
Net earnings
Miscellaneous.....
From land departm't \$
5,326,751
37,277
490,000 \$,943,781 13,208 650,000 5,265,121 5,080,086 350,000 560,000 Total income.

Disbursements—
Rentals paid.
Interest on debt.
Dividends.
Rate per cent.
Miscellaneous
Add. and imp. acc't. 5,615,121 5,854,028 6,606,989 5,640,086 \$322,137 949,700 2,727,387 714 \$
304,363
950,000
2,937,185
7
147,595
1,300,000 \$ 327,593 950,000 2,937,186 \$
135,037
1,078,110
2,097,988
10

Total disbursements. 3,311,135 6,284,224 6,555,106 5,639,143 Balance. surplus ... 2,303,986 def.430,196 51,833 The report of the Land Commissioner says that the sales by warranty deeds or contracts to convey by warranty in 1882-3 amounted to 27,306 acres. The consideration, paid or secured, was \$278,513, the average price being, therefore, nearly \$10 20 per acre. The bills receivable have decreased from \$1,590,634 to \$1,403,483 during the year. The amount received for interest, &c. has been \$99,415. The land office has remitted during the year to the Treasurer of the company at New York the sum of \$560,000 from its net receipts. The unsold lands of the company comprise only about 34,750 acres. (V. 35, p. 20; V. 36, p. 365, 560, 651, 730.)

2,285,000

......

125,327 2,215,000

\$560,000 from its net receipts. The unsold lands of the company comprise only about 34,750 acres. (V. 35, p. 20: V. 36, p. 365, 560, 651, 730.)

Chicago St. Louis & Pittsburg—Dec. 31, 1882, mileage was as follows: Columbus, O., to Indianapolis, Ind., 187 miles; branches—Bradford Junc., O., to Chicago, Ill., 231 miles; Richmond, Ind., to Anoka Junc., Ind., 102 miles; Peoria Junction, Ind., to Ill. State Line, 61 miles; total operated, 582 miles. This is the reorganization (March 20, 1883,) of the Columbus Chicago & Indiana Central road, sold in foreclosure on Jan. 11, 1883. The C. C. & I. C. company was formed Feb. 12, 1868, by consolidation of the Col. & Ind. Cen. and Chic. & Gt. East. railroad companies, and was leased to the Pitts. Cin. & St. Louis Railway Co. Feb. 1, 1869, by which company it has been operated, under direction of the U. S. Circuit Court, for account of receivers of the Col. Chic. & Ind. C. Railway Co. The lease stipulated that the lessees should maintain the road and equipment, operate it, and pay over to the lessors 30 per cent of the gross earnings. Also, that the rental should always be equal to the interest on \$15,000,000 first mortgage bonds of the C. C. & I. C. Railway Company, and \$321,000 of the second mortgage bonds of the Col. & Ind. Railroad Company. The plan of settlement with the Penn. RR. was approved by a majority of bondholders. This provided that the consolidated mortgage of the Col. Chic. & Indiana Central Railway Company should be foreclosed subject to the old sectional mortgages. That the property thus sould be bought in and the purchasers form a new corporation to take the property, with a capital of \$10,000,000 in common stock and \$20,000,000 in praferred stock, the latter to be entitled to dividends, if earned, at the rate of 6 per cent per annum, as declared by the board of directors, and to be cumulative. That the new corporation issue its first mortgage bonds for \$22,000,000, payable at the end of fifty years, in gold coin, with interest at the rate of five per cent

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

DESCRIPTION.	Miles	Date	Size, or	22	INT	EREST	OR DIVIDENDS.	Bonds-Princ
For explanation of column headings, &c., see notes on first page of tables.	of Road.	of Bonds	par	Amount	Rate per Cent.	When Pay'ble	Where Payable and by Whom.	
Thicago St. Louis & Pittsburg - (Continued) -	102	1863	0	#279 000	7	T & T	N V Thies Board Co.	Dag 1000
1st M., Col. & Ind. com., 1st & 2d pf. (Col. to U'n City)	107	100	\$	\$372,000 113,000	7	Various	N. Y., Union Trust Co.	Dec., 1883 1886 to '90
do Cinn. & Chic. Air Line(Richm'd to Logans.)	208	1864		821,000	7	M. & N.	do do	Nov., 1904
2d M. Col. & Ind'polis Cent. (Cov. to Union City) hic. St. Paul Min'polis & Omaha—Common stock	1,003	1001	100	20,015,800		101. 00 14.	ao ao	1101., 1001
Preferred stock.	1,003		100	11,900,900	134	QJ.	New York, Office	July 20, 18
Consol, mortgage (for \$30,000,000)		1880	1.000	9,520,000	6	J. & D.		June 1, 19
Chic. St. Paul & Minn., 1st mort., gold, coup	177	1878	500 &c.	3,000,000		M. & N.		May 1, 19
North Wisconsin, 1st mortgage	120	1880	1.000	800,000	6	J. & J.	do do	Jan. 1, 19
St. P. & Sioux City, mort., gold, for \$7,000,000	605	1879	1.000	6,080,000	6 g	A. & O.	do do	April 1, 19
St. Paul Stillwater & Taylors' Falls, 1st mort	23	1878		334,800	7	J. & J.	do do	Jan. 1, 19
Hudson & River Falls, 1st mort	12	1878		125,000	8	J. & J.	do do	July 1, 19
Minneapolis East RR., 1st mort., guaranteed		1879		75,000	7	J. & J.		Jan. 1, 19
hicago & West. Indiana-1st mortgage	23	1879		3,300,000	6		N. Y., Drexel, M. & Co.	
General mortgage, gold (for \$10,000,000)		1882	1,000	7,200,000	6 g.	M. & N.	N. Y., 52 Wall Street.	Nov. 1, 19
hicago & West Michigan-Stock, new	367			6,796,800	3		Boston.	Feb. 15, 18
1st mortgage, New Buff. to St. Jo		1869	1,000	480,000	8		Bost. Treasurer's office.	
Gr. Rap. Newaygo & Lake Sh., 1st mort. coup	35	1871	1,000	576,000	8	J. & J.		July 1, 18
do 2d M. on 35 m. & 1st on 11 m., coup	46	1875	500 &c.	30,500	7	J. & D.	do do	June 1, 19 1921
General mortgage (\$12,000 per mile)		1881	1,000	2,001,000	5	J. & D.	Sardinia, Ohio.	1921
incinnati & Eastern-1st mort. (for \$2,000,000)				498,200		****	Sardima, Onio.	******
in. Georgetown & Portsmouth.—Stock (\$11,667 pf.)	35 60			125,117	3	4 20	N. Y., Winslow, L. & Co.	Jan. 5, 18
incinnati Hamilton & Dayton-Stock	60		100	3,500,000 347,900	114		1. 1., WIIISIOW, L. & CO.	July 1, 18
Preferred stock for \$1,000,000	60	1865	1.000	465,000	7	Q.—J. J. & J.	do do	July 20, 18
20 mort. (now 1st)	60	1875	1,000	2.450,000	6 & 7	A. & O.	do do	Oct., 190
Consol. mort. (\$996,000 are 7s), sink. fund 1 p. c	98	1873	1,000	1,800,000	7	J. & J.	do do	Jan., 190
Cin. Ham. & I. (Junction) RR., 1st mort., guar incinnati Indianap. St. Louis & Chicago—Stock	342	The Parties of the Pa	100	8.000,000	119	QJ.	New York.	April 16, 18
Ind. & Cin. of 1858, 1st mort	90	1858	500 &c.	1,600,000	7	A. & O.		
Indianapolis Cin. & Laf. mortgage	151	1867	1,000	2,790,000	7	F. & A.	do do	Feb., 189
Cin & Ind 1st mortgage	20	1862	1,000	499,000	7	J. & D.	do do	Dec., 189
do 2d M., guar., and funded coupons	20	1867	1,000	1,330,000	7	J. & J	do do	Jan., 1887 .
1st mort., Cin. Ind. St. L. & Chic. (for \$7,500,000)		1880	1,000	1,188,000	6	M. & N.	do do	May 1, 19
Cincinnati Lafayette & Chicago, 1st mort., gold	56	1871	1,000	1,120,000	7 g.		N. Y., Am. Exch. N. Bk.	
incinnati & Muskingum Valley-1st mortgage	148	1870	1,000	1,500.000	7		New York, Moran Bros.	
incinnati New Orleans & Texas Pacific-Stock	336		100	3,000,000	3	1		Feb. 5, 18

Report for 1882 in CHRONICLE, V. 37, p.		&c., as follows
Miles owned and operated	1881. 1,003	1882. 1,150
Earnings— Passenger	\$944,329	\$1,311,217
Freight	2,913,521	3,478,624
Mail, express, &c	161,111	172,361
Total gross earnings		\$4,962,202
Receipts—	1881.	1882.
Net earnings	\$1,245,499	\$1,721,415
Net from land grantsOther receipts	504,144 78,585	546,825 644
Total income	\$1,828,228	\$2,268,884
Rentals paid		\$27,736
Interest on debt	893,536	1,014,530
Divi lends on preferred stock	672,737	735,397

D., 9 miles: total operated, 354 miles; each lease reported separately. In April, 1882, Mr. Jewett, of the Erie, and associates, obtained control of the stock by guaranteeing 6 per cent on 20,000 shares which were purchased and deposited in trust and trust certificates issued therefor; the guarantee is to make up any deficiency in 6 per cent dividends on those shares after the application of net earnings thereto. In August, 1832, the issue of \$1,009,000 preferred stock was voted for improvements. Annual report for 1882-83 in V. 36, p. 705 and 730. Income account for four years was as follows, including all the roads operated:

Gross receipts	1880-81. \$2,882,300	1881-82. \$2,961,446	1882-83. \$3,088,407
Operating expenses	80,022	\$2,031,664 83,002	\$2,014,907 85,119
Interest D. & M. dividends Sundries, profit and loss	132,902 3,710	539,516 132,164 3,318	512,096 132,015 750
Other items	14,500	10,086	6,880
Total expenses and interest .	\$2,705,751	\$2,799,750	\$2,751,778
ST-4I	DIMO PFA	0101 000	0000 000

V. 35, p. 102, 211, 235, 297, 762; V. 36, p. 705, 730.) -V. 35, p. 102, 211, 235, 297, 762; V. 36, p. 705, 730.)

Ginemnati Indianapolis St. Louis & Chicago.—June 30, 1882, owned from Cincinnati to Lafavette., Ind., 174 miles; Lawrenceburg branch, 2 miles; Harrison branch (partiy owned), 7 miles; Fairland F. & M. Road, 38 miles; and Cincinnati Lafavette & Chicago (leased), 75 miles; Vernon Green. & Rush., 44 miles (leased); Kankakee & Sencea (one-haif owned), 42 miles; total operated, 382 miles. Formerly the Indianapolis Cincinnati & Lafayette, which was a consolidation 1876 of the Indianapolis & Cincinnati and the Lafayette & Indianapolis railroads, the company taking a perpetual lease of the Cincinnati Indiana Railroad. On August 1, 1876, a receiver was appointed and the road was sold in foreclosure Feb. 2, 1880, and this company organized. Of the \$7,500,000 new bonds \$6,855,000 was reserved, Intowhich all of the old bonds prior to the Indianapolis Cin. & Laf. 7s of 1869 could be exchanged at par. In July, 1881, \$2,000,000 new stock was sold to stockholders at 70, and proceeds used to extinguish floating debt (\$1,060,000); also, \$300,000 contributed towards a new line to Seneca and balance used for other purposes. In June, 1882, another issue of \$1,000,000 new stock was voted. Annual reportin V. 35, p. 346.

INCOME ACCOUNT. 1880-81. 1881-82.

INCOME ACCOUNT.	1880-81.	1881-82.
Receipts — Gross earnings	2,365,058	2,525,991
Net earnings. Disbursements—	961,490	1,000,609
Rentals paid	6,894 565,909	6,732 591,326
Dividends	180,000 4 ¹ ₂ p. c.	360,000 6 p. c.
m-4-2-32-3	FE0.000	050 050

Total disbursements. 752,803 958,058
Balance, surplus 208,687 42,551
—(V. 34, p. 231, 378, 603, 687, 714, V. 35, p. 346, 515; V. 36, p. 29, 195, 399, 426, 560.)

Cineumati & Muskingum Valley.—Dec. 31, 1892, owned from Morrow, O., to Dresden Junction, O., 148 miles. Chartered as Cinn. Wilm. & Zanes, in 1851 and opened in 1857. Sold under foreclosure Oct. 17, 1863, and reorganized as Cincinnati & Zanesville March 11, 1864. Sold again Dec. 10, 1869, and reorganized as at present. Leased for 99 years from Jan. 1, 1873, to P. C. & St. Louis, lessees to pay all expenses and interest. any excess of earnings to inure to the lessors. Gross earnings in 1881, \$395,321, net earnings, \$20,275. In 1882 gross \$336,740; net \$36,864; interest paid, \$105,000; deficit advanced by lessee, \$18,135, against \$84,725 deficit in 1881. Capital stock, \$3,997,320. (V. 32, p. 498.)

\$36,864; interest paid, \$105,000; deficit advanced by lessee, \$18.135, against \$84,725 deficit in 1881. Capital stock, \$3,997,320. (V. 32, p. 498.)

Oliconnati New Orleans & Texas Pacific—This is the company organized to operate the Cincinnati Southern under the Erlanger Syndleate, and 51 per cent of the stock is held by the English company, the Ala. N. O. & Texas Pacific Junction Co., Limited. The rental due the Cin. Southern is \$812,000 per year till 1886, then \$912,000 till 1891, \$1,012,000 till 1896, \$1,102,000 till 1901, and \$1,262,000 till 1891, \$1,012,000 till 1896, \$1,102,000 till 1901, and \$1,262,000 till 1904. For 1882, gross carnings, \$2,570,057; net, \$991,131; rental, &c., \$886, '78; surplus, \$105,0'3; dividend in Feb., 1883, \$90,000. Theo. Cook, President. (V. 34, p. 79, 479, 521; V. 36, p. 80, 365.)

Cincinnati Northern.—Dayton. O., to Cincinnati, 60 miles. Connecting line of the Toledo Delphos & Burlington, and in March, 1883, consolidation with the Tol. Cinn. & St. Louis was voted. There are also \$1,000,000 of income bonds, and an authorized issue of \$1,000,000 mortgage bonds on the Avondale branch, of which \$700,000 are outstanding. The coupons of 1st mort, bonds from Oct, 1882, to Sept., 1884, inclusive, were to be funded into a 6 p.c. scrip. Stock, \$1,000.000. Gross earnings in 1881-82, \$17,360. (V. 36, p. 108, 365, 399; V. 37, p. 176.)

Cincinnati Richmond & Chicago.—March 31, 1883, owned from Hamllton, O., to Indiana State Line, 37 miles; leased, Richmond, Ind., to Ohio State Line, 7 miles; total operated. 44 miles. Chartered as Eaton & Hamilton in 1847 and opened in 1863. Reorganized

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DESCRIPTION.	Miles	Date	Size, or		IN'	TEREST	OR DIVIDENDS.	Bonds-Princi
For explanation of column headings, &c., see notes on first page of tables.	of Road.	of	Par	Amount	Rate per Cent.	When Payable	Where Payable, and by Whom.	pal, When Due Stocks—Last Dividend.
Cincinnati Northern.—1st, gold, mortgage	50	1880	\$1,000	\$1,000,000	6 g.	A & O	N. Y., Geo. W. Ballou.	Oct. 1, 1920
Cin. Richmond & Chic.—1st mort., guar. C. H. & D.	36	1866	1,000	560,000			N. Y., Winslow, L. & Co.	July, 1895
2d mortgage, guar. and owned by C. H. & D.	36	1869	1,000	65,000	7	J. & J.	do do	Jan. 1, 188
in. Richmond & Ft. W.—1st mort., gold, guar	90	1871	1,000	1.800,000	7 2.	J. & D.	N. Y., Winslow, L. & Co.	June, 1921
incinnati Sandusky & Cleveland—Stock.	190		50	4,015,750	2 & 108.		Boston, Office.	Dec. 1, 188
Martaga handa Candush D	190		50	428,197	3	M. & N.	do do	May 1, 188
Mortgage bonds, Sandusky, Dayton & Cincinnati		1866		666,000	6	F. & A.	Boston, Second Nat, Bk.	Aug. 1. 190
Mortgage bonds, Sandusky City & Ind.		1852		350,000	7	M. & S.	Boston, Office.	Sept. 1, 189
2d mortg. Cinc., Sandusky & Cleve.		1867	*****	1.072,300	7		Boston, Second Nat. Bk.	Dec. 1, 189
incinnati & Springfield—1st mortgage, guar* 2d mortgage.	80	1871	1,000	2,000,000	7	A. & O.		April 1, 190
incinnati Wahash & Mashing Ch. 1 (70 000 000)	48	1872	1,000	651,000	7	J. & J.	do do	1902
incinnati Wabash & Michigan—Stock (\$3,000,000)				1,944,500				
Preferred stock								
Preferred stock		*****						
1st mortgage		1881		The War.	412 & 6	M. & N.		1931
2d mortgage. 3d mort. (3 per cent for 10 years and 4 after)	****	1881		& Cin.	5	J. & J.		1931
1st income most non ensulation and 4 after)		1881		is in pro-	3-4	F. & A.		1931
1st income mort., non-cumulative. 2d income mort., non-cumulative.		1881		cess of	5			1931
Reltimore Short Line mentaring		1881	7 000	reorgani-	5		*********	1931
Baltimore Short Line mortgage. Cincinnati & Baltimore mortgage.		1869	1,000	zation.		J. & D.	*********	1904
Scioto & Hocking Veller mortgage		7004	1,000		7	J. & J.		1900
Scioto & Hocking Valley mortgage. leveland Akron & Oolumbus—Stock.	4777	1864	7.00	1 1000	7	M. & N.		Nov. 1, 188
Leveland Columbus Cincinnati & Ind Charle	144	****	100	4,000,000			***********	
leveland Columbus Cincinnati & Ind.—Stock 1st mortgage Bel. & Ind.	473	1004	100	14,991,600		F. & A.		Feb. 1, 188
do C. C. C. & I sinking fund	202	1864	1,000	367,000	7	J. & J.		Until 1899
do C. C., C. & I. sinking fund Cons. M. for \$7,500,000 (sink. fund 1 p. c.)	390	1869	1,000	3,000,000	7	M. & N.	do do	May, 1899
leveland & Mahaning Valley Charle	390	1874	1,000	2,948,000	7 or 6 g.	J. & D.	New York or London.	June 1, 191
leveland & Mahoning Valley—Stock.	127	1070	500 &c.	2,759,200	312	M. & N.	Cleveland, Office.	(3)
1st mortgage, extended	67	1873		740,500	7 g.	F. & A.	N. Y., U. S. Trust Co.	Aug. 1, 189
Niles & New Lisbon Let mentage	67	1876	500 &c.	654,600		M. & S.		Sept. 15, 189
Niles & New Lisbon, 1st mortgage. leveland & Marietta.—Stock	35	1870	500 &c.	500,000	7	J. & J.	N. Y., Union Trust Co.	Jan., 1890
1st mortgage	99	1000		1,547,000	7			
leveland & Pittsburg—Guaranteed stock	226	1880	50	1,000,000	7	F. & A.		Aug. 1, 190
4th mortgage (now 1st)	199	1862	500	11,221,100	134	QM.	N. Y., Farm. L. & T. Co.	Sept. 1, 188
Consolidated sinking fund mort. for \$5,000,000.	199	1862	1,000	1,096,000	6	J. & J.	do do	Jan., 1892
Tand more. for \$1,000.000	199	1001	1,000	2,491,000	7	M. & N.	do do	Nov. 1, 190

May 3, 1866, and leased in perpetuity from February, 1869, to C. H. & D. Co., the lessors to receive all surplus after expenses and bond interest. Gross earnings in 1882-33, \$254,003; net, \$109,844; interest liability, \$53,900; surplus, \$55,944. Capital stock, \$382,600; funded debt, \$625,000; total (cost of property), \$1,007,600.

Total\$865,482

\$755,105

-(V. 32, p. 15, 334, 420; V. 34, p. 264, 485, 601.)

Guedanati, O., 30 miles, of which 24 miles were leased from Clucinanati, O., 80 miles, of which 24 miles were leased from Clucinaniation, and the control of the control of

82, \$469 929; net, \$77,214. (V. 33, p. 124, 225, 468, 588, 715; V. 34, p. 408, 488, 574, 663.)

p. 408, 488, 574, 663.)

Cleveland Columbus Cincinnati & Indianapolis.—Dec. 31, 1882, owned from Cleveland, O., to Columbus, O., 138 miles; Galion, O., to Indianapolis, Ind., 203 miles; Delaware, O., to Springfield, O., 50 miles; leased, Cincinnati & Springfield RR, 80 miles; Levering Station to Mount Gliead, 2 miles; total operated, 473 miles. This was a consolidation in April, 1863, embracing the C. C. & C. and the Bellefontaine railroads. The company paid dividends prior to 1877, but after that the large decline in rates for through freight and the heavy rentals paid reduced the company's income so that no further dividends were paid until Feb. 1850. In Sept., 1831, consolidation with Cincinnati Hamilton & Dayton vote 1 on, but not effected. See V. 33, p. 100. The sinking fund provision of consolidated bonds may be canceled at option of holders. Annual report for 1882 in V. 36, p. 338, showed the following:

	INCOME	ACCOUNT.		
Receipts-	1879.	1880.	1881. \$	1882.
Net earnings	932,748	1,361,483	1,323,181	1,374,697
Rentals and interest.	83,912	102.406	86,271	103,125
Miscellaneous	19,750	123,405	32,240	94,305
Total income	1,086,410	1,587,294	1,441,692	1,572,127
Dishursements-				
Interest on debt	425,180	440,492	475,218	498,615
Taxes	117,014	118,188	112,688	121,276
Dividends	374,770	749,540	********	
Miscellaneous	47,864	16,437	268	12,313
Total disbursem'ts.	964,828	1,324.657	588,174	632,204
Balance, surplus	121,582	262,637	853,518	939,923
The prices of stock h	ave been:			
1882.	1883.	1	1882.	1883.
Jan 84 - 78	84 - 77	July 92	234 - 7234	7578- 694
Feb 82 - 75 ¹ ₂	7934- 6834		78	
March. 80 - 74	7434- 7218		- 8034	
April 7712 - 68 May 76 - 6858	7918- 74		318 - 8012	
May 76 - 6858 June 76 - 6512	7434- 6714		$5^{1}2 - 70^{7}8$ 1 - 75	
1 - (V. 34, p. 115, 176, 2	00, 201, 291.	315, 378, 43	0. 448, 448	DZI: V. 35.

-		Passenger	Freight (ton)	Gross	Net	Div.
Years.	Miles.	Mileage.	Mileage.	Earnings.	Earnings.	p.c.
1878	. 226	14,853,524	143,114,623	\$2,272,167	\$966,112	
1879	. 226	16,624,524	164,675,804	2,418,516	1.151.780	7
1880	. 226	18,083,711	172,535,850	2,699,290	1.275,488	7
1881	. 226	22,265,486	211,190,606	3,112,021	1,507,131	7
18 - 2	. 226	23,234,059	215,901,749	3,353,363	1,734,467	
-(V. 36,	p. 79.)					

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DESCRIPTION.	Miles	Date	Size, or	-	INT	PEREST	OR DIVIDENDS.	Bonds-Princi
or explanation of column headings, &c., see notes on first page of tables.		of Bonds	Par	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by Whom.	Stocks-Last Dividend.
Clev. & Pittsb (Continued) - Const'n & equip't bds		1873	\$1,000	\$1,798,000	7		N. Y., Farm. L. & Tr. Co	Jan. 1, 1913
Heve. Tuscar's Val. & Wheeling-1st M., (L.S.& T.V.)		1.871	1,000	2,000,000	7		N. Y., Union Trust Co.	Oct. 1, 1901
1st mortgage, new, prior lien		1878		700,000	- 7	A. & O.	1000	Oct. 1, 1898
2d mortgage, new		1877		1,372,000	7 7	J. & J.		April 1, 1907
E. & B., 1st mortgage		1872	****	180,000		M. & N.		May 1, 1892
Oleveland Youngs. & Pitts.—1st M.,g.,for \$1,600,000		1881	1,000	(3)	6 g.		N. Y., Central Trust Co.	July 1, 1921 June 1, 1898
Jolebrookdale-1st mortgage	13	1868	100&c.	600,000		J. & D.	Phila., Phil. & R. Office. Boston, Treas.'s Office.	July, 1909
Tolorado Central-1st mortgage, new	323	1879	1,000	4,701,000			N.Y., Nat. Park Bank.	Jan. 1, 1916
Columbia & Greenville-New mort., g'ld, coup. or reg		1881	1,000	2,000,000 1,000,000	6 g.	A. & O.		April 1, 1926
2d mortgage	164	1881	1,000		7	F. & A.		Feb. 1, 189
Tolumbia & Port Deposit-1st mortgage	40	1868	1,000	1,882,000	210	F. & A.	I mine., I chin. Itile.	Jan. 10, 188
Columbus Hocking Valley & Toledo-Stock	322	1007	100	10,316,500	5 g.	W & 8	N. Y., Winslow, L. & Co.	Sept. 1, 193
Consol. mortgage, gold (for \$14,500,000)	322	1881	1,000	1.401.000	7 8.	A. & O.		Oct. 1, 189
1st mortgage, sinking fund bonds	121	1867	500 &c.	777.000	7	J. & J.		Jan. 1, 189
2d mortgage bonds	121	1872 1875	1,000	2,474,000	7	F. & A.		Aug. 1, 190
Columbus & Toledo, 1st mortgage coupon, s. f	118	1880	1,000	422,000	7	M. & S.		Sept. 1, 190
do 2d mortgage coupon, s. f	118	1879	1,000	1,584,000	7	M. & N.		May 1, 191
Ohio & W. Va., 1st M. (s. f. \$15,000 begins in '86)	83 45		1.000	1.000,000	7	M & S	Bost., 3 Merchants' Row	Sept. 1, 190
Jolumbus Springfield & Cincinnati-1st mort	60	1871 1881	1,000	677,000	7	J. & J.		Jan. 1, 191
Columbus & Western-1st mort. (end. by Cent. Ga.)			50	1,786,200	2	QM.	Columbus Treasury.	June 10, 188
Jolumbus & Xenia—Stock	55	1860	1.000	302,000	7	M. & S.	N. Y., Am. Exch. N. B'k	Sept. 1, 189
1st mortgage	142		50	1.500,000	5	MEN	Bost. & Manchester, N.H.	May 1, 188
loncord—Stock	71	1874	500 &c.	500,000	7		Bost., Treasurer's office	1894
Joncord & Claremont-Bonds	41	1	100	350,000	312	J. & J.	Bost. & Manchester, N. H.	July 2, 188
loncord & Portsmouth—Stock, guaranteed	29	1875	500 &c.	325,000	7	A. & O.		Oct. 1, 189
Connecticut Central—1st m. for \$400,000, cp. or reg.	147	1	100	2,244,400	3	F. & A.		Aug. 1, 188
Nonnecticut & Passumpsic—Stock	110	1873	100 &c.	1,500,000	7	A. & O.		April 1, 189
Mortgage bolids dry go Conn & Pagg	38		100 00.	400,000	3	F. & A.		Aug. 1, 188
Massawippi st'k, guar. same div. as Conn. & Pass. do bonds, guar. by Conn. & Pass	38	1870	1.000	400,000	6 g.	J. & J.		Jan. 1, 189
Newport & Richford bonds, guar. by C. & P	22	1881	1.000	350,000	5 5.	J. & J.		Jan. 1, 191
Jonnecticut River—Stock	80		100	2,370,000	4	J. & J.	Boston, Bost. & Alb. RR.	July 2, 188
Jonnectical River—Stock	7	1864	1,000	991,000	6	M. & S.	Phila., Penn. RR. Office.	1900-'1-'2-'3-
Consolidated RR. of Vermont—1st mortgage		1883	100 &c.	7,000,000	5	J. & J.		July 1, 191
Mortgage bonds	73	1879	100 000	50,000		A. & O.		Oct., 1909
Missisquoi Railroad bonds		1871	500 &c.		7	J. & J.	St. Albans, W. C. Smith.	Jan. 1, 189

ing debt, \$594,195; total liabilities, \$2,973,295. Cost of property, \$2,024,327.

Columbus Hocking Valley & Toledo.—Dec. 31, 1882, owned main line from Toledo to Pomeroy, 257 miles; branches—Logan to Athens, 26; Logan to Straitsville, 13; Straitsville to Nelsonville, 17; others, 11; total, 324 miles. This was a consolidation in July, 1881, of the Col. & Hocking Valley, Columbus & Toledo, and Ohio & West Virginia. The stocks of those companies were purchased and new consolidated stock for \$20,000,000 made, of which the above was issued. Of the consolidated mortgage \$6,500,000 is reserved to meet the prior liens. The Central Trust Co. of New York is trustee. Annual report in Vol. 37, p. 150. In 1881 the gross earnings were \$2,586,437 and net earnings \$1,133,702. (V. 34, p. 408; V. 35, 102, 131, 213, 478, 486; V. 36, p. 251; V. 37, p. 150.)

Columbus Springfield & Cincinnatu.—June 30, 1882, owned from Columbus, O., to Springfield, O., 44 miles. Leased to Ind. Bloom. & West. May 1, 1881, for 3313 per cent of gross earnings, with guarantee of \$80,000 as minimum. Of the excess over minimum, if any, on 3313 basis, this company takes 15 and Cincinnati Sandusky & Cleveland 45. Capital stock, \$1,000,000, and bonds, \$1,000,000.

Columbus & Western—June 30, 1882, owned from Opelika to Goodwater, Ala., 60 miles; operates Columbus Branch of Western RR. of Ala., 29 miles—total 89 miles. The Savannah & Memphis RR. was foreclosed June 5, 1880, and this Company organized. Extension was in progress from Goodwater to Birmingham, Ala The bonds are endorsed by Cen. RR. of Goorgia. Earnings in 1881-82, \$144,744; net. \$20,609. Stock, \$1,750,000.

Columbus & Xenia.—Dec. 31, 1882, owned from Columbus, 0, to Xenia, 0, 55 miles. Is operated as a division of the Little Mind.

RR. of Georgia. Earnings in 1881-82, \$144,744; net. \$20,609. Stock, \$1,750,000.

Columbus & Xenua.—Dec. 31, 1882, owned from Columbus, O., to Xenia, O., 55 miles. Is operated as a division of the Little Miami, and is leased for 99 years in connection with that road to the Pittsburg Cincinnati & St. Louis, which pays 8 per cent on stock and provides for the bonds. The lease is guaranteed by the Pennsylvania Railroad Company. The Columbus & Xenia pays 825 per cent dividend per annum.

Ooncord.—March 31, 1883, owned from Concord, N.H., to Nashua, N.H., 35 miles; Manchester & North Weare, 19 miles; Hookset Branch, 7 miles; leased—Concord & Portsmouth, 41 miles; Succook Valley, 20 miles; Nashua Acton & Boston, 20 miles; total operated, 142 miles. Operations, earnings, and income over rentals, &c., for 4 years past were:

Passenger Freight (ton) Gross Net Div. Years. Miles. Mileage. Mileage. Earnings. Earnings. D. 1879-80. 142 11,081,309 29,066,834 \$370,088 \$346,732 10 1880-81. 142 13,118,217 39,295,384 955,000 362,668 10 1881-82. 142 21,493,671 31,976,137 1,25×419 471,208 10 —(V. 34, p. 315, 520, 603; V. 35, p. 160; V. 36, p. 560, 650, 675.)

Concord & Claremont.—March 31, 1882, owned from Concord to Claremont, N. H., 56 miles; branch, Contoocookville to Hillsborough, N. H.,

15 miles; total operated, 71 miles. Consolidation of several small roads in 1873. Gross earnings in 1882-83, \$153,259; net earnings, \$44.103. Capital stock, \$410,900, and bonds, \$500,000; total stock and bonds, \$910,000. Original cost of property, \$1,850,000. Floating debt, \$254,245. (V. 36, p. 675.)

Concord & Portsmouth.—March 31, 1883, owned from Portsmouth, N. H., to Mauchester, N. H., 40½ miles. The road was sold to first mortagae bondholders in 1857, and leased to Concord RR. in 1858. Lease rental is \$25,000 a-year, which gives 7 per cent a year to present stockholders. There is no debt.

Connecticut Central.—Sent. 30, 1882, owned from Fast, Hartford, Ct.

holders. There is no debt.

Connecticut Centrat.—Sept. 30, 1882, owned from East Hartford, Ct., to Mass. State Line, 20 miles; branch from Melrose to West Street, Ct., 7 miles; total operated, 28 miles. Leased to New York & New England R.R. from June 1, 1880. Capital stock, \$448,500; funded debt, \$325,000 (all owned by New York & New England Railroad); and bills, overdue coupons, &c., \$7,214. (V. 35, p. 574.)

Connecticut & Passumpsic.—June 30, 1882, owned from White River Tunction, Vt., to Canada Line, 110 miles; leased, Massawippi Valley and branch (Canada), 37 miles; total operated, 147 miles. Chartered in 1835. Completed in 1863. The lease of Massawippi Railroad is at 6 per cent on bonds and same dividends as are paid on the stock of the lessee. Abstract of last report in V. 35, p. 347. Operations and earnings for four years past were as follows:

Passenger Freight (ton) Gross Net Div.

		Passenger	rreight (ton)	CILUSS	7400	TATAR
Years.	Miles.	Mileage.	Mileage.	Earnings.	Earnings.	
1878-9		4:400.575	8,574,448	\$544,142	\$219,695	3
1879-80	147	6,174,878	13,670,452	657,547	226,139	
1880-81	147	6.117,700	19,726,662	774,146	311,165	
1881-82	147	7.198,586	22,589,950	851,749	303 845	6
-(V. 33, p.	327; V	. 35, p. 297,	347.)			

Connecticut River.—Sept. 30, 1882, owned from Springfield, Mass., to South Vernon, Vt., 50 miles; branches, 6 miles; leased Ashuelot RR., S. Vernon, Vt., to Keene, N. H., 24 miles; total operated, 80 miles. Net income 1880-81, \$236,051; 1881-82, \$252,418. Pays 8 per cent dividends on stock and has paid off all the funded debt. V. 35, p. 103, 577.)

Connecting (Philadelphia).—Dec. 31, 1882, owned from Mantua Junction to Frankford Junction, Pa., 7 miles. A connecting link in Philadelphia to the West and South. Operated by Pennsylvania Railroad. Rental, 6 per cent on capital stock, \$1,278,300; and funded debt, \$991,000. The bonds are issued in series A B C and D, maturing respectively in 1900-11, '2, '3 and '4.

onsolidated Railroad of Vermont.—Road owned—Windsor, Vt., to Burlington, Vt., 120 miles; Essex Junction to Rouse's Point. 47; Essex to Burlington, S. Swanton to State line, 10. Leased—Addison RR., 16 miles; M ntpelier & White River RR., 8; Montreal & Vt. Junction RR., 26; Rutland RR., 120; Stan. S. & Ch. RR., 43; Vermont & Mass., 21; New London No., 100; Brat. & Whitehall RR., 36. Total owned, loased and operated. 555 miles.

This is the title of the new corporation formed on the reorganization of the Central Vermont and Vermont & Canada companies. The holders of the first and second mortgage bonds filed articles of association with the Secretary of State of Vermont on April 24, 1883, for organizing the new company. Preferred stock is \$750,000. (See scheme of reorganization in V. 35, p. 125.) (V. 36, p. 479, 560, 623, 674.)

Connotton Valley.—Owns from Cleveland to Sherrodsville, 103 miles; Canton to Coshocton, 55; Oneida to Minerva, 3; total, 161. In Feb., 1882, the company became embarrassed and new arrangements were made. The consol mortgage was issued (87,000,000 authorized) in two series, of 5 and 6 per cent bonds, only different in that the first take 5 per cent until May, 1845, and then 6 per cent. All the old 7 per cents, except \$69,000 and all the Con. & Straitsville bonds, except \$78,000, lad been retired up to Jane, 1883. Preferred stock issued is \$885,850; common stock, \$5,000,000. Gross earnings, 1882, \$231,640; net, \$37,664. Miles operated, 125. In Nov., 1882, default was made on the bonded interest. In February, 1883, subscriptions for \$750,000 were solicited. (V. 34, p. 264, 434, 443, 443, 740, 574, 663; V. 35, p. 133, 313, 486, 515, 763; V. 36, p. 195, 312, 674; V. 37, p. 74, 99.)

Corning Cowanesque & Antrim.—Dec. 31, 1882, owned from Corning, N. Y., to Antrim, Pa., 53 miles; branch, Lawrenceville to Harrison Valley, Pa., 32; total operated, 85 miles. Consolidation (Jan., 1873) of the Blossburg & Corning RR. and the Wellsboro RR. June 1, 1874, the Cowanesque Valley RR. was absorbed. These lines are leased to a operated by the Fall Brook Coal Co. Rental paid—7 per cent on bonds, 6 per cent on common stock and 7 per cent on preferred stock; dividends paid quarterly, March 31, &c. Stock—common, \$1,500,000, and preferred, \$500,000. The line of Reading and N. Y. Central will be over the road of this company, which jointly guarantees the bonds of the Jersey Shore Pine Creck & Buffalo road. Earnings in 1882, \$571,537; net, \$139,261. (V. 35, p. 235, 546.)

Cumberland & Pennsylvania.—Dec. 31, 1882, owned from Cumberland, Md., to Piedmont, Md., and several branches, 55 miles; almost all steel rail. It is owned and operated by Consolidation Coal Company, which guarantees second mortgage.

11

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

DESCRIPTION.	Miles	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Princ
For explanation of column headings, &c., see notes on first page of tables.	of Road.	of	Par Value.	Amount Outstanding	Rate per Cent.	When Payable	Where Payable and by Whom.	pal, When Due Slocks - Last Dividend.
Connotton Valley-New consolidated mortgage	161	1882	\$1,000	\$5,594,000	5 & 6	M. & N.	Boston, Co.'s Office.	May 1, 1922
Corning Cowanesque & Antrim-1st mort., gold	78	1375	1,000	225,000	7 g.	J. & J.	Phila, F. I. T. & S. D. Co.	July 1 1885
Oumberland & Pennsylvania-1st mortgage	38	1866	1,000	803,500	6	M. & S.	N.Y., Consol.Coal Office	March 1, 189
2d mortgage, sinking fund, (guaranteed)	38	1868	1,000	445,000	6	M. & N.	do do	May 1, 1888
Cumberland Valley—Stock (\$484,900 is preferred). 1st mortgage.	125		50	1,777,850	212	QJ.	Phila. and Carlisle, Pa.	July 2, 1883
2d mortgogo ginking for d	52		500 &c.	161,000	8	A. & O.	Phila., T.A. Biddle & Co.	April 1, 1904
2d mortgage, sinking fund guaranteed	52		500 &c.	109,500	8	A. & O.	do do	April 1, 1908
Danbury & Norwalk—Stock.			100 &c.	81,800	6	A. & O.	do do	Jan. 1, 1884
1st and 2d mortgages.	34	170 170	50	600,000	212	Various	New York and Danbury	April 20, 1883
Consolidated	33	'70-'72 1880	100 &c.	400,000	7	J. & J.	N. Y., Nat. City Bank.	1920, '90, '92
Danv. Olney& O. Riv.—1st (for \$1,000,000) cp.or reg.	100	1880	500 &c.	100,000	6	J. & J.	do do	1920
Dayton & Michigan—Com. stock (3½ guar.C.H.&D.)	141		50	801,000 2,402,573	7	J. & J.	N. Y., Farm. L. & Tr. Co.	Jan. 1, 1910
Preferred stock, (8 per cent. guar. C. H. & D.)	141	1871	50	1,211,250	1.66	A. O. U.	Cincinnati C. H & Li Co	April 1, 1883
2d mortgage.	142	1867	1.000	426,000	7	QJ.	N. Y., Winslow, L. & Co.	April 4, 1883
3d mortgage		1869	1.000	351,000	7	M. & S.		Sept., 1884
Consol. mortgage, guar. by C. H. & D.	142	1881	1.000	1,898,000	5	A. & O. J. & J.	do do	Oct., 1888
Dayton & Union-1st mortgage	32	1879	1,000	225,000	7	T & D	do do	Jan. 1, 1911
Income mortgage bonds	02	1879	1,000	. 173,000	6	J. & D.	N.Y., Am. Exch. Nat. Bk.	Dec. 1, 1909
Dayton & Western-1st M., guar. L. M. and C. & X.	41	1865	1,000	495,000	6 & 7		N. Y., Am. Exch. N. B'k	After 1910
Diliware-Stock	85		25	1,497,215	3	J. & J.	Dover, Co.'s Office.	Jan. 1, 1905
Mortgage bonds, convertible, guar. P. W. & B	85	1875	1,000	650,000	6		Phil., Fid. I.T.&.S.D. Co.	July 2, 1883 July 1, 1895
Delaware & Bound Brook-Stock, guaranteed	31			1,692,000	134	QF.	Philadelphia.	Feb., 1883
1st mortgage	27	1875		1,500,000	7	F. & A.	Phila., Guar. T. & S.D. Co.	May, 1905
2d mortgage debenture bonds, reg				192,000	6	M. & N.	Philadelphia.	may, 1000
Delaware Lackawanna & Weslern-Stock	546		50	26,200,000	2	QJ.	New York, Office.	July 20, 1883
Consol. mort., on roads & equipm't, (\$10,000,000)	288	1877		3.067,000	7	M. & S.	do do	Sept. 1, 1907
Plain bonds.		1872	1,000	600,000	7	J. & D.	do do	June, 1892
Lackawanna & Bloomsb., 1st mort. (extension)	60	1859	100 &c.	370,900	7	M. & S.	do do	March, 1885
Denver & New Orleans-1st mortgage.	2 2222		****	(?)				
Denver & Rio Grande—Stock.	1,067	1000	100	33,000,000	112	QJ.	N. Y., Company's Office.	Jan. 14, 1882
1st mort., gold, sinking fund.	294	1870	500 &c.	6,382,500	7 g.	M. & N.	do do	Nov. 1, 1900
1st consol. mortgage (\$15,000 per mile)		1880	500 &c.		7	J. & J.	do do	Jan. 1, 1910
Car trusts (mature 10 per cent yearly	000	1001	7.000	3,613,000	7 & 6			Yearly.
гото тель тель тов, g. (ф10,000 р.ш.), ср. от гед.	380	1881	1,000	6.157,000	6 g.	M. & S.	N. Y., Co.'s Agency.	Sept. 1, 1911

Cumberland Valley.—Dec. 31, 1882, owned from Harrisburg, Pa., to Potomae River, Md., 82 miles; leased—Martinsburg & Potomae RR., 12 miles; Dillsburg & Mechanicsburg RR., 8 miles; Southern Pennsylvania RR., 21 miles; Mont Alto RR., 18 miles, controlled; total controlled and operated, 141 miles. Chartered in 1831. Main line, Harrisburg to Chambersburg, completed in 1839, and extended to the River in 1872. Owns or leases several factory roads, in all about 43 miles. The stock is owned in large part by Pennsylvania RR. Co. Last annual report V. 36, p. 364. Large advances have been made to branch roads. Operations and earnings on the main line for three years past were as foll ws:

Passenger Freight (ton) Gross

Years. Miles. Mileage. Mileage. Earnings. Earn'gs. Pref. Com. 1880... 125 7,386,350 14,048,062 \$536,945 \$230,199 10 10 1881... 125 8,967,357 18;364,654 622,538 220,429 10 10 1882... 125 9,703,700 23*210,726 689,305 229,452 10 10 —(V. 32, p. 311; V. 34, p. 376; V. 36, p. 304, 364.)

-(V. 32, p. 311; V. 34, p. 376; V. 36, p. 304, 364.)

Danbury & Norwalk.—Sept. 30, 1882, owned from Danbury, Conn., to Wilson Pt., South Norwalk, Conn., 26¹² miles; branches to Ridgefield and Hawleyville, together 10 miles; total operated, 34 miles. Dividends have been irregular. Operations and earnings for three years past were as follows:

 as follows:
 Passenger Mileage.
 Freight (ton)
 Gross

 1879-80
 .34
 3,301,269
 1,308,897
 \$184,407

 1880-81
 .34
 3,608,823
 1,228,328
 195,163

 1881-82
 .369,23
 3,698,560
 1,330,145
 200,993

 -(V. 33, p. 559; V. 34, p. 176; V. 35, p. 237.)
 237.)
 Div. p. c. 21₂ 5 5

Danville Olney & Ohio River.—This road is projected from Danville, Ill., to Olney, and to the Ohio River, 243 miles, of which 110 miles, Danville to Olney are in operation; also 20 miles of Chic. & East. Ill. leased. Bonds offered in 1881 by R. M. Raven & Co., at par, with \$500 stock given with each \$1,000 bond. Stock authorized, \$2,000,000; issued, \$1,000,000. In Nov., 1882, company became embarrassed and receiver appointed. (V. 35, p. 265, 266, 373, 538, 574, 658; V. 36, p. 29, 80, 510.)

payton & Michigan.—March 31, 1883, owned from Dayton, O., to Toledo, O., 141 miles. Opened in 1862. Leased in perpetuity to the Cincinnati Hamilton & Dayton. In March, 1881, voted to issue a 5 per cent consol mortgage bond. Of the common stock\$1,010,000 only is guaranteed 3½ by C. H. D. Less in 1830-81, \$13,078. Gain, 1881-82, \$27,182; gain, 1882-83, \$201,133. The lessees hold \$1,398,100 of the common stock (V. 32, p 312.)

Dayton & Union.—Outober, 1883, owned from Dodson, O., to Union Cicy Ind., 32 miles; leased Dayton to Do Ison, 15 miles; total oper 'ed, 47 miles. The Greenville & Miami RR. was sold out Oct. 30, 1872, and rerganized as now in Feb, 1862. Operated by trustees since Dec., 1871. Capital stock, \$36,300; funded debt, \$399,200, and other liabilities, \$29,906; total, \$515,406. Property account, \$623,363. (V. 32, p. 69.)

Dayton & Western.—Dec. 31, 1832, owned from Dayton, O., to State Line, Ind., 37 miles. Leased in perpetuity from Jan. 1, 1865, to Little Miami, and carried with that road in the general lease to the P. C. & St. L. The lessees are virtual owners and are answerable for all obligations.

Delaware.—Oct. 31, 1882, owned from Delaware Junction (P. W. & B.), Delaware and Queen Anne & K. railroads. The Delaware Railroad was opened 1855–1860, and is leased to the P. W. & B. Co.; rental 30 per cent of gross earnings, but stock must have 6 per cent. Gross earnings in 1880-81, \$428,747; net, \$128,624. Gross in 1881-82, \$595,078; net, \$178,528.(V. 34, p. 86.)

Belaware & Bound Brook.—December 31, 1882, owned from Bound Brook (C. of N. J.) to Delaware River, 27 miles; branch, main line to Trenton, 4 miles; total operated, 31 miles. In connection with Central of New Jersey and North Pennsylvania forms a line between New York and Philadelphia. In May, 1879, the property was 4eased for 990 years to the Philadelphia & Reading Railroad Company—the lessee paying interest and 8 per cent on stock after May, 1883. Gross carnings in 1881, \$668,489; net. \$334,462. In 1882, gross. \$693,52; net, \$326,334. (V. 32, p. 611.)

\$226,334. (V. 32, p. 611.)

Delaware Luckawanna & Western.—Dec. 31, 1892, owned from Delaware River (N. J. line) to New York State line, 115 miles; branches—Scranton to Northumberland, 80 miles; Greenville to Winton, Pa., 8 miles; to Storrs, 3 miles; Juaction to Keyser Valley, Pa., 5 miles; leased lines in New York—N. Y. Lack. & Western RR., 214 miles; Cayuga, & Susquehanna RR., 31 miles; Green RR. 8 miles; Oswego & Syracuse Railroad, 35 miles; Utica Chenango & Susquehanna Valley Railroad, 97 miles; Yalley Railroad, 12 miles; controlled and operated—Syracuse Binghamton & New York, 81 miles; Rome & Clinton RR., 13 miles; Utica Clinton & Binghamton, 31 miles; leased lines in New Jersey—Chester RR., 10 miles; Morris & Essex, 118 miles; Passaic & Del., 14; total operated, 390 miles. In 1832 the important connection to Buffalo, the N. Y. Lack & West., was opened, and the road was leased by this company. For the terms of leases, see remarks under the names of the respective leased roads. The Lackawanna & Bloomsburg was consoli-

dated with this company June 19, 1873. The following is a synopsis of the annual statements of the company for four years: 1879. 1880. 1881. 1882. $\frac{1}{3}$ $\frac{1}{3}$ $\frac{1}{3}$ Earn'gs, receipts, coal, &c.20,226,708 21,656,604 27,396,526 27,006,267 Operating expenses......16,416,256 15,753,134 19,632,662 20,163,078

Net receipts...... 3,810,452 5,903,470 7,763,864 6,843,189

INCOME ACCOUNT. \$ 3,810,452 5,903,470 7.763,864 6,843,189 3,624,431 3,627,381 3,558,494 3,620,708 186,021 2,276,089 786,000 Balance, surplus..... Dividends*.... 4,205,370 3,222,481 1,768,500 2,096,000

Balance after dividends .. 186,021 1,490,089 2,436,870 1,126,481

*In 1830 3 per cent; in 1831, 63 per cent; in 1882, 8. –(V. 33, p. 73, 716; V. 34, p. 144; V. 36, p. 218, 687.)

-(V. 33, p. 73, 716; V. 34, p. 144; V. 36, p. 218, 687.)

Denver & New Orleans.—Projected from Denver, via Pueblo to the Canadian River, 350 miles, and in 1882, Denver to Pueblo, 120 miles, and '3 m les branches, had been completed. Built by a Construction Company. See circular in V. 35, p. 601. Loan of \$12,000,000 mortgage bonds was authorized Sept., 1882, and capital stock was increased to \$15,000,000. In 1883 the Construction Co. became embarrased and \$2,286,000 bords and \$2,340,900 stock pledged were to be sold by the Mercantile Trust Co. Jno. Evans, President. (V. 35, p. 131, 347, 601, 677; V. 36, p. 536, 590, 623; V. 37, p. 68, 99.)

be sold by the Mercantile Trust Co. Jno. Evans, President. (V. 35, p. 131, 347, 601, 677; V. 36; p. 536, 590, 623; V. 37, p. 68, 99.)

Denver & Rio Grande (3 ft.)—(See Map, page xxxl.)—Dec. 31, 1882, owned from Denver City, Col., to Alamosa, Col., 251 niles; branches—Pueblo, Col., to Cañon City and Coal Mines, 44 miles; Cuchara, Col., to El Moro, Col., 45 miles; also lines to Leadville, Durango, Giunison City, Crested Butte, Redeliffe, Kokomo, Silver Cliff, and others, the total operated Jan. 1, 1833, aggregating 1,281 miles. On March 30, 1883, connection to Salt Lake was finished by the Denver & Rio Grande Western, and that road leased, this company paying 40 per cent of gross earnings as re tal.

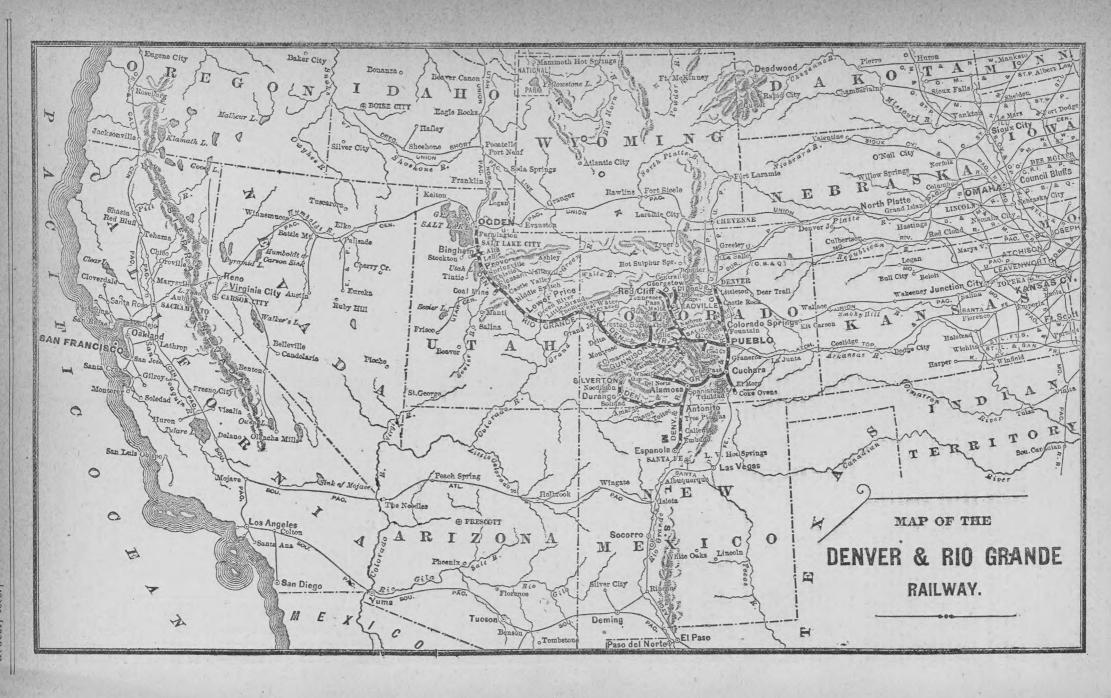
The trust deed of the consolidated mortgage is to Louis H. Meyer and John A. Stewart, of New York, as trustees. The deed is to secure and provide for an issue of bonds, the amount afloat at one time not to exceed \$30,000,000, of which \$7,422,200 were to be used in retiring prior issues, and the balance issued for the purpose of building and completing the extensions, and the bonds were issued at \$15,000 per mile. Of the consol. mort. \$1,040,000 were exchanged for Arkaness Division bonds held by trustees of the Colorado Coal & Iron Co.

The annual report for 1832 in the Chronicle, V. 36, p. 477, gives particulars of the financial condition, &c. The report of Mr. Palmor, President, had the following remarks:

"The operating expenses were 59-66 per cent of the gross receipts, but this included the rebuilting of eighty-one cars (at a cost of over \$50 000), which had been destroyed during this and previous years, as also the substitution of steel for iron rails on forty miles of road south of Pueblo."

"Since the date of last report, your company has leased the road of the Denver & Rio Grande Western Railroad Company for a term of thirty years. The terms of the lease are, that your company pay the lessor co apany 40 per cent of the gross receipts of the leased line, if that sum is sufficient to pay the interest on its bon

cent." * *
"The amount of interest for which your company will be responsible under the lease when the line reaches Ogden will be about \$400,000 per annum, which would require \$1,000,000 gross caraings. It is not unreasonable to expect from the business done during the past five months on 155 miles of detached line that the gross earnings of the whole line when put in operation will reach at least \$1,500,000 per annum.



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DESCRIPTION.	Miles	Date	Size, or		IN'	TEREST	OR DIVIDENDS.	Bonds-Prine
For explanation of column headings, &c., see notes on first page of tables.	of Road.	of	Par	Amount Outstanding	Rate per Cent.	When	Where Payable, and by Whom.	stocks—Last Dividend.
Denver South Park & Pacific—Stock	212		\$100	\$5,292,800	4		New York.	Aug. 15, 1880
1st mortgage, gold, sinking fund	208	1876	1.000	1,800,000	7.	WEN	N.Y., London & Frankf't	May 1, 190
Consol. mort. gold (\$17,000 per mile)		1880	1,000	1,534,000		J. & J.		Jan. 1, 192
Denver West. & Pac 1st M., gold (\$30,000 per m.)		1881	1,000	1,000,000		J. & J.	New York.	Jan. 1, 191
Des Moines & Ft. Dodge-1st mort., coup	87	1874	1,000	1,200,000		J. & J.	N. Y., Morton, B. &Co.	June 1, 190
1st mortgage, income	87	1874	1,000	1,200,000	6	J. & J.	do do	June 1, 190
MOTEGAGE ON EXTENSION	5.0	1881	1,000	672,000		J. & J.		1905
Des Moines Osceola & Southern-1st M. (\$6,000p.m.)	300	1880		670,000	7	J. & J.		1896
Detroit Grand, Haven & Milwaukee-Stock	180		100	1.500,001	4			1831
1st mortgage, guar., (for \$2.000,000)	189	1878	1.000	1.750,000	6	A. & O.	New York & London.	1918
Consolidated mortgage, guar	100	1878	200 &c.	3,200,000	5-6	A. & O.	do do	1913
3d mortgage (Detroit & Pontiac RR.), Feb. 1854.		1854	1,000	250,000	8	F & A	N.Y., Canad'n B. of Com.	Feb. 15, 188
verrou Huisaale & S. W.—Stock	65		-,	1,350,000		I & T	N. Y., Winslow, L. & Co.	
Detroit Lansing & North.—Stock, common	200		100	1,825,600		F. & A.	Boston.	July 5, 188
Preferred stock	222		100	2,503,300	319	F. & A.	Boston.	Aug. 15, 188
1st mortgage	222	1877	500 &c.	2,487,000	7 2	I G A.	Poster Od Not Post	Aug. 15, 188
lonia & Lansing, 1st mort, coup, may be rec	59	1869	1.000	770,000	. 8	J. & J.	Boston, 2d Nat. Bank.	Jan 1, 190
Detroit Mackinac & Marquette-1st mortgage	152	1882	1,000	2,280,000	6	1 & 0	do do	July 1, 188
Land grant bonds (income)	102	1831	1,000	4,560,000	7	A. & O.	N. Y., Metrop. Nat. Bk.	Oct. 1, 192
Income bonds		1881	1,000	1,500,000	-	A. & O.		Oct. 1, 191
Saginaw & West. mortgage. guaranteed	36	1883	1,000	432,001	6	J. & J.	*********	Oct. 1, 192
hibuare & Dak.—1st M., gold, yn (navable at 105)	63	1879	1,000	630,000	6 g.	J. & J.	NY 37 36 W. C	July 1, 191
Pubuque & Sioux City—Stock	143		100	5,000,000	o g.	J. & J.	N.Y.,M.K.Jesup,P.&Co.	July 1, 191
1st martgage 2d division	43	1864	500 &c.	586,000	3	A. & O	N.Y., M.K.Jesup, P.& Co.	April 16, 188
1st mertgage, 2d division. Duluth & Winnipeg—1st mortgage, gold, land grant	40	1881			7	1. 00 .1.	V.Y., Jesup.Paton & Co.	1894
2d mortgage income			1,000	18,000 p.m.		M. or N.	N. Y., Central Trust Co.	May 1, 191
2d mortgage, income. Dunkirk Allegh. Valley & Pittsourg—1st mort., gold	90	1870	1,000	7,000 p.m.				
2d mortgage	90			2,000,000	7 g.		N.Y., N.Y. Cent. & Hud.	June, 1890
3d mortgage	90	1870	1,000	1,000,000	7	A. & O.	do do	Oct. 1, 189
ast Broad Top.—1st mortgage, registered.	90	1870	1,000	200,000	7	A. & O.	do do	Oct. 1, 189
ast Pennsylvania—Stock.	30 36	1873	1,000	500,000	7	J. & J.	Philadelp'a, Co.'s Office.	July 1. 190
1 at months and	36	****	50	1,709,550	3	J. & J.	Phila., by P. & R. RR.	July 17, 188
1st mortgage.	36	1858	100 &c.	495,900	7	M. & S.	Phila., P. & R. office.	Mar. 1, 188
ast Tennessee Virginia & Georgia-Common stock.	902		100	27,500,000				
Preferred stock (6 per cent)	4 100	****	100	16,500,000				
Consol. mort. gold (for \$22,000,000) Consol. mort. "Divisional" bonds	1,123	1880	1.000	14,491,000	5 g.	J. & J.	N.Y., Metropolit'n N.Bk.	July 1, 193
Couse, more, "Divisional" ponds	;	0.000	1,000	2.650, 00	5	J. & J.	do do	July 1, 193

Tot. miles oper'd at close of yr Earnings—	. 1880. 686 \$	1881. 1,067	1882. 1,282
Passenger Freight. Mail, express, &c	945,030 2,411,457 121,579	1,563.632 4,332,150 348,998	1,589,558 4,412,185 403,237
Total gross earnings Operating expenses	3,478,066 1,767,605	6,244,780 3,6-0,030	6,401,980 3,821,123
Net earnings	1,710,461	2,624,750	2,583,857
Receints	OME ACCOUN	NT.	
Total net income	1,730.768	2,624,764	2,620,628
Interest on debt	1,150,453	1,199,541 149,830	1,602,443 224,430
Dividends	246,512	(6) 914,100 19,607	73,876
Total disbursements Balance, surplus	333 803 1, 213, 313,	339, 347, 430, 4	719,879

Deuver & Rio Grande West. (narrow gauge)—This company's mortgage covers lines in Utah Territory of about 469 miles in all. In May, 1884, the official statement gave completed 366 miles, as follows: From Salt Lake City to the border of Colorado, 274°20 miles; fr m Salt Lake City to Ogden, 36°45 miles; branch to Bing am Canyon, 16°25 miles; branch up Little Cottonwood, 18°20 miles; branch to Pleasant Valley Coal Mines, 21 miles; total completed, 36°11 miles. The stock by charter is \$18,000,000; issued on 46° miles, \$7,500,000. The road is leased for 30 years to the Denver & Rio Grande, at 40 per cent of gross earnings, with a guaranty of interest by the lessee on \$7,500,00 list mortgage bonds so far as issued. (V. 34, p. 145, 291, 292, 679; V. 35, p. 431; V. 36, p. 169, 560, 674, 675.)

Denver South Park & P. (3 th.)—Dec. 31, 1882, owned from Denver Col.

p. 431; V. 36, p. 169, 560, 674, 675.)

Denver South Park & P. (3 ft.)—Dec. 31, 1882, owned from Denver, Col., to Buena Vista, Col., 135 miles; extension to Gunnison, 68 miles; Morrison Br., 11 miles; Breekenridge Br., 35 miles; Fairplay Br., 15 miles; others, 3 miles; total, 269 miles. First mortgage bonds issue at the rate of \$12,000 per mile of finished road. In Oct., 1880, the consol. mortgage was made for \$15,000,000, to be at \$17,000 per mile on whole road, old and new, less the amount of first mortgage on the old. Stock controlled by Union Pacific. In 1881 gross earnings were \$1.464.228; net, \$309,757; in 1882 gross, \$1,558,723; net, \$377,449.—(V. 35, p. 102, 103.)

old. Stock controlled by Union Pacific. In 1881 gross earnings were #1.464.228; net, \$309,75; in 1882 gross, \$1,558,723; net, \$377,449. — (V. 35, p. 102, 103.)

Denver Western & Pacific.—From Denver to Longmont, Col. For \$3,060 in cash the company gave \$3,000 in 1st mortgage bonds and \$1,500 in stock. Stock \$1,000,000, of which Un. Pacific owns \$762,500. Des Moines & Fl. Dodge.—Dec. 31, 1882, owned from Des Moines to Fort Dodge. Lowa, 87 miles, with an extension 56 miles to Ruthven, connecting with Chicago Mil. & St. Paul. First 87 miles originally a division of the Des Moines & Valley RR., built in 1870 and sold out in 1873. Gross earnings in 1880 were \$324,72\(\tilde{\text{c}}\); net, \$143,92\(\text{u}\). In 1881, gross, \$401,532; net, \$172,543. In 1882, gross, \$47,168; net, \$120,286. Common stock. \$4,283,000; preferred, \$758,280. Annual report in V. 36, p. 622. (V. 34, p. 114, 175, 549, 663, 679; V. 35, p. 313,574.603; V. 36, p. 6922.)

Des Moines Osceola & Southern.—Projected from Des Moines, Ia., to Kansas City, Mo., 300 miles, of which a portion is built, and in March, 1883, 100 miles opened. Stock issued, \$500,000, \$7,000 per mile; bonds, \$6,000 per mile. B. L. Harding, President, Des Moines.

Det. Grand Haven, & Mic.,—Dec. 31, 1882, owned from Detroit, Mich., to Grand Haven, Mich., 189 miles. This is a reorganization of the Detroit & Mil. which was sold in foreclosure Sept., 1878. A sufficient amount of first mortgage bonds is reserved to retire Detroit & P. bonds on maturity. The bonds are guaranteed by the Gt. Western of Canada. The consol bonds draw 5 per cent till Nov., 1883, and 6 afterward. The stock is \$1,500,000. Gross carnings in 1881, \$1,200,928; net. \$317,247; in 1892 gross, \$1.348,565; net. \$339,453.

Det. Hillstale & Souther.—Dec. 31, 1892, owned from Ypsilanti, Mich. to Banker's, Mich., 65 miles. The Det. H. & Ind. road was sold in foreclosure December 28, 1874, and this company organized by the bond, holders. In Aug., 1881, leased in perpetuity to the Lawe Shore & Mich. Southern (co. for

The annual report for 1882 had the following	:	
Total gross earnings	1881	1882. \$1,597,142
Total net income. Disbursements, including 7 per cent div	\$446.912	\$171,507 409,205
Balance, surplus	\$36,153	\$62,302

-(V. 34, 406; V. 36, p. 364, 674.)

Detroit Mackinac & Marquette.—March 31, 188°, owned from Straits of Mackinac to Marquette.—March 31, 188°, owned from Straits of Mackinac to Marquette. 152 miles; branch projected to Sault St. Marie, 48 miles. The stock was increased in 1883 to \$10,000,000, in \$100 shares. The land bonds receive 25 per cent of net proceeds of land sales as their yearly income. Gross earnings in 1882, \$243,514; net, \$42.715. Jas. McMillan, President; George I. Seney, director in New York. (V. 37, p. 68.

Dubuque & Dakota.—Dec. 31, 1882, owned from Waverly to Hampton, 41 miles, and from Sumner. Ia., to Waverly, Ia, 23 miles. Built on the old grading of the Iowa Pac. Dubuque & Sioux C. Co. guarantee the bonds issued for construction to the extent of \$10,000 per mile. Bonds may be paid off at any time at 105. Pref. stock \$110,000 and ordinary stock \$156.600. Gross earnings in 1882, \$81,958; net, \$34,174. (V. 32,p. 69.)

at miles, and room summer, the, to waverly, R, 23 miles. Built on the sissued for construction to the extent of \$10,000 per mile. Bonds may be plut off at anstruction to the extent of \$10,000 per mile. Bonds may be plut off at anstruction to the extent of \$10,000 per mile. Bonds may be plut off at anstruction to the extent of \$10,000 per mile. Bonds may be plut off at anstruction at the plut off at anstruction of the plut of the plut



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ederal Reserve Bank of St. Louis

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DESCRIPTION.	Miles	Date	Size, or		IN'	TEREST	OR DIVIDENDS.	Bonds-Princ
For explanation of column headings, &c., see note ⁸ on first page of tables.		of	Par	Amount	Rate per Cent.	When Payable	Where Payable, and by Whom.	Stocks—Last Dividend.
East Tennessee Virginia & Georgia—(Continued)—								-
Income bonds, gold		1881		\$16,500,000	6	Oct.	N.Y., Metropolit'n N.Bk.	Aug. 1, 193
Old 1st mortgage sinking fund bonds	242	1870	1,000	3,123,000	7	J. & J.	do do	July 1, 190
East Tenn. & Georgia (\$92,000 are endorsed)		'50-'56	1,000	388,000	6	J. & J.	do do	1882 to 188
East Tennessee and Virginia (endorsed)	130	1856	1,000	147,000	6	M. & N.	do do	May 1, 188
2d mortgage to U. S. Government		1872		95,000	4	J. & J.	do do	Jan. 1, 188
Alabama Central, 1st mortgage, gold, coupon		1879	1,000	1,000,000	6	J. & J.	do do	July 1, 191
Cinn. & Georgia RR., 1st mortgage		1883	1,000	2,000,000	6	J. & J.	do do	July, 1923
Eastern (Mass.)—Stock	282		100	4,997,600	3	J. & J.	Boston.	July 15, 187
Essex RR.1st mort. (extended for 10 years)		1851	100 &c.		6	M. & S.	do	Sept. 15, 188
Mortgage funding certificates		1876	500 &c.	13,425,274	6 g.	M. & S.	Boston and London.	Sept., 1906
Castern (N. H.)-Stock	16		100	492,500	24	J. & D.	Boston, by Treasurer.	June 15, 188
Castern Shore (Md.)—1st mortgage	38	1882	100 &c.		5		Philadelphia.	
Tel River-Stock	94		100	2,792.800	1	QM.	Boston, by Treasurer.	June 5, 18
1st mortgage	94			140,000	7	F. & M.		
Elizabeth. Lex.& Big Sandy-1st mortg., cp, or reg	110	1872	1,000	3,500,000		M. &. S.	New York.	Mar. 1, 19
Elmira Jeff. & Canandaigua.—Stock	47		100	500,000			Baltimore, N. Cent. RR.	(?)
Elmira & Williamsport-Stock, common			50	500,000	212	M. & N.		May 1, 18
Preferred stock	77		50	500,000	312	J. & J.	do do	July 1, 18
1st mortgage bonds	77	1860	1,000	1,000,000	6	J. & J.	do do	July 1, 18 Jan. 1, 19
Income bonds, 999 years to run		1863	500	570,000	5	A. & O.	do do	Oct. 1, 28
Crie & Pittsburg-Stock	100		50	1,998,400	134	QM.	N. Y., Union Trust Co.	June 10, 18
2d mortgage, convertible	8110		100&c	91,800	1 7	A. & O.	do do	April 1, 18
Consolidated mortgage free of State tax	8112		1,000	2,485,000	7	J. & J.		July 1, 18
Equipment bonds				685,000	7	A. & O.		Oct. 1, 19
Puropean & No. American-Stock, guar. 5 per ct	114		100	2,500,000		A. & O.		April 2, 18
1st mort., Bangor to Winn., Bangor Ioan	56	1869	1,000	1,000,000			Bost., Merch. Nat. Bk.	Jan. 1, 18
Transville & T. Haute-Stock (\$100,000 is pref. 7)			50	3,000,000			Company's Office.	Jan. 1, 18
1st mortgage, Evansv. & Ill., sink. fund	51	1852	1,000	281,000	7	J. & J.	N.Y., Farm. L'an& T.Co.	Jan. 1, 18
1st mortgage., sink. fund, (Evansv. to T.H.)	109	1854	1,000	611,000		M. & N	do do	Nov. 1, 18
Consol, mort., gold (for \$3,500,000)	144	1876	1.000	2,078,000		J. & J	do do	July 1, 19
1st mort., Mt. Vernon Branch		1883	1.000	375,000	6 8.			April 1, 19
Tvansville Terre Haute & Chic.—1st mort., gold		1869	1,000	775,000		M. & N	N.Y., Farm.L'an & T.Co.	Nov. 1, 18
2d mortgage, gold		1872	1,000	325,000	6 2.	J. & J	do do	Jan. 1. 19
Fitchburg—Stock	190	1014	100	4.950,000		J. & D		July 1. 18
Bonds, coupons, (\$4,950,000 authorized)		'74-'81	1.000	3,000.000				1894 to 19

35. p. 50, 51, 103, 298, 313, 430, 431, 478, 486, 574, 577; V. 36, p. 427, 510, 560, 731.)

Eastern, Mass.—Sept. 30, 1882, owned from Boston, Mass., to New Hampshire State Line, 41 miles; branches—Salem to Marblehead, 4 miles; Beverley to Gloucester, 17 miles; Salisbury to Amesbury, 4 miles; Revere to E.Bost., 3½ miles; Peabody to Wakefield, 8 miles; Salisbury to Amesbury, 4 miles; Revere to E.Bost., 3½ miles; Peabody to Wakefield, 8 miles; Salisbury to Lawrence, 20 miles; others, 22 miles; leased—Eastern RR. of N. H., 16 miles; Newburyport City RR., 3 miles; Portland Saco & Portsmouth, 51 miles; Portsmouth & Dover, 11 miles; Portsmouth & Conway, 51 miles; Portsmouth & Conway, 51 miles; Portsmouth & Conway, 51 miles; Portsmouth, 1883, a lease of this road to the Boston & Maine was ratified for fifty-five years (subject to legislation in New Hampshire) under which the B. & M., after paying all yearly obligations of both companies out of the joint earnings, will take \$630,000 per year, and the next \$140,000 is divided equally between the two companies, after which \$366,000, if earned, goes to the Eastern.\footnote{1} The B. & M. will also pay 6 per cent on \$5,000,002 new pref. stock if issued by the Eastern for retirement of debt. Mortgage notes are \$634.300, secured by real estate. The last annual report was published in V. 35, p. 705. Operations and earnings for three years past were as follows:

Macron Miles Miles Miles Resident Revents Revents

Three years past were as follows:

Passenger Mileage.
1879-80 282 \$77,081,998 \$61,707,305 \$2,905,056 \$1,084,927 \$1880-1 283 193,871,712 68,479,129 3,403,077 1,110,109 -(V. 35, p. 21, 577, 602, 705; V. 36, p. 311, 365, 510, 536, 675.)

Eastern (N. H.)—Sept. 30, 1882, owned from Portsmouth, N. H., to Seabrook (Massachusetts State Line), 16 miles. It was formerly leased for 99 years to the Eastern (Mass.) RR., and a new lease was made from Oct. 1, 1878, for 60 years and two months at \$22,500 per year, equal to 4½ per cent per annum. Moody Currier, President, Manchester, N. H.

4½ per cent per annum. Moody Currier, President, Manchester, N. H.

Eastern Shore (Md.)—Dec. 31, 1882, owned from Delmar to Crisfield,
Md., 38 miles. The road was sold in foreclosure Feb. 19, 1879, subject
to the first mortgage. George R. Dennis, President, Kingsland, Md. Reorganized. and in 1882 a new mortgage was issued at 5 per cent, and
prior mortgage bonds exchanged. Stock, \$130,000 common, and \$33°,
000 pref Gross earnings in 1881, \$68,616; net, \$13,782. In 1882
gross, \$81,010; net, \$22,229. (V. 35, p. 160, 404.)

Eet River.—Dec. 31, 1882, owned from Logansport., Ind., to Butler,
Ind., 94 miles. This was formerly the Detroit Eel River & Illinois RR.,
sold under foreclosure July 6, 1877, and reorganized under present
name Dec. 10, 1877. In August, 1879, it was leased to the Wabash St.
Louis & Pacific Railroad for 99 years, at a rental of 3 per cent per
annum on the stock for two years, 4 per cent for three years, and 4½
per cent thereafter.

Elizabethtown Lexington & Big Sandy—Road award, 1820, 200

per cent thereafter,

Elizabethtown Lexington & Big Sandy.—Road owned, 1883: Big Sandy River (C. & O. Junction) to Ashland, 8 miles; Straits Creek Junction to Lexington, 102 miles; leased—Ashland to Straits Creek Junction. 22 miles; total operated, 132 miles. Charter permits extension to Elizabethtown. It is the connecting line of the Chesapeake & Ohio and controlled by the same parties. Authorized capital of the company is \$5,000,000, with a provision in the charter to increase it to \$10,000,000. Amount issued, \$4,184,200. In 1882, gross earnings, \$534,154; net, \$156,455. (V. 34, p. 292.)

403; net, \$25,000.

Elmira & Williamsport.—Dec. 31, 1882, owned from Williamsport, Pa., to Elmira, N. Y., 77 miles. This company was reorganized under the present name Feb. 29, 1860, and leased to the Northern Central Railway for 999 years from May 1, 1863, at a rental of \$151,500 per annum since Jan. 1, 1880. The dividends on the common stock are 5 per cent and on the preferred 7 per cent. Operations are included in the Northern Central returns.

ern Central returns.

Erie & Pittsb.—Dec. 31, 1882, owned from New Castle, Pa., to Girard, Pa., 82 miles; branch, Dock Junction to Erie Docks, 3 miles; leased—Girard to Erie, 15 miles; total operated, 100 miles. Road opened in 1865-It was leased to the Pennsylvania RR. for 999 years from March 1, 1870, at a rental of 7 per cent on stock and interest on the bonds, and the lease was transferred to the Pennsylvania Co. The lease has been quite unprofitable to the lessees; the deficiency paid by them in 1880 was \$242,819, in 1881, \$233,522, and in 1882, \$207,651.

European & North American.—Sept. 30, 1882, owned from Bangor, Me., to Vanceboro (State Line), Me., 114 miles. Road was worked in connection with the St. John & Maine, making an unbroken line from Bangor, Me., to St. John, N. B., 205 miles. In 1875 default was made, and a new company was organized October, 1880, which issued new stock (\$2,500,000) for the land grant mortgage. The company had a land grant of 750,000 acres in the State of Maine. On Aug. 31, 1882,

a lease was made to the Maine Central for 99 years from April 1, 1882, for \$125,000 per annum, equal to 5 per cent per annum on the stock, and assuming the bonded debt. Earnings in 1881-82, \$546,022; net, 221,694. (V. 33, p. 621; V. 35, p. 160, 211.)

Evansville & Terre Haute.—Aug. 31, 1883, owned from Evansville, Ind., to Terre Haute, Ind., 109 mites; Owensville branch and extension, 37 miles; total operated, 146 miles. Formerly the Evansville & Crawfordsville RR. Co. Gross earnings, 1880-31, \$688,758; net, \$202,170. 3ross earnings, 1881-82, \$826,427; net, \$374,781 (V. 33, p. 467, 343, 502; V. 35, p. 484; V. 36, p. 731; V. 37, p. 175.)

Evansville Terre Haute & Ohicago.—June 30, 1883, owned from Terre Haute Junction, Ind., to Danville, Ill., 49 miles; leased, 6 miles; total operated, 55 miles. It uses 6 miles of the track of the Rockville Extension into Terre Haute; also leases the Indiana Block Coal road, 15 miles. On April, 30, 1880, a lease to the Chicago & Eastern Illinois was made for 999 years; terms, \$75,000 per annum and the assumption by the C. & E. I. of all rentals and taxes paid by E. T. H. & C. The bonded interest was reduced to 6 per cent and preferred stock for \$100,000 issued for overdue coupons; common stock, \$600,000. Josephus Collett, President, Terre Haute, Ind.

Filchburg.—Sept. 30, 1882, owned from Boston, Mass., to Fitchburg, Mass.

, e - 1 t -	were as follows Earnings— Passenger Freight Mail, express, &c	1879. \$ 452,007 653,636 45,558	1880. \$ 565,288 994,369 39,967	1881. \$ 655,478 1,157,367 72,568	1882. \$ 795,839 1,317,042 67,342
,	Total gross earnings Op'g expen's & taxes	1,151,201 745,912	1,599,624 1,145,929	1,885,413 1,315,322	2,180,223 1,432,209
,	Net earnings	405,289	453,695 ACCOUNT.	570,091	748,014
3	Receipts— Net earnings Disbursements—		1	881. 70,091	1882. \$763,852
,	Interest on debt Dividends Loss on cargo "St. All	oans"		2,118 7,500 3,935	309,024 422,500
, , , ,	Total disbursemen Balance, deficit		def.\$11		\$731,524 ur. \$16,490

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

DESCRIPTION.	Miles	Date	Size, or		IN	PEREST	OR DIVIDENDS.	Bonds-Princi
For explanation of column headings, &c., see notes on first page of tables.	of	of Bonds	Par Value.	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by Whom.	Stocks-Last Dividend.
Flint & Pere Marquette—Preferred stock	355 290	1880	\$	\$6,500,000 3,650,000	6 g.	A. & O.	N. Y., Mer. Ex. Nat. Bk.	July 16, 1883 Oct. 1, 1920
Flint & Holly RR. (sink'g fund \$25,000 per year). Bay County, issued in aid, guar, by lessees	17	1868	500 &c. 500	300,000- 75,000		M. & N. M. & S.	N. Y., Mechan. Nat. B'k. New York.	May 1, 1888 Sept. 1, 1887
Holly Wayne & Monroe, 1st mort., sinking fund.	65	1871	1,000	1,000,000	- 8	J. & J.	N.Y., Merch. Nat. Bank.	Jan. 1, 1901
Florida Central & Western-1st mort gold	234	1882	1,000 100 &c.	2,808,000		J. & J.	N. York or Amsterdam.	April 1, 1929
Fonda Johnstown & Gloversville—1st mortgage Consol, mortgage	26	1870	100 &c.	200,000		A. & O.	N. Y., St. Nich. Nat. B'k.	July 1, 1900 May 1, 1920
Fort Madison & Northwestern—1st mort., gold	100	1880	500 &c.	150,000	7 g.		New York or London.	April 1, 190
Fort Wayne & Jackson-Pref. stock, (8 per cent)	100			2,287.832	212			1883
Common stock	100			431,747				*******
Fort Worth & Denv. City—1st M., gold (\$25,000 p.m.)	120	1881	1.000	2.750,000	6 g.	J. & D.	N. Y., Mercantile Tr. Co.	Dec. 1, 192
Frederick & Pennsylvania Line—1st mortgage	28	1870	1,000	500,000	6	A. & O.	Pennsylvania RR. Co.	1900
Fremont Elkhorn & Mo. Valley-1st mortgage	51	1871	500 &c.	690,000	7		N. Y., Nat. Park Bank.	1901
1st mortgage	39 51	1879	1,000	270,000 $317,082$	7 7	A. & O. A. & O.		1899 1886
1st mortgage		1880	1.000	2.152.000	7		Boston, Everett Nat.Bk.	
1st mortgage (new)	107	1881	1,000	1,199,000	7	A. & O.	do do	1899
Halveston Harrisb. & S. Antonio-1st mort, gold, l. gr.	256	'71-'80	1,000	4,800,000			N.Y., D., M.&Co., & Lond.	
2d mortgage. Mexican & Pacific Extension, 1st mortgage, gold	226 675	1880 1881	1,000	1,000,000		M. & N.	N. Y., Drexel, M. & Co. New York,	June 1, 190 May 1, 193
do do 2d mortgage	675	1881	1,000	6,750.010		J. & J.		July 1, 193
Halveston Houston & Hend. of 1882—1st mort., guar	50	1832	1,000	2,000,000	5	A. & O.	New York.	April 1, 191
deneva Ithaca & Sayre-1st mort., s. f., gold	35	1870	100 &c.	600,000 3,480,000			N. Y., Metrop. Nat. B'k. N. Y., Central Trust Co.	July 1, 189 Jan. 1, 192
Georgia Pacific—1st mort., \$10,000 per mile Georgia Railroad & Banking Co.—Stock	197	1882	100	4.200,000	212		Augusta, Ga., RR. Bank.	July 15, 188
Bonds, not mortgage			500	237,500	7	J. & J.	do do	Yearly to 189
Bonds, not mortgage		77&80	1,000	2,100,000	6	J. & J.		1897 & 1910
Macon & Augusta, 1st mortgage	332	1867	1,000	296,000 4,985,081	7	J. & J.	do do	1887
Frand Rapids & Indiana—Stock. 1st mort., land grant, gold (guar, by Pa. RR)		1869	1.000	4.000,000	7 g.	J. & J.	N. Y., Third Nat. Bank.	1899
1st mort., gold, (\$1,895,000 are land grant)	332	1869	1,000	2,903,000	7 g.	A. & O.	N. Y., Winslow, L. & Co.	1899
In come mortgage bonds, for \$10,000,000		1875	1,000	1,097,000	7	M. & S.	do do	1906
Green Bay Winona & St. Paul-1st mort. coup 2d mort, income bonds, reg., non-cumulative		1881	1,000	1,600,000	6 8	F. & A. M. & N.	N. Y., Nat. City Bank.	Fob. 1, 191 May 1, 191

Florida Central & Western.—Jacksonville to Chattahoochee, 208 miles, and branches from Tallahassee to St. Marks, 21 miles; and from Drifton to Monticello, 4 m.; total, 234 miles. This was a consolidation in Jan., 1882, of the Florida Central, the Jacksenville Pensacola & Mobile, &c. Of the above bonds \$1,000,000 is a pref. lien "series A," the balance of the issue being known as "series B." The capital stock is \$3,000,000; par \$100. In 1882 earnings for 11 months were \$367,022; net, \$106,646. B. S. Henning, Pres't, New York City. (V. 34, p. 60, 315.)

Fonda Johnstown & Gloversville.—Sept. 30, 1882, owned from Fonda to Northville, 26 miles Road opened Dec. 1, 1870. The stock is \$300,000. In 1881-82 8 per cent dividend was paid. Net earnings, after deducting interest and rentals, in 1880-81, 38,230; in 1881-82, \$26,157. W. J. Heacock, President, Gloversville, N. Y.

\$26,157. W. J. Heacock, President, Gloversville, N. Y.

Fort Madison & Northwestern.—April, 1883, owned from Fort Madison, Ia., to Birmingham, Ia., about 45 miles. Projected line, Fort Madison to Oscaloosa, Ia., 100 miles. Under construction, and bonds sold in New York, 1881, and also offered in London May, 1882. Earnings in 1881-2, \$47,462; net, \$20,727. Earnings in 1882-3, \$56,316; net, \$23,826. Stock, \$425,600. V. 34, p. 604.

Fort Wayne & Jackson.—Dec. 31, 1882, owned from Jackson, Mich., to Fort Wayne, Ind. 97 miles. This road is successor to the Fort Wayne Jackson & Saginaw, which made default on its bonds and was sold in foreclosure Dec. 3, 1879. On Sept. 1, 1882 leased perpetually to L. Shore & Mich. South, at a rental of \$126,027, equal to 54 per cent on the pref. stock, and after 1887 any net earnings over 8 per cent on pref. stock to be paid as dividend on common stock, but not exceeding 2 per cent a year. Gross earnings in 1881, \$295,502; net, \$117,602. (V. 35, p. 131, 298.)

year. Gross earnings in 1881, \$295,502; net, \$117,602. (V. 35, p. 131, 298.)

Fort Wayne Cincinnati & Louisvitte.—From Fort Wayne, Ind., to Connorsville, Ind., 104 miles; branch to Rushville, Ind., 24 miles; total operated, 128 miles. The Fort Wayne Muncie & Cincinnati Company defaulted and a receiver was appointed Nov., 1874. The road was sold in foreclosure, Jrly 27, 1881, to Elijah Smith, for the bond holders, for \$1,000,000. The bondholders reorganized under this name. (See plan, V. 32, p. 577. Gross earnings in 1882, \$274,320. Elijah Smith, President, Boston, Mass. (V. 32, p. 121, 577; V. 33, p. 160, 153; V. 35, p. 131.)

Fort Worth & Denver City—Road in progress from Fort Worth, Texas, northwest to the Cauadian River; and in operation to Wichita Falls, 110 miles. It is built by Texas & Colorado Improvement Company, G. M. Dodge, President. Stock \$20,000 per mile; par value of shares, \$100. Gross earnings, May to Oct., 1882, inclusive, \$129,123; net, \$79,839. (V. 33, p. 384, 716; V. 34, p. 453,522, 604, 679; V. 35, p. 23, 131, 313, 431, 457, 486, 602; V. 36, p. 80.)

Frederick & Pennsylvania Line.—Dec. 31, 1882, owned from Kingsdale to Frederick City, Md., 28 miles. It is leased to Pennsylvania RR., which pays interest on first mortgage. Preferred stock held by Pennsylvania RR., \$460.000; common stock, \$312,528. John Loats, Pres., Premont Elichorn & Missouri Valley.—Fremont to Thackler, Neb., and Nortelly Investigated Contents of the Story of Story and Contents of Story and Contents of Story and Contents of Story and Contents of Story of Story of Contents of Story of Contents of Story of Contents of Story and Contents of Story of Contents of Story of Contents of Story of Contents of Story of Contents of Contents of Story of Contents of Contents of Contents of Story of Contents of Contents of Story of Contents of Conten

sylvania RR., \$460.000; common stock, \$312,528. John Loats, Pres., Frederick City, Md.

Fremont Ellchorn & Missouri Valley.—Fremont to Thackler, Neb., and Norfolk Junction to Creighton, Neb., 305 miles. Leased to Sioux City & Pac. RR. The rental is 3313 per cent of gross earnings. Stock, \$1,924,500. See report and balance sheet in V. 36, p. 320; balance of income over interest, &c., \$7,240. (V. 35, p. 235; V. 36, p. 220, 623.)

Galveston Harrisburg & San Antonio.—Dec. 31, 1882, owned from Houston, Tex., to San Antonio, Tex., 217 miles; Lagrange Extension, 31 miles; Harrisburg to Pierce Junction, 8 miles; Leased, Harwood to Gonzales, 13 miles; total, 269 miles. Western Extension, San Antonio to Rio Grande River, connecting with Southern Pacific, 636 miles; Eagle. Pass Branch, 35 miles; total Western Extension, 661 miles. Grand total, 39 miles. The extensions to the Rio Grande at Eagle Pass and to El Paso were completed late in 1882. This was a successor to the Buffalo Bayou Brazos & Col. Railway. The capital stock outstanding out whole road is \$27,053,600. The 1st mort covers road and 1,800,000 acres of land. The proceeds of land sales are used to retire the bonds, and also a sinking fund of 1 per cent, but it is optional with bondholders to surrender their bonds, if drawn. In June, 1881, a large interest in the stock was bought by Southern Pacific parties. The mortgages en the Mexican Pacific extension cover 640 miles of road, from San Antonio to El Paso, and the Eagle Pass branch, 35 miles—1879. 1880. 1881.

Gross earnings. \$1,390,670 \$1,392,890 \$1,58,917 \$1,628,026 Operating expenses. 571,904 593,725 755,045 1,624,986

Net earnings ..., \$818,766 \$799,165 \$503,872 \$603,039 interest paid \$359,288 \$354,784 \$370.593 \$391,275 --(V. 35, p. 78, 103, 213, 266, 347, 405, 431, 456, 578; V. 36, p. 110.)

Galveston Houston & Henderson of 1882.—Dec. 31, 1882, owned from Galveston, Tex., to Houston, Tex., 50 miles. The road was opened in 1853-4 and sold in foreclosure Dec. 1, 1871, and reorganized as the G. H. & H. of 1871. In July, 1880, the company defaulted on its interest and the road was sold in foreclosure Aug. 1, 1882, for \$460,000, and purchased in the interest of Jay Gould and Russell Sage. The bondholders, by agreement with the purchasers, received new 5 per cent

bonds for their old bonds, and the road is leased to the International, and bonds guaranteed by that company. The capital stock was \$1.000, 000, and no representation was allowed in the reorganization to the old stock held by outsiders. Stock of the new company is \$1,000.000. (V. 34, p. 146, 344, 378, 460; V. 35, p. 160, 211, 637, 762; V. 36, p. 30, 674, 675.)

Geneva Ilhaca & Sayre.—Sept. 30, 1882, owned from Geneva, N. Y., to Sayre, Pa., 75 miles; branch, Ithaca, N. Y., to Cayuga, N. Y., 38 miles; total operated, 113 miles. Organized Oct. 2, 1876, as successor of the Geneva Ithaca & Athens RR., which had been formed by consolidation of the Geneva & Ithaca and Ithaca & Athens railroads, May 25, 1874. In 1880 absorbed the Cayuga & South. RR., 37 miles. The G. I. & A. having defaulted on its interest was placed in the hands of a Receiver, March 4, 1875, and the road was sold in foreclosure Sept. 2, 1876, and this company organized in the interest of the Lehigh Valley RR. The common stock is \$1,275,000; pre erred, \$400,000. Gross earnings in 1880-81, \$462,920; expenses, \$532,423; deficit, \$26,955. R. A. Packer is President, Sayre, Pa.

Georgia Pacific.—From Atlanta to Texarkana, Tex., 600 miles, of which Parker and the Greenville N.

1880-81, \$462,920; expenses, \$552,725; net, \$10.195. In 1881-82, gross, \$505,468; expenses, \$532,423; deficit, \$26,955. R. A. Packer is President, Sayre, Pa.

Georgia Pacific.—From Atlanta to Texarkana, Tex., 600 miles, of which 218 miles completed to March, 1883, including the Greenville (N. G.). 52 miles, purchased. Built by 2ichmond & Danville Extension Co, which has \$5,000,000 subscribed capital, of which \$3,500,000 had been called up and paid to Feb., 1883. 197 miles of road to be open in Nov., 1883. See re-oort at length in V. 36, p. 195. (V. 34, p. 60, 575, 687; V. 35, p. 71, 189, 291, 297, 405, 603, 763; V. 36, p. 195; V. 37, p. 151.)

Georgia Railroad & Banking Company.—Augusta, Ga., to Atlanta, Ga., 171 miles; branches to Washington and Atheus, 60 miles; Warrenton, Ga., to Macon, Ga., 76 miles; total operated, 307 miles. The Western RR. of Alabama, purchased in May, 1875, at foreclosure, is owned jointly with the Central RR. of Georgia. The Macon & Augusta RR., 76 miles, is owned by this company. The Port Royal & Augusta RR., 76 miles, is owned by this company. The Port Royal & Augusta RR., 76 miles, is owned by this company. In April, 1881, a lease for 99 years was made to W. M. Wadley and associates (for the Central of Georgia and the Louisville & Nashville railroads) at \$600,000 per year, p. y-able semi-annually, and dividends are 2½ per cent quarterly. In 18-2-83 net income from all sources, including bank, was \$612,314, leaving balance of \$28,181 over all payments, including dark, was \$612,314, leaving balance of \$28,181 over all payments, including dark and \$600,000 per year, p. y-dock and the Louisville & Nashville railroads) at \$600,000 per year, p. y-dock and \$600,000

-(V. 34, p. 315, 602, 663; V. 35, p. 25, 51, 347; V. 36, p. 340, 399, 558, 707.)

Green Bay Winona & St. Paul.—Dec. 31, 1882, owned from Green Bay. Wis., to Marshland, Wis., 209 miles; branches, 10 miles; leased—Plover to Steven's Pt., 6 miles; total, 225 miles. This was a reorganization in 1881 of the Green Bay & Minnesota, which company made default and the road was sold March 12, 1881. See full statement of debt and plan of reorganization in CHRONICLE, V. 31, p. 453. Pref. stock is \$2,000,000, and entitled to 7 per cent when earned, and common stock \$8,000,000, both stocks in \$100 shares. In 1881 net earnings were \$70,774; in 1882, \$93,327. (V. 33, p. 441,580,587,641,736; V. 34, p. 264.)

Gulf Colorado & Santa Fe.—Aug. 1, 1832, mileage was as follows Main line, Galveston to Lampasas, 274 miles; Fort Worth Division, Temple to Fort Worth, 128; Northeastern Division, Cleburne to Dallas, 53; Eastern Division, Somerville to International & Gt. North. RR., 72; Houston Division, Alvin to Houston, 23; total 550 miles, of which 67 miles were under construction. Road opened late in 1878 (63 miles), and sold and reorganized April 15, 1879. Formally opened under new regime August, 1880, and has been rapidly extended. See report in V. 35, p. 429. Stock July 31, 1882, \$3,484,000. In July, 1883, the 2d mort was authorized. Gross earnings in 1880-81, on an average of 212 miles of road, \$777,485, net, \$253,751; in 1881-82, on 361 miles, gross \$1,251,073, net \$440,117. George Sealy, Prest., Galveston, Tex. (V. 34, p. 1474, 44, 479,488, 715; V. 35, p. 339,347, 429,763; V. 36, p.561,675; V. 37, p.127.)

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DESCRIPTION.	Miles	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Princi-
For explanation of column headings, &c., see notes on first page of tables.	of Road.	of Bonds	Par	Amount Outstanding	Rate per Cent.	When	Where Payable, and by Whom.	pal, When Due. Stocks—Last Dividend.
Culf Colorado & Santa Fe-1st M., g. (\$12,000 p.m.) 2d m. rtg. gc (\$13,000 per m.l.) Bannabat & st. Joseph—Common stock	538	1879 1883	\$1,000 1,000 100	\$6,456,000 (?) 9,168,700	7 g.	J. & J. A. & O.	N.Y.Nat.City Bk.&Galv. New York.	July 1, 1909 Oct, 1, 1923
Preferred stock (7 p. c. yearly, not cumulative). Bonds 1870, convertible.	292	1870	100	5,083,024 4,000,000	3 8	M. & 8.	N. Y., Company's Office N. Y., B'k. No. America.	Feb. 15, 1883 Mar., 1885
Land grant bonds, secured by land notes. Consolidated mort. (for \$8,000,000). Bonds Quincy & Palmyra RR.	292	1878 1881	1,000	90,000 3,000,000 433,000	7 6 8	J. & J. M. & S. F. & A.	N. Y., Farm. L. & T. Co. N. Y., B'k. No. America. do do	Jan. 1, 1888 Mar. 1, 1911 Jan., 1892
Bonds Kansas City & Cam. RR. Harrish. Porlsm'th. Mt. Jon & Lanc.—Stock 1st mor., registers! (extended 30 years in 1833).	53 54 54	1867	50	1,200,000	10 312	J. & J. J. & J.	do do Phila., Co.'s Office.	Jan., 1892 July 10, 1883
Harrisburg & Polomac—1st mortgage, coupon Harlford & Connecticut Western—Stock	28 69	1874	500 &c. 100 &c.	700,000 507,200 2,700,000	1 1 1 2	J. & J. J. & J.		July 1, 1913 Jan. 1, 1904 Dec. 1, 1882
Honsatome—Stock. Preferred stock. 1st mortgage, coupon	126	1865	100 100 500 &c.	820,000 1,180,000 100,000	2 7	Q.—J. F. & A.	Bridgeport & Boston.	July 16, 1883
2d mort, bonds of 1869. 3d mort, reg. Honst. East & West Texas.—1st mortgage, gold		1869 1880	500 &c. 500 &c.	300,000	6 5	J. & J. A. & O.	do do do	Aug. 1, 1888 July 1, 1888 April 1, 1910
Housion & Texas Cent.—1st M., (main) gold, l.gr., s.t.	142	1878 1883 1866	1.000 1.000 1,000	994,000 710,000 6,262,000	7 g. 6 7 g.	J. & J.	N. Y., Union Trust Co. do do N. Y., J. J. Cisco & Son.	1898 Jan. 1, 1913 July 1, 1891
1st mort., l. gr., West div. (Hempstead to Austin) 1st M., gold. Waco & N'west (Bremond to Ross) Consol. mort., land grant, Main and Western Div.	58	1870 1873 1872	1,000 1,000 1,000	2,270,000 1,140,000 4,117,000	7 g. 7 g. 8	J. & J. J. & J. A. & O.	do do do	July 1, 1891 July 1, 1903
Gen mort., land grant, Waco & Northwest Gen mort., gold (for \$18,500,000)	58 522	1875 1881	1,000	3,300,000	8 6 g.	M. & N. A. & O.	do do do	Oct. 1, 1912 May 1, 1915 April 1, 1921
Luntington & Broad Top—1st mort., gold	58 58	1854 1857 1865	500 500 1,000	416,000 367,500 1,497,000	7 g. 7 g. 5	A. & O. F. & A. A. & O.	do do	Oct. 1, 1890 Feb. 1, 1890 April 1, 1890
Scrip for interest 1st and 2d mortgages. **Dlinois Central**—Stock** Leased line 4 per cent stock**	1.320		100	118,895 29,000,000	7 4	J. & D. M. & S.	do do N. Y., 214 Broadway.	Dec. 1, 188 Sept. 1, 188
Mortgage bonds, sterling Sterling bonds, (sinking fund £20,000 yearly)	706 706	1875 1874	£200 £200	10,000,000 2,500,000 4,100,000	2 6 g. 5 g.	J. & J. A. & O. A. & O.		July 2, 188 April 1, 189 April 1, 190
Mortgage, sterling Bonds, conp (\$2,000,000) M. on Ch. & Sp. RR	706 111	1875 1877	£200 1.000	1,000,000	5 g.	J. & D.	do do N. Y., 214 Broadway.	Dec. 1, 1908 Jan. 1, 1898

Hannibal & St. Joseph.—December 31, 1882, owned from Hannibal, Mo., to 8t. Joseph, Mo., 206 miles; branches—Cameron to Kansas City, 53 miles; St. Joseph to Atchison, Kans., 19 miles; Palmyra to Quincy, Ill., 13 miles; total operated, 292 miles. An extension to Chicago in 1883 is projected. The company had a Congressional land grant and received \$3,000,000 in bonds from the State of Missouri, which hom was repair in cash June. 1881, but litigation followed as to the interest payable on the State bonds. (See V. 36. p. 560.) The land sales for four years past were as follows: 1879, 64,272 acres for \$494,773. average \$7.76 per acre; 1880, 74,862 acres for \$551,774, average \$7.37 per acre; 1881, 29,8:66 acres for \$204,107, average \$6.84 per acre; 1882, 74,862 acres for \$551,774, average \$7.37 per acre; 1881, 29,8:66 acres for \$204,107, average \$6.84 per acre; 1882, average \$7.60, average \$5.51 per acre. In Sept., 1882, a syndicate, in luding Jay Gould, Russell Sage, and others, bought 90,000 shares of common stock from John R. Buff, of Boston, and in May, 1883, this common stock and a large amount of preferred were sold to the C. B. & Q. & B.s. Co. at 45 for the common and par for the preferred, payable in C. B. & Q. 5 per cent bonds.

Preferred stock has prior right to a non-cumulative dividend of 7 per cent; then common to 7; then both share. Annual report in V. 36, p. 284.

	INCOME	ACCOUNT.	and i choic in	v. 50, p. 201.
	1879. \$	1850.	1881.	1882.
Total gross earn'gs	1,997,405	2,551,390	2,257,231	2,419,600
Net earnings Premium on bonds	773,933	1,256,900	819 939	1,013,824
Miscellaneous. Lan is & i. gr. bonds.	1,514 297,107	6,354 63 610	288,978 41,795 37,559	4,746
Total income Disbursements— Interest on debt Dividends on pr. st'k. Miscellaneous.	1,072.601 \$ 657,320 139,902	1,326,764 \$ 654,640 61 ₂)330,395 147,598	1,184.271 \$ 654,640 (7) 355,810 124,007	1,018.570 \$ 653,620 (612)330,395 24,745
Tot. disbursem'ts.	797,299	1.132.633	1 134 157	1.003.760

Tot. disbursem'ts. 797.322 1,132,633 1,154,157 1,003,760
Balance, surpus. 275.3 2 194,131 53,314 3,410
-(V. 34, p. 32, 177, 204, 289, 315, 344, 519; V. 35, p. 103, 189, 297,
308, 320, 575, 706; V. 36, p. 195, 221, 251, 284, 312, 340, 399, 453, 560,)

Harrisburg Portsmouth Mount Joy & Lancaster. -- Dec. 31, 1882, owned from Dillerville, Pa., to Harrisburg, Pa., 36 miles; branch, Middletown, Pa., to Columbia, Pa., 18 miles; total operated, 54 miles. The property was leased to the Pennsylvania Railroad Co. for 999 years from Jan. 1, 1861, the rental being 7 per cent on the stock and disterest on the bonds. Operated as a part of main line of Penn. Rk. -- (V. 36, p. 5-0.)

Harrisburg & Potomae.—Dec. 31, 1882, owned from Bowmansdale to Bhippensbur; Pa., 32 miles; branch to mines, 5½ m.; total operated, 37½ miles. Extensions are projected from Jacks mville to Shippensburg and from Bowmansdale to Harrisburg. Road opened through in 1878. Bonds authorized, \$1,800,000. Stock \$379,165. C. W. Ahl. Pres., Newville. Pa. Hartford & Connecticut Western.—Hartford, Coun., to Rhineeliff. N. Y., 108 miles; Milerton to Connecticut State line, 2 miles; t. t.al. 110 miles. Foreclosure suit was begun in 1880 against the former Connecticut Western, and the State Treasurer took possession. On May 25, 1881, bondholders re-organized, and stock in new company is issued for founds. In March, 1882, the purchase of the Rhin beek & Connecticut Railroad was made for \$800.000 in the stock of this company. Gross 2atnl gs 1881-82, \$104,273; deficit. \$15, 87. (V. 32, p. 577; V. 33, p. 23, 73, 153; V. 34, p. 231, 366; V. 55, p. 602, 736)

Housatonic.—Sept. 30, 1882, owned from Bridgeport. Conn., to State Line, Mass., 74 miles: Brookville to Janbury, 6 miles; leased—Berkshire Italiroad, 22 miles; West Stockbridge RR., 3 miles; Stockbridge & Pitts-Italicad, 22 miles; West Stockbridge RR., 3 miles; Stockbridge & Pitts-Italicad, 22 miles; West Stockbridge RR., 3 miles; Stockbridge & Pitts-Italicad, 22 miles; West Stockbridge RR., 5 miles; Brookville to J

worthernearce. Oper		amons and carmings for four years			past as follows:		
1		Passenger	Freight (ton)	Gross	Net D	iv. 9	
Years.	Miles.	Mileage.	Mileage.	Earnings.	Earnings. 1		
1878-9	127	6,310,830	12,741,554	\$598,335	\$248,420	8	
1879-40	127	7,325,680	17,890,190	740,997	247,283	8	
1880-81	127	7,816,-94	17,277,336	754.513	273,981	8	
1881-82.	127	8,546,740	17,510,670	746,328	253,203	8	
- 111 23 11	5501						

-(V. 33, p. 559.)

Houston East & West Texas.—Dec. 31, 1882, owned from Houston, Tex., to Lola. Tex., 135 miles. (Narrow guage, 3 feet.) It is intended to build to Marshall. The company has a Texas land grant of 10,240 acres for each mile constructed and equipped. Bonds issued to the extent of \$7,000 per mile first mortgage and \$5,000 per mile second mortgage. Stock authorized, \$10,000,000; issued, \$1,500,000. Gross earnings 1881-2, \$251,079; net, \$143,19; interest on bonds, \$65,795. The surplus of \$86,11, and cash from land sales, \$50,650, were applied to construction. From October, 1832 to May 1, 1833, gross sarnings, \$173,609; net, \$10,416. (V. 31, p. 292, 316, 489; V. 35, p. 189, 339; V. 36, p. 510, 731; V. 37, p. 75.)

Houston & Texas Central.—Dec. 31, 1882, owned from Houston, Tex.,

net, \$183,363. In 1382, earnings, \$320,434; net, \$176,185. (V. 32, p. 155, 368.)

Illinois Central.—Dec. 31, 1882, mileage was as follows: Main line—Chicago to Cairo, 365 miles; Dunleith to Centralia, 341 miles. Branches—Otto to Colfax, Ill., 60 miles; Buckingham to Tracy, Ill., 10 miles; Kempton June. to Kankaree June., Ill., 42 miles; Koscinsko June. to Koscinsko, 18 miles; Durant to Lexington, Miss., 12 miles; Gilman to Sprin rifeld, 111 miles. Total owned, 958 miles. Leased—Dubuque to Iowa Falls, 143 miles; Iówa Falls to Sioux City, 183 miles; Waterloo to Minnesota State Line, 76 miles. Total leased, 402 miles. Total oper ated Dec. 31, 1882, 1,360 miles. On Jan. 1, 1883, took formal possession of the Chie, 8t. L. & N. O. RR., 543 miles, to be known as "Southern Division," and making 1,909 miles operated in all.

This company was organized in March, 1851, and the whole road opened September, 1855. The terms of the leased lines in Iowa are given under the names of those companies. The general mortgage of 1874 provides for all bonds outstanding. The Illinois Central was one of the first, and has been one of the most successful, of the land grant roads. The company acquired a controlling interest in the Chicago St. Louis & New Orleans Railroad, to which it made large advances, and owned December 31, 1881, \$6,670,000 of the stock and \$3,632,000 of the 5 per cent gold bonds. From July 1, 1882, leased the Chicago St. Louis & New Orleans for 400 years, at 4 per cent per annum on stock, and issued the above 4 per cent leased line stock, exchangeable for the Ch. St. L. & N. O. stock. The Chic. & Springf, RR.was a reorganization of the Gilman Clint. & Spring in 1877, and is leased to the Illinois Central and virtually owned by it.

In Feb., 1853, a dividend of 17 per cent in the leased line stock to each 100 shares Illinois Central. Income for four years has been as follows

	too shares inmois central. Income for four years has been as follows							
,		INCOME	ACCOUNT.					
		1879.	1880.	1881.	1882.			
	Total gross earn'gs	7,249,183	8,322,127	8,586.397	8,905,312			
,	Net earnings	4,207,763	4,631,840	4,428,231	4,906,746			
	Interest	102,321	112,000	161,105	181,825			
	Miscellaneous	113,461	165,551	286,224	145,732			
	Total net income	4,423,545	4,909,391	4,875,560	5,234,303			
,	Disbursements-	8	8	\$	\$			
	Rent'ls pd.on fa.lines	615,830	708,702	735,696	761,227			
	Interest on debt	669,484	672,600	668,000	531,000			
	Taxes	395,011	444,125	465,352	484,750			
	Dividends	1,740,000	1,740,000	2,030,000	2,030,000			
	Construction in Illi-							
	nois during year	386,016	812,323	925,380	1,271,452			
	Total disbursem'ts	3,806,341	4,407,750	4,824,428	5,078,429			
	Balance, surplus	617,204	501.611	51,132	155,874			
ij	The Chicago St. Lo	ouis & New	Orleans own	ned from Ne	w Orleans,			
	La., to Cairo, Ill., 5							
	to Koscinsko, Miss.,	18 miles: le	ased, 5 mile	s: total ope	erated, 572			

to Kosciusko, Miss., 18 miles; leased, 5 miles; total operated, 572 miles. The Chicago St. Louis & New Orleans Raliroad was on June 13, 1842, leased to the Illinois Central RR. Co. (which owns all but 73 shares of the entire capital of \$10,000,000 for 400 years. The lessee guarantees the principal and interest of all the outstanding bonds prior to the 5 per cent bonds, and, by an indorsement on the latter bonds, guarantees the payment of the interest on the same until the principal is paid. Of the first mortgage bonds, \$\$541,000 are a prior lien on that portion of the road in Tennessee. The consolidated 5 per cent mortgage bonds of 1951 are to be issued only for redemption of prior

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

DESCRIPTION.	Miles	Date	Size or		TN	TEREST	OR DIVIDENDS.	Bonds-Princi-
For explanation of column headings, &c., see notes on first page of tables.	of Road.	of	par	Amount Outstanding	Rate per Cent.		Where Pavable and hy	pal, When Due. Stocks—Last Dividend.
Ill. Cent — (Contin' d) — Bds.,rg., mort.on Middle Div. Chic. St. Louis & N.O., 1st M. (N. O.J. & G. N.). do do 2d M. do do do 1st mort., (Miss. Cent.). do do do 1st mort. do do do 1st mort. do do do 1st mort. do do cons.M., gld. (for \$18,000,000) Ullnois Midland—1st mortgage, gold Indiana Bloomington & West.—Stock. 1st mort, pref., coup. or reg. 1st mortgage, coup., may be reg. Income bonds, reg., convertible. Consol. Income bonds for \$6,000,000.	101 206 224 185 185 567 567 All. 147 683 202 202 202 342	1878 1856 1860 1854 1865 1877 1877 1879 1879 1879 1879	\$1,000 1,000 1,000 500 &c. 100 &c. 1,000 1,000 1,000 1,000 100 &c. 500 &c. 100 &c.	\$910,000 2,915,000 14483,000 200,000 717,000 80,000* 11,275,000 11,275,000 10,000,800 1,000,000 3,500,000 72,300 4,565,000	5 8 8 7 8 7 6 5 7 8 7 4 to 6	F. & A. J. & J. A. & O. M. & N. F. & A. M. & D. J. & D. J. & D. J. & J. A. & O. J. & J. J. & J.	do d	April 1, 1909 April 1, 1919
2d mortgage, coupon or reg. 1st mortgage, gold, Eastern Division. ndianapolis Decatur & Springfield—1st mort., gold 2d mortgage, gold. nd. & Evansv.—1st M., gold (for \$3,380,000), \$& £ ndiana Illinois & Iowa—Stock. ndianapolis & St Louis—1st mort., in 3 series.	202 140 152 152 152 63 72	1879 1881 1876 1881 1881	500 &c. 1,000 1,000 500 &c. 500	1,500,000 3,000,000 1,800,000 1,000,000 1,100,000 1,356,000 2,000,000	4 to 6 6 g. 7 g.	J. & J. J. & D. A. & O. J. & J. A. & O.		July 1, 1921 April 1, 1909 June 1, 1921 April 1, 1906 July 1, 1911 April 1, 1911 July 1, 1919
New mortgage for \$2,000,000. ndianapolis & Vincennes—1st mortgage, guar. 2d mortgage, guaranteed. owa Falls & Sioux Oily—Stock. 1st mortgage, April 1, '69. thaca Auburn & West.—1st mort. (for \$500.000). 2d mortgage. (income for 3 years). facksonville Southeast.—1st mortgage. efferson (Pa.)—1st & 2d morts. (Hawley Branch). 1st mortgage (Susquehanna to Carbondale). effersonville Madison & Indianapolis—Stock. Jeff., Mad. & Ind., 1st M. (s. f. \$15,000 per year). do 2d mort. (\$100,000 in 1882). lersey Oily & Bergen—1st mortgage. ersey Shore Pine Creek & Buff.—1st mort, guar.	72 117 117 184 184 184 38 ¹ ₂ 54 9 38 224 159 159 6	1883 1867 1870 1869 1877 1880 1867 1866 1870	500 &c. 1,000 100 500 &c. 1,000 1,000 1,000 1,000 1,000 1,000	(3) 1,700,000 1,450,000 4,623,500 2,947,500 498,090 300,000 2,000,000 2,000,000 2,000,000 2,000,000	13 ₄ 7 7 7 6 7 7 11 ₂	F. & A. M. & N. Q.—M. A. & O. J. & D. J. & J. J. & J. J. & J. J. & J.	N. Y., Farm. L. & T. Co.	

1001 and 1002 was as 10110ws:		
Miles operated Dec. 31	1881. 401	1882. 696
Receipts—	\$	\$
Gross earnings	1,826,066	2,740,227
Net earnings. Disbursements—	691,192	888,653
Rentals paid	253,276	575,770
Interest on debt	196,119	327,738
Miscellaneous	30,306	28,456
Total disbursements	479,701	931,964
Balancesui	. 211,491	def. 43,311

-(V. 34, 231, 316, 521, 522, 549, 713; V. 36, p. 139, 623, 673.)

Indianapolis Decatur & Springfield.—Dec. 31, 1882, owned from Decatur, Ill., to Indianapolis, Ind., 153 miles. This company is successor to the Indiana & Illinois Central Railroad. In Dec., 1881, was leased to Indianapolis Bloomington & W. for 50 years, at 30 per cent of gross earnings, but with a guarantee of \$200,000 per year. A new adjustment proposed in April, 1881 (see V. 32, p. 501, V. 33, p. 303), was partly carried out, and the above 2d mortg, bonds issued, and \$2,850,000 of 7 per cent pref. stock. But some hitch took place, and in Nov., 1882, the trustees of the old 2d mortgage took possession of the road, subject to the lease to I. B. & W. Common stock is \$500,000. Gross earnings in 1879-80, \$339,850; net, \$142,684. In 1880-81 gross, \$191,487; net, \$159,178. (V. 34, p. 62, 231; V. 35, p. 373, 575, 637, 658; V. 36, p. 590.) \$159,178. 590.)

Indianapolis & Evansville.—In progress Indianapolis to Evansville. Bonds issued in London May, 1881. R. G. Hervey, President, Evansville, Ind. In February, 1882, an attachment for rails sold was issued.—(V. 34, p. 231, 316; V. 36, p. 427.)

Indiana Illinois & Jova.—In progress, and in April, 1883, in operation from Momence. Ill., to N. Judson, Ind., 110 miles. It is owned by a syndicate, and neither stock nor bonds have been marketed. For 63 miles, Streator to Momence, \$1,386,000 bonds were to be given. J. D. Harvey, President, Chicago, Ill. (V. 35, p. 373, 546, 575.)

Harvey, President, Chicago, Ill. (V. 35, p. 373, 546, 575.)

Indianapolis & St. Louis.—Dec. 31, 1882, owned from Indianapolis to Terre Haute, Ind., 72 miles; leased line, St. L. A. & T. H., 189 miles, and branches, 6 miles; total operated, 267 miles. The lease of the St. L. A. & T. H. was guaranteed by three other companies, and suit has been pending as to the rental. The company was controlled by the Pennsylvania Company, which owned the st. ck of \$600,000, in connection with the Cleve. Col. Cin. & Ind. Of the first mortgage bonds series "A" are J. & J.; & Series "B." M. & S.; & Series "C." M. & N. Interest had not been paid on the second mortgage and equipment bonds since April, 1878, and on July 28, 1882, the road was sold in forcelosure for \$1,396,000 (subject to 1st mort.) and bought for Clev. Col. Cin. & Ind. Co. and a

	-	Passenger	Freight (ton)	Gross	Net
Years.	Miles.	Mileage.	Mileage.	Earnings.	Earnings.
1879		12.209,092	102,63 ,114	\$1,493,876	\$191,149
1880	266	15,285,443	148,947,237	2,009,922	
1881	266	19.479,278	196,029,304	2,048,651	
188 2		21,008,318	202,985,772	2,086 776	df. 111,608
-(V.34, 344,	435, 57	72, 604, 686;	V. 35, p. 103,	160, 211, 263	, 297, 347,
373; V. 36, p.	80, 42	7.)			

36, p. 479.)

Jacksonville Southeastern.—July 1, 1882, owned from Jacksonville to Litchfield, Ill., 54 miles. This was the Jacksonv. Northw. & Southeast. RR., projected from Jacksonville to Mt. Vernon, 125 miles, Bonds were issued at \$20,000 per mile, amounting to \$600,000. In 1879 the company was reorganized by the bondholders under this name. In 1880 the road was extended 23 miles and bonds issued. Stock \$1,000,000. In year ending June 30, 1882, gross earnings, \$117,117; net, \$23,924. (V. 35, p. 625.)

Jefferson.—Sept. 30, 1882, owned from Susquehanna Depot, Pa., to Carbondale, Pa., 37 miles; branch, Hawley, Pa., to Honesdale, Pa., 8 miles; total, 45 miles. Leased in perpetuity to the Eric Railway for \$140,000 per annum, and now operated by the N.Y. Lake Eric & West. Capital stock, \$2,096,050. Edward Clymer, President, Reading, Pa.

Stock, \$2,996,050. Edward Clymer, President, Reading, Pa.

Jeffersonv. Madison & Indianapolis.—Dec. 31, 1882, owned from Louisville, Ky., to Indianapolis, Ind., 110 miles; branches—Madison, Ind., to
Columbus, Ind., 46 miles; Columbus, Ind., to Sheibyville, Ind., 24 miles;
Jeffersonville, Ind., to New Albany, Ind., 6 miles; Shelby & Rush Rg.,
18 miles; Cambridge Extension, 20 miles; total operated, 224 miles.
The read was leased anew from January 1, 1880, to the Pennsylvania
Company, the lessees to pay over all the net earnings to the J. M. & I.
Co. In 1881 the Penn. Company purchased \$1,939,000 of the stock.
Dividends were at the rate of 7 per cent per annum till May, 1880, and
reduced afterward. Earnings for four years past were as follows:

Louisoca alloci wala.	Latining	o for four years past	were as long	WS:
Years.	Miles	Gross Earn.	Net Earn.	Div. p. c.
1879	186	\$1,246,333	\$192,863	7
1880	186	1,388,565	541,538	612
1881	186	1,462,802	365,043	3
1882	201	1,545,198	356,807	nil.
-(V. 32, p. 205)				

-(V. 32, p. 205.)

Jersey City & Bergen.—Dec. 31, 1882, owned from Jersey City to Bergen Pt., N. J., 6 m. In 1881 gross earnings, \$260,798; net. \$36,511; in 1882 gross, \$283,884; net, \$86,105. Stock, \$250,000. William Keeney, President, Jersey City.

Jersey Shore Pine Creek & Buff do.—From Catawissa Junction, to Stokesdale on the Coroling C. & A. Road, 75 miles. It is a connection between Reading lines and N. Y. Central, and bonds are guaranteed by these companies and the Corning C. & A. All stock and bonds held by Mr. W. H. Vanderbilt and no information. See V. 36, p. 54, 560, 675.

Joliet & Northern Indiana.—Dec. 31, 1882, owned from Joliet, Ill., to Lake Station, Ind., 45 miles. Operated as part of the Michigan Central main line. Road opened in 1854 and leased to the Mich. Cent. Above issue of bonds definitely guaranteed was given as a compromise in place of old 8 per cent bonds. Stock (\$300,000) carries dividends of 8 per cent per annum.

Junction (Philadelphia).—Dec. 31, 18°2, owned from Belmont, Pa., 10

Junction (Philadelphia).—Dec. 31, 18°2, owned from Belmont, Pa., to Gray's Ferry, Pa., 3°6 miles—It connects various lines coming into Philadelphia. Capital stock. \$250,000. Net over operating expenses in 1881, \$69,956; in 1832, \$124,920. Six per cent paid in April, 1882, and 10 per cent in September, 1882. (V. 32, p. 420.)

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

DESCRIPTION.	Miles	Date	Size, or		INT	TEREST		Bonds-Principal, When Due.
For explanation of column headings, &c., see notes on first page of tables.		of .	Par	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by	
Joliet & Northern Indiana-1st mort., guar by M. C.	44	1877	\$1,000	\$800,000	7	J. & J.	N. Y., Farm. L. & T. Co.	July 10, 1907
Junction (Philadelphia).—1st mortgage	3.6	1862	1,000	425,000 300,000			Phila., 233 So. 4th St.	July 1, 1912 April 1, 1900
2d mortgage. Junction & Breakwater—Funded debt (Del. St. loan)	3.6	1865	1,000	400.000	6 4	A & O.	Lewes, Del., Treasurer.	1890
2d mortgage	100000	1876		250,000	4	F. & A.	do do	Feb., 1896
Kansas Central—1st mortgage (for \$3,200,000)	168	1881	1.000	1,348,000	6	A. & O.		April 1, 1911
Kansas City Fort Scott & Gulf-Stock, common	363			4,648,000	3	F. & A.	Boston.	Feb. 15, 1883
Stock, preferred	363			2,750,000	4.	F. & A.	do	Aug. 15, 1883
1st mortgage, land. grant, sink fund	159	1879	1,000	2,560,400	7		Bost., Nat. Webster Bk.	June 1, 1908
Mortgage on branches	196	1880	1,000	2,374,000		M. & S.	do do	Sept. 1, 1910
do do	26	1882	1,000	212,000	5	F. & A.	do do	Aug. 1, 1922
Kansas City Lawrence & Southern Kansas-1st mort	175	1879	500 &c.	2,940,000	5 to 6	A. & U.	Boston, Nat. Union Bk.	Apr. 1, 1909
Southern Kansas & Western-1st mortgage	149	1880	1,000	1,769,000 248,000	7	J. & J. M. & S.		Jan. 1, 1910 Sept. 1, 1910
Sunner County RR.—1st mortgage	18	1880	1.000	500,000		A. & O.		April 1, 1909
Ottawa & Burlington RR1st mortg., guar Kansas City Springfield & Memphis-1st mort		1883	1,000	7.000,000		M. & N.		May 1, 1923
Kentucky Central-Stock		100000000000000000000000000000000000000		5,584,800		M. & N.		May, 1881
3d mortgage		1855	1,000	220,000			N. Y., Bank of America.	June, 1885
Maysville Division mortgage				400.000	7 7			
General mortgage	1 750	1881	1,000	6,036,000			N. Y., Morton, B. & Co.	
Reokuk & Des Mornes-1st M., int. guar. C. R. I. & P.	162	1878	100 &c.				N. Y., Farm. L. & T. Co.	
Knox d: Lincoln-1st mortgage	49	'69-'72		2,335,000		Various	Bost., Hide & L'ther Bk.	1880-1902
Lackawanna & Pittsburg-Mortg. (for \$2,000,000)				(3)	6			
Allegany Cent., 1st mortgage, gold	62	1881	1,000	600,000	6 g.	J. & J.	N.Y., Post, Martin & Co.	Jan. 1, 1922
do 2d mortgage, gold	62	1882	-00.0-	150,000		Jan'ary		Tom 1 1010
do Income mort., not cumulati	000	1882	500 &c.	300,000 7,700,000		Jan ary	*********	Jan. 1, 1912
Lake Erie & Western-Stock	386	1879	1.000	1,815,000		T 8- 1	N. Y., Metropolitan Bk.	Aug. 15, 1919
1st mortgage, gold		1879	1,000	1,485 000	7 8.	August		Aug. 15, 1899
		1880	1,000	327,000		F. & A.		Aug. 1, 1919
Sandusky Extension, 1st mortgage	21	1880	1.000	600,000	7			Aug. 1. 1920
Lafayette Bloom. & Muncie, 1st mort., gold	200	1879	1,000	2,500,000	6 g.	M. & N	N. Y., Metropolitan Bk.	May 1, 1919
do do income M. con. (non-cumul.		1879	1,000	1,000,000	7	Yearly	do do	May 1, 1899
Lake Ontario Southern-1st mortgage, gold	50	1880	1,000	994,300		A. & O	N. Y., Union Trust Co.	July 1, 1905
Lake Shore & Michigan Southern-Stock	1177		100	49,466,500		QF.	N.Y., Grand Cent. Office.	
Guaranteed 10 per cent stock			100	533,500	5	F. & A	do do	Aug. 1, 188

Junction & Breakwater.—Dec. 31, 1882, owned from Harrington to Lewes, Del., 40 miles; branch to Rehoboth, 5 miles; total operated, 45 miles. Gross earnings, 1881, \$83,693; net, \$30,924. Gross in 1882, \$112,864; net, \$51,119. Stock is \$306,000. N. L. McCready, President, New York City. (V. 34, p. 625.)

Kansas Central.—July 1,1883, owned from Leavenworth to Miltonvale, 168 miles. Sold under foreclosure of first mortgage April 14, 1879. Reorganized April, 1879. Gross earnings in 1882, \$169,554; net. \$5,864. Stock, \$1,345,000. Sidney Dillon, President,

-(V. 35, p. 457; V. 36, p. 312, 427, 452; V. 37, p. 48.)

—(V. 35, p. 457; V. 36, p. 312, 427, 452; V. 37, p. 48.)

Kansas City Lawrence & Southern Kansas.—Dec. 31, 1882, owned from Lawrence, Kan., to Coffeyville (Indian Ter. Line), 144 miles: branches—Ottawa Junction to Olathe, 32 miles; Olathe to Wascea, 14 miles; Cherryvale to Harper Kan., 149 miles; Wellington, Kan., to Hunnewell, Kan., 18 miles; leased, Ottawa & Burlington RR., 42 miles; total operated. 395 miles. The Kansas City Lawrence & Southern Kansas was formerly the Leav. Law. & Gal. RR, which was sold in foreclosure Aug. 9, 1878, and purchased by bondholders, and the present company organized May, 1879. In November, 1880, the consolidation of the three roads above named was made, and the consolidation of the three roads above named was made, and the consolidated stock of \$3,759.000 was purchased in the interest of the Atchison Top. & S. Fe with the 5 per cent bonds of that company (through its auxiliary corporation, the Kansas City Topeka & Western), according to the terms of the circular published in the Chronicle of Nov. 27, 1880 (V. 31, p. 559). The present bonds carry 4 per cent till 1882, 5 in 1882–3, and 6 thereafter.—(V. 32, p. 16; V. 33, p. 74; V. 36, p. 393, 559; V. 37, p. 23, 99, 127.)

Kansas City Expringfield, Mo., to Memphis, Tenn., 281 miles, at an estimated cost of \$7,000,000. The Kan. City Ft. S. oft & G. will appropriate 15 per cent of gross carnings on business to or from the new road to pay interest on the bonds, if needed.—Each holder of 50 shares K. City Ft. S. & G. stock had the right to take \$1,500 in stock of the new Missouri corporation for \$1,500 in cash, with \$2.000 of the bonds for \$500 in cash—making \$3,500 for \$2,000 cash. (V. 33, p. 153; V. 35, p. 71, 297, 313, 546, 762, 763; V. 26, p. 453.)

Kentucky Central.—Dec., 31, 1882, owned from Covington, Ky., to Lexngton, Ky., 100 miles, and Paris. Ky., to Maysville. Ky., 50 miles: tetal

Kenueky Central.—Dec., 31, 1882, owned from Covington, Ky., to Lexington, Ky., 100 miles, and Paris, Ky., to Maysville, Ky., 50 miles; total operated, 150 miles. This was formerly the Covington & Lex. RR., which was foreclosed in 1859. In 1875 the present company was formed, and took possession May 1, 1875. The Maysv. & Lex. RR. was taken Nov. 17, 1876. In June, 1881, a majority of the stock was purchased by Mr. C. P. Huntington of the Chesapeake & Ohio road, and an extension from Paris to Livingston, Ky., 70 miles, will be completed in 1883. Enough of the general morts. of 1881 is reserved to retire the prior bonds. The fiscal year now ends Dec. 31. Annual report for 1882 in Chronicle, V. 36, p. 534. Operations and earnings for two years past:

Receipts— INCOME ACCOUNT. Total gross earnings		1882. \$724,363
Net earnings		\$309,273
Rentals paid	\$28,000 70,875	\$28,000
Taxes		130,630 $20,412$
Dividends	. 73,252	
Miscellaneous	. 23,885	*******
Total disbursements	. \$213,744	\$179,042
Balance surplus	. \$728	\$130,231
-/V 34 n 146 230 521 549 574 · V. 36 n.	952. 534:	V. 37. n. 931

Keolvik & Des Moines.—June 30, 1882, owned from Keokuk, Ia., to Des Moines, Ia., 162 miles. This was a reorganization, Jan. 1, 1874, of the Des Moines Valley Eastern Div., sold in forcelosure Oct. 17, 1873. The property was leased for 45 years from Oct. 1, 1878, to the Chicago Rock Island & Pac. RR. on the terms following: that the lessee pay 25 per

eent of the gross earnings to this company, but guarantee the interest (not the principal) on the present bonds. The stock is \$1,524,600 of 8 per cent preferred and \$2,600,400 of common, a majority of which is held by the lessee. In the year 1879-96 gross earnings were \$639,788; in 1880-81 gross earnings, \$660,101, and rental, at 25 per cent, \$165,025, leaving \$27,525 surplus over interest A dividend of 1% per cent on preferred stock was paid December, 1881. (V. 35, p. 737.)

Knox & Lincoln—Sept. 30, 1882. owned from Bath, Me. to Rockland, Me., 49 miles. The stock is \$364,580. John T. Berry, President, Rockland, Me. (V. 32, p. 356; V. 34, p. 204, 316.)

Lackawanna & Pittsburg.—A consolidation in April, 1883, of the Allegany Central and the Lackawanna & Western. Capital stock, \$3,000,000, of which \$1,500,000 is preferred. Road when completed will extend from Perkinsville, Pa., to Olean, N.Y., with branches, in all 101 miles. See V. 35, p. 453. The A. C. 1st mortgage bonds are redeemable any time at 105. (V. 36, p. 453.)

Lake Erie & Western.—June 30, 1882, owned from Sandusky to Fremont, 22 miles; Fremont to Celina, 99 miles; branch to Minster, 9 miles; Celina to Muncie, 54 miles; Muncie to Ill. State line, 120 miles; Illinois State line to Bloomington, 81 miles; total operated, 386 miles. This was a consolidation, Dec. 12, 1879, of the Lafayette Bloomington & Muncie and the Lake Erie & Western, on the basis following: The consolidated company to assume all the debts, issue its stock share for share for the Erie & Western stock, and issue four shares of its stock for each share of the Lafayette Bloomington & Mincie stock. The line embraces the former Lafayette Bloomington & Mississippi road and the Lake Erie & Western stock, 181, gross, \$1,411,776; net, \$310,574: in 1881-82, gross, \$1,424,013; net, \$388,994. (V. 33, p. 358, 501; V. 34, p. 146; V. 35, p. 103, 454.)

Lake Ontario Southern.—Sept. 30, 1881, owned from Sodus Point, N.Y., to Stanley, N.Y., 34 miles. This company was a consolidation, De

rairoads. Stock, \$940,475. Gross earnings in 1880-81, \$31,088. (V. 33, p. 412.)

Lake Shore & Michigan Southern.—Dec. 31, 1882, owned from Buffalo, N.Y., to Chicago, Ill., 540 miles; branches owned, 324 miles. Other lines owned as foilows: Detroit Monroe & Toledo, 62 miles; Kalamazoo & White Pigeou, 37 miles; Northern Central (Mich.), 61 miles; Kalamazoo & Somiles. Ragas leased are as follows: Kalamazoo Allegan & Gr. Rapids, 58 miles; Jamestown & Franklin, 51 miles; Mahoning Coal R., 43 miles; Detroit Hills. & Southwest., 65 miles; Fort Wayne & Jackson, 98 miles; Total, 315 miles. Total road owned, leased, and operated, 1,339 miles. This company was a consolidation of the Lake Shore Railroad and Michigan Southern & Northern Indiana Railroad May 27, 1869, and the Buffalo & Eric Railroad August 16, 1869. The consolidated line embraces the former roads of the Cleveland & Toledo and the Cleveland Painesyille & Ashtabula railroads.

In 1882, 140,500 shares pref. stock and 124,000 shares of common stock (a controlling interest) were purchased in the N. Y. Chic. & St. Louis (Nickel-plate) road, and \$6,500,000 of t. S. & M. S. 2d consol. mortg. bonds issued to pay for it. The Lake Shore also controls Chic. & C. So. The statement for first six months of 1883 (V. 36, p. 707) gave net income over all charges, \$1,741,837, against \$1,076,095 in 1882, leaving a deficit of \$236,823 after paying the 4 per cent dividends.

The last annual report is published in V. 36, p. 508, containing the tables below, showing the operations and the earnings of the road for a series of years:

L	a series of years.			arrr ma	
	· OP	ERATIONS AT	ND FISCAL RE	SULTS.	
	Operations-	1879.	1880.	1881.	1882.
1	Passengers carried	2,822,121	3,313,485	3,682,006	4,118,832
	Passenger mileage	141,162,317	176,148,767	207,953,215	227,098,958
2	Rate per pass p. mile	2.22 ets.	2.13 ets.	1.98 cts.	2.15 cts.
2	Freight (tons) moved	7,541,294	8,350,336	9,164,508	9,195,538
3	Freight (tons) mil'ge.	* 1,733,423	* 1,851,166	* 2,021,755	* 1,892,868
	Av. rate p. ton p. mile	0.642 cts.	0.750 cts.	0.617 cts.	0.628 ets.
	Earnings-	8	8	8	- 8
	Passenger	3,138,004	3,761,008	4,134,789	4,897,185
3	Freight	11,288,260	14,077,294	12,659,987	12,022,577
3	Mail, exp., rents, &c.	845,228	911,159	1,176,615	1,305,877
)	Total gross earnings.	15,271,492	18,749,461	17,971,391	18,225,639
)	Operating expenses-	- \$	\$	\$	\$
2	Maint. of way, &c	1,811,284	1,815,072	2,182,510	2,323,789
	Maint. of equipment.	1,204,527	2,168,856	1,596,537	1,552,805
	Transport'n expenses	4,626,385	5,307,829	6,275,361	5,968,350
_	Taxes	437,616	437,639	472,566	503,852
2	Miscellaneoust	855,212	688,709	751,454	709,011
1	m. 4-3	0.001 504	10 410 105	11 070 400	11 057 907
	Total	8,934,524		11,278,428	11,057,807
	Net earnings	6,336,968		6,692,963	7,167,832
1	P.c.of op. ex. to ear'gs	58.50	55.56	62.76	60.67
0					

*Three ciphers omitted.
†Includes damage and loss of freight and baggage, personal injuries, law expenses, rents payable and hire of cars.

DESCRIPTION.	Miles	Date	Size, or		INTEREST OR DIVIDENDS.			Bonds-Princi-
For explanation of column headings, &c., see notes on first page of tables.		of	Par	Amount	Rate per Cent.	When Payable	Where Payable, and by Whom.	Stocks—Last Dividend.
Lake Shore & Michigan Southern—(Continued)— Consol. 1st mort., (sink. fund, 1 per cent) coupon, do do registered Consol. 2d mort., do. (for \$25,000,000) coup.& reg. Lake Shore dividend bonds	451 951 162 162 88 88 82 57 12 13 58 51 51	1870 1870 1873 1869 1855 1867 1855 1866 1868 1876 1867 1867 1868 1868	\$1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	\$\$8,706,060 21,192,000 1,356,000 5,240,000 920,000 1,595,000 300,000 2,834,000 924,000 400,000 100,000 100,000 610,000 368,000 500,000 450,000 329,000	777777777888837727		Coupons are paid by Treasur'r at Gr'nd Central Depot, N. Y. and registered interest by Union Trust Company. Pittsburg Office. N. Y., Winslow, L. & Co.	July 1, 1900 July 1, 1900 Dec. 1, 1903 April 1, 1899 May 1, 1885 Oct. 1, 1892 July 1, 1885 Sept. 1, 1886 Sept. 1, 1886 April 1, 1896 Jan. 1, 1890 Jan. 1, 1890 July 1, 1887 July 1, 1888 April 1, 1888 April 1, 1888 April 1, 1883 Var. to J'lly, '97 June 1, 1894 July, 1883 Aug., 1895
1st mortgage Lehigh & Hudson River—1st mortgage, gold Warwick Valley, 1st mortgage do 2d mortgage Lehigh & Lackawanna—1st & 2d mortgages Lehigh Valley—Stock (\$106,300 is pref.) 1st mortgage, coupon and registered 2d mortgage, registered Consol. mort., gold, \$& & (s. fd. 2 p.c. y'ly) ep.®. Easton & Amboy, 1st mort., guar. (for \$6,000,000) Delano Land Company bonds, endorsed Little Mani—Stock, common Street con. 1st M. bds (jointly with Cin.& Ind.RR.) Renewal mortgage. Little Rock & Forl Smith—Stock 1st M., ld gr't (1.083,000 acs) s.fd. (for \$3,000,000)	41 22 25 308 101 101 232 60 196 	1865 1881 1879 1381 1877 1868 1870 1873 1880 1872 1864 1882	1,000 50 1,000 1,000 1,000 1,000 1,000 1,000 1,000	\$00,000 145,000 240,000 600,000 27,603,195 5,000,000 6,000,000 13,854,000 2,500,000 4,637,300 250,000 1,400,000 4,505,308	6 6 6 7 2 6 7 6 5 7 2 6 5	J. & J. A. & O. A. & O. J. & D. Q.—J. J. & D. M. & S. J. & D. M. & S. J. & D. M. & N. J. & J. Various M. & N.	N. Y., Nat. Exch. Bank. Philadelphia. Philadelphia, Office. Reg. atoffice; ep. B'k'N.A. Phila. Bank of N. Amer. Philadelphia, Office. do do do do	July 1, 1911 1899 1911 Dec. 1, 1907 July 16, 188 June, 1898 Sept., 1910 1898 & 192 Jan., 1892 Sept. 10, 188 1894 Nov. 2, 191 July 18, 188 Jan., 1, 190

Receipts— Net earnings Interest, divid's, &c. Pr. on bds. & st'ks sold		ACCOUNT. 1880. \$ 8,331,356 208,662	1881. \$ 6,692,963 238,675 850,000	1882. \$ 7,167,832 98,392
Total income	6,509,774	8,540,018	7,781,638	7,266,224
Disbursements-	\$	\$	\$	\$
Rentals paid	257,489	282,955	273,925 $2,612,230$	357,087 $2,714,955$
Interest on debt Dividends, guar	2,616,955 53,350	2,622,730 53.350	53,350	53,350
Dividends, guar	3,215,322	3,957,320	3,957,320	3,957,320
Rate of dividend	612	8	8	8
New cars & engines*.			674,949	*******
Miscellaneous	60,128		199,597	*******
Total disbursem'ts.	6,203,244	6,916,356	7,771,371	7,082,712
Balance, surplus	306,530	1,623,662	10,267	183,512

^{*} In 1880 this item amounted to \$700,000, but was charged to operating expenses, and in 1882 it amounted to \$1,019,000, but was charged in general account below.

Lawrence.— Dec. 31, 1882, owned from Lawrence Junction, Pa., to Youngstown, O., 18 miles; branch from Canfield Junction to Coal Fields, O., 4 miles; total operated, 22 miles. The branch was built by another company and merged in this company April 23, 1873. The Lawrence Railroad was leased June 27, 1869, to Pittsburg Fort Wayne & Chicago RE. at 40 per cent on gross earnings, with \$45,000 per year guaranteed as a minimum. Lease has been transferred to Pennsylvania Co., by thich the road is now operated. Gross earnings in 1851, \$193,000; net, \$35,124; rental received from lessee, \$77,200; in 1882, gross, \$226,910; net, \$107,191; rental, \$90,764. (V. 35, p. 20; V. 36, p. 252.)

Lehigh & Hudson River.—This road was opened from Greycourt, Erie road, to Belvidere, N. J., 63 miles, August, 1882. Consolidati April, 1882, of the Lehigh & Hudson River and the Warwick Vall roads. In addition to above there are \$85,000 Wayawanda 6 p. bonds due 1900. Stock, \$1,340,000. In 1881-82 gross earnin \$83,691; net, \$28,444. (V. 33, p. 201; V. 34, p. 146, 408, 549; V. 3 p. 102, 189, 298.)

Lehigh & Lackawanna.—Dec. 31, 1882, owned from Bethlehem, Pa., to Wind Gap, Pa., 25 miles. This road was opened in 1867. It is leased to the Lehigh Coal & Nav. Co., and operated by Central RR. of New Jersey. Of the above bonds, \$100,000 are a 1st mort., and \$500,000 2d mort. Capital stock, \$375,100. Gross earnings in 1881, \$47,441; net, \$16,526. Gross earnings in 1882, \$53,839; net, \$9,981.

Lehigh Valley.—Nov. 30, 1882, voned from Phillipsburg (Pa. Lire), N. J., to Wilkesbarre, Pa., 104 miles; branches—Penn Haven to Audenried. 28 miles; Hazle Creek Bridge to Tomhicken (and branches), 32 miles; Lumber Yard to Milnesville (and branches), 18 miles; Black Creek Junction to Mt. Carmel (and branches), 61 miles; Slatedale branch, 3 miles; Berr Creek Junction to Bear Creek, 11 miles; Lackawanna Junction to Wilkesbarre, 10 miles; also owns the Easton & Amboy RR., Amboy N. J., to Pennsylvania Line, 60 miles; total operated, 323 miles. This is one of the most important of the coal roads, and has been able to maintain dividends during past years. It is one of the peculiarities of the company's annual report that no general balance sheet is given. The earnings, expenses and income account for the fiscal years ending Nov. 30, were as follows:

Total freight (tons) moved 1 m. .541,481,877 642,925,984 706,832,431

 Earnings—
 \$5,352,604

 Coal freight
 1,879,574

 Passenger, mail, express, &c.
 530.812

 \$6,678,590 2,126,397 618,871 \$9,423,858 \$10,160,069 4,648,084 5.833,677 Total gross earnings \$7,762,990 Operating expenses 4,002,357 Net earnings \$3,760,633 \$4,775,774 \$4,326,392 INCOME ACCOUNT. 1880-81. 1879-80. \$
4,775,774
968,268 Net earnings.
Other receipts and interest 5,744,042 4.598.581 Total income.....

Disbursements— Interest on debt.	1879-80. \$ 1,630,113	1880-81. \$ 2,268,313	1881-82. \$ 2,019,734
General, taxes, floating int., loss	742,953	$772,682 \\ 1,522,954 \\ 1,070,059$	375,490
on Morris Canal, &c	1,108,757		2,350,516
Dividends*	990,338		554,349
Total disbursements	4,472,161	5,634,003	5,300,089
	126,420	110,034	105,546

* $\overline{\text{In}}$ 1830, 10 on preferred and 4 on common; in 1331, 10 on preferred and 5^{1} ₂ on common; in 1382, 10 on preferred and 6^{1} ₂ on common. -(V. 34, p. 86. 145, 489, 549; V. 36, p. 80, 138, 169.)

Little Miami.—December 31, 1882, owned from Cincinnati, O., to Springfield, O., 84 miles; branch, Xenia, O., to Dayton, O., 16 miles; leased, Columbus & Xenia Railroad, Xenia to Columbus, O., 55 miles Dayton & Western Railroad, Dayton, O., to Indiana State Line, 37 miles; Ohio State Line to Richmond, Ind., 4 miles; total operated, 196 miles. The 1i tle Miami Railroad proper extends from Cincinnati to Springfield, but the portion between Xenia and Springfield is now operated as a branch; for the remainder of the main line, as given above, the Col. & Xenia road, Columbus to Xenia, is used. On Jan. 1, 1865, they leased the Dayton & Wast. (Dayton to Ind. State line) and the Rich. & Miami (State line) a Richmond), and on Feb. 4, 1865, purchased the road from Xenia to Dayton; these three roads go to form the branch of 57 miles given above. The partnership agreement was dissolved November 30, 1868, and a contract made by which the Columbus & Xenia road, including its interest in the above-named branches, was leased to the Little Miami with all its branches, &c., was leased to the Pittsburg Cincinnati & St. Louis Railroad Company for 99 years, renewable forever. The Pennsylvania RR. Co. is a party to the contract and guarantees its faithful execution. Road is now operated by Pittsburg Cin. & St. Louis Railway Co. Lease rental is 8 per cent on \$4,743.300, interest on debt and \$5,000 per annum for Little Miami Company's expenses of organization; the fulfilment of the lessor's lease obligation is also stipulated. In 1882 the gross earnings were \$1,808,150; net. \$405,350; lease rental, &c., of lessee, \$671,365; loss to lessee, \$266,015, against \$267,467 in 1881.

Little Rock & Fort Smith.—Dec. 31, 1882, owned from Little Rock, Ark, to Evert Smith. 1620.

—(V. 32, p. 155, 498.)

Little Rock & Fort Smith.—Dec. 31, 1882, owned from Little Rock, Ark., to Fort Smith, 165 miles; branches, 3 miles; total, 168. In Dec., 1874, the property (then 100 miles), including the land grant, was sold in foreclosure. This company afterwards built 65 miles, and opened the road to Fort Smith July 1, 1876. Six coupons of July, 1876, and after were funded into 7 per cent notes. Total of notes outstanding Dec., 1882, \$464,747. In June, 1883, it was proposed to fund into 10 year scrip the coupons falling due July, 1883, and January, 1884. In the year 1881 the gross earnings were \$562,650; net, \$260,745. In 1882 gross earnings were \$539,123; net. \$237,193. The lands unsold Jan. 1. 1883, amounted to 695,390 acres and land notes, \$571,873; in 1881 47,785 acres were sold for \$185,705; in 1882 49,431 acres sold for \$167,587. (V. 35, p. 347; V. 36, p. 29, 108, **534**, 731.)

Little Road Mississimmi Rings & Tegras —Dec. 31, 1882, owned from

for \$167,587. (V. 35, p. 347; V. 36, p. 29, 108, 534, 731.)

Little Rock Mississippi River & Texas.—Dec. 31, 1882, owned from Little Rock to Arkansas City, 113 miles; Tripps to Warren, 53 miles; Rob Koy Junction to Micawber, 4 miles; total, 170 miles. This company was a reorganization of the Little Rock Pine Bluff & New Orleans Railroad and the Mississippi Ouachita & Red River Railroad. Both those companies received land grants and State aid bonds. The coupons due Jan. 1 were not paid, and serip was offered. Earnings in 1881, \$301,225; net. \$129,625; in 1882 gross. \$321,862; net, \$99,601. The stock is \$3,594,600. Elisha Atkins, President, Boston, Mass. (V. 33, p. 201; V. 35, p. 182; V. 36, p. 108, 139.)

Little Schuylkill.—Nov. 30, '82, owned from Port Clinton to Tamanend, 28 miles; branches, 3 miles; total operated, 31 miles. The East Mahanoy RR., was leased Jan. 12, 1863, for 99 years, and sub-leased to Phila. & Reading July 7, 1868. The Little Schuykill Railroad is leased to the Philadelphia & Reading Railroad for 93 years from July 7, 1868, at a fixed annual rental. Of the stock, \$158,250 is held by the company, and no dividends are declared on this.

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⁻⁽V. 34, p. 501, **518**, 617, 637; V. 35, p. 3, 21, 249, 298, 729; V. 36, p. **508**, 510, 707.)

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

DESCRIPTION.	Miles	Date	Size, or		IN'	TEREST	OR DIVIDENDS.	Bonds-Princi-
For explanation of column headings, &c., see notes on first page of tables.	of	of Bonds	Par Value.	Amount Outstanding	D .		Where Payable, and by	pal, When Due. Stocks—Last Dividend.
Little Rock Miss. River & Texas—1st mortgage. 2d mortgage. Little Schuylkill—Stock. Long Island—Stock 1st mortgage, extension 1st mortgage, extension 1st mortgage, ellencove Br 1st mortgage, main 2d mort, for floating debt. Consol. mortgage, gold (for \$5,000,000). New York & Rockaway, guar, int. only Smithtown & Port Jefferson. Long Island Oily & Flushing—1st M., coup. or reg. Income bonds (cumulative) (\$350,000). Newtown & Flushing, guar by L. I. RR. Los Angelos & San Diego—1st mortgage Louisiana Western—1st mortgage, gold Louisville Evansville & St. Louis.—1st mort. 2d mortgage, gold Income bonds	170 334 334 156 164 10 19 1034 1034 27 112 2,028 840 62 172 46 62 172 46 392 392 130	1876 1876 1880 1860 1868 1878 1878 1871 1881 1881 1881 1881 1880 1880	\$500 &c. 1,000	\$1,871,500 1,106,000 2,646,100 10,000,000 175,000 150,000 1,121,500 268,935 3,051,000 600,000 312,000 150,000 2,240,000 1,000,000 3,900,000 25,000,000 10,361,000 26,000 26,000 333,000 10,000,000 20,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000	7712 17677757766676667436667777766676666666666	J. & J. A. & O. J. & J. Q.—F. M. & N. M. & N. M. & N. F. & A. Q.—J. A. & S. M. & S. Jan I. J. & J. J. & J. A. & D. A. & D. Various A. & O. M. & N. J. & B. J. & D. Various M. & N. J. & A. J. & A. & D. Various M. & N. J. & A. & D. Various M. & N. J. & A. & D. Various M. & N. J. & A. & O. Various M. & N. J. & D. Various M. & N. J. & D. Various M. & N. J. & D. Various M. & N. J. & D. Various M. & N. J. & D. J. & D. Various M. & N. J. & D. Various M. & N. J. & D. Various M. & N. J. & D. Various M. & D. W. & D.	Boston, Co.'s Office. do do do Philadelphia Office. N.Y.,Corbin Bank'g Co. do N.Y., Corbin Bank'g Co. do do do do do do do do do N.Y., Central Pacific. N.Y., Central Trust Co. New York and Boston. do do L. & N. R.R., 52 Wall St. N.Y., Drexel, M. & Co. New York Agency. N.Y., Drexel, M. & Co. do do N.Y., Central Pacific. N.Y., Drexel, M. & Co. do do New York Agency. N.Y., Drexel, M. & Co. do do N.Y., To do do N.Y., Drexel, M. & Co. do do N.Y., Drexel, M. & Co. do do N.Y., Drexel, M. & Co. do Ago do N.Y., Drexel, M. & Co. do Ago Baring Bros.	Jan. 1, 1906 1911 July 13, 1883 Aug. 1, 1883 May, 1894 May, 1894 May, 1898 Aug. 1, 1918 July 1, 1931 April, 1901 Sept., 1901 May 1, 1911 May 1, 1931 May, 1931 July 1, 1990 1920 1921

1881, most of the holders of Smithtown & Port Jefferson bonds and N. Y. & Rockaway bonds agreed to exchange their bonds for the consol mortgage, bearing 5 per cent.

The annual report for 188 i-82 from the returns to the New York State Engineer was published in Chronicle, V. 35, p. 734, and gave gross earnings, &c., and comparative statistics as follows:

Miles operated. 326 Passengers carried, No. 5,043.848 Preight (tons) moved. 280,071	1879-80. 320 6,228,292	1880-81 328 6,512,270	1881-82. 352 8,878,453
Earnings and Expenses— \$ Passenger earnings 1,032,689 Freight earnings 463,978 Miscellaneous earnings 121,283	\$20,837 \$1,162,404 531,367 118,178	\$1,237,837 567,055 141,776	\$1,608.771 634,698 173,588
Gross earnings 1,617,950 Expenses and taxes 1,279,591	1,811,849 1,365,856	1,946.668 1,756,372	2,417.057 1,576,774
Net earnings 338,359 Lease rentals 193,305 Interest and sinking fund 205,174 Capital stock 3,260,600 Funded debt 1,881,750 Floating debt 1,157,861	445,993 165,399 228,121 3,260,600 2,479,712 725,386	190,296 92,500 1 292,841 9 3,260,700 2,713,672 1,123,794	840,283 393,505 9,960,700 2,691,203 1,651,975
Total liabilities	6,465,698 6,271,300	7,098,166 : 6,629,318 : 2, 189, 211.	14,303,878 11,086,245

763; V. 36, p. 5, 93, 731.)

Long Island Oily & Flushing.—This is a reorganization of the Flushing & North Side road, foreclosed Dec. 11, 1850. The stock is \$500,000; par, \$100. The income bonds are payable at will. Leased to Long Island RR. for 50 years, the lessee taking 60 per cent of gross earnings and \$17,500 for fixed charges. In 1851-82 gross earnings were \$21,914, of which 40 per cent was \$84,765. (V. 33, p. 154, 468; V. 36, p. 55.)

Los Angelos & San Diego.—Florence to Santa Anna, Cal., 27 miles. Leased to Central Pacific, and in 1882 the net earnings paid as rental were \$33,384. Capital stock \$570,800. Chas. Crocker, President San Francisco.

Francisco.

Louisiana Western.—Dec. 31, 1882, owned from Vermillionville, La., to Orange, Texas. 112 miles, and operated by the Tex. & N. Orleans RR., under the same control as the Southern Pacific and Galveston Harrisburg & San Antonio lines. Earnings in 1881, \$235,234; net, \$137,620. In 1882 gross, \$408,566; net, \$165,902. Stock is \$3,360,000.

Louisville Evansville & Sl. Louis.—Line of road, New Albany, Ind., to Mt. Vernon, Ills., 182 miles; branches to Jasper & Gentryville, 73 miles; total, 255 miles; opened for through business Oct., 1882. The road is the reorganized Louisville New Albany & St. Louis, foreclosed in 1878. In Jamaary, 1882, a consolidation was made with the Evansville Rockport & Eastern, with a total capital of \$6,00,000. In March, 1883, the 1st and 2d mortgage bondholders were requested to fund four coupons, viz.: from April 1, 1883, to Mar. 1, 1885. In 1882 gross earnings were \$258,835; net, \$102,157. Jonas H. French, President, Boston, Mass. (V. 34, p. 32, 115, 204, 549, 604; V. 35, p. 103, 131, 211; V. 36, p. 365, 399; V. 37, p. 99.)

Louis. & Nash.—(See Map, page xii.)—June 30, 1882, mileage:

Mass. (V. 34, p. 32, 115, 204, 549, 604; V. 35, p. 103, 131, 211; V. 36, p. 365, 399; V. 37, p. 99.)

Louis. & Nash.—(See Map, Page xH.)—June 30, 1882, mileage: Main line—Louisville to Nash., 185 miles; branches—Junction to Bardstown, Ky., 17; Junction to Livingston, Ky., 111; Junction to Richmond, Ky., 34; Montgomery to Mobile, 180; New Orleans to Mobile, 141; branch to Pontchartrain. 5; Paris, Tenn., to Memphis, 259; East St. Louis. III., to Evansville, Ind., 161; Junc., III., to Shawnectown, III., 41; Belleville, III., to O'Fallon, III., 6; Pensacola, Fla., to Pensacola Junction. Fla., 44; branch to Muscogee dock, 1; Louisville, Ky., to Newport, Ky., 109; Junction to Lexington, 66; Louisville H. Cr. & Wyort. (n. g.), 11; Selma to Pincapple, Ala., 40; Henderson to Nashville, 135; Pensacola extension, 32; total owned, 1.578 miles; leased and controlled, Junction to Glasgow, Ky., 10; Nashville to Decatur, 119; Decatur to Montgomery, 189; Junction to Shelbyville, 19; Louisville Transfer, 4; No. Div. Cumb. & Ohio, 28; Lebanon to Greensburg, 31; Selma to Montgomery, 50; total leased and controlled, 450 miles; total operated June30, 1882, 2,028 miles.

In April, 1883, two important connections were opened, viz.; the Knoxville branch, connecting with East Tennessee Va. & Georgia, to Knoxville and the Southwest; and the Pensacola & Atlantic road was finished, giving a through route from Savannah to New Orleans.

In 1880 the stock dividend of 100 per cent was made raising the stock from \$9,059,361. Purchased in July, 1881, the entire stock of the Louis. (In. & Lex. (175 miles owned and 73 leased), and in November issued the L. & N. mortgage on that road to pay for the said stock—which was \$1,000,000 common and \$1,500,000 perferred (See statement of Louisv. Cin. & Lex. in Supplement of February, 1882, and prior dates. The general mortg. of 180 is for \$20,000,000, of which \$9,716,000 is reserved to pay off prior lens. For the St. Louis & Southeast roads the sees read to the St. Louis & Southeast roads the sees read to t

E. H. & N. bonds; they are redeemable any April or Oct., on 30 days notice. The Southeast. & St. Louis RR., which was reorganized after foreclosure of the St. Louis & Southeastern, Nov. 16, 1880, is leased to the Louisville & Nashville for 49 years, and the L. & N. issues its bonds as above, secured on the road, about 210 miles long in Indiana and Illinois. There is also \$999,500 of S. E. & St. L. stock. The L. & N. Lebanon-Knoxville bonds of 1881 cover 110 miles, subject to prior liens, and 62 miles building from Livingston to State line as a first lien.

The Pen. & Atlantic is a separate company and the bonds are not a direct liability of the L. & N. Co. The bonds were sold to L. & N. stock-holders thus: \$1,000 in bonds, \$500 in bond scrip and \$400 in stock for \$1.425 cash. The 3d mortgage bonds of 1882 are secured by pledge of a large amount of stocks and bonds. (See V. 35, p. 428) In Nov., 1882, the company listed \$3,213,513 of its stock taken from the City of Louisville and issued \$3,786,487 of new stock to pay floating debt, &c. The prices of stock have been:

Jan Feb March	955 ₈ - 831 ₂ -	$\begin{array}{c} 92 \\ 67^{1}_{2} \\ 65 \end{array}$	571 ₂ - 55.7 ₈ -	515 ₈ 513 ₈ 533 ₈	July August Sept'ber .	76 ⁵ 8- 76 ¹ 2- 75 ¹ 2-	70 621 ₂	1883. 54 ¹ 4- 48 ¹ 4
April May June	7814-	7278	58 ¹ 2- 54 ¹ 8-	521_{2} 473_{8}		6212-	50 461 ₂	

The annual report for 1881-82, in the CHRONICLE, V. 35, 1.403, 427, gave an account of the various transactions in that year. The camparative statistics were as follows, not including Nashv. Chat. & St. Lauis, which is reported separately:

,	Miles operated	1879-80. 1,840	1880-81. 1,872	1881-82. 2,028
• ;;	Passenger Freight. Mail, express, &c.	\$1,700,207 5,135,985 599,651	\$2,599,353 7,407,403 904,894	\$3,007,465 8,050,339 929,941
Î	Total gross earnings Operat'g expenses (excl. tax.)	\$7,435,843 4,138,532	\$10,911,650 6,713,140	\$11,987,745 7,429,370
i	Net earnings		\$4,198,510 61.52	\$4,558,375 61.97
,	Receipts— Net income, all sources Disbursements—	1879-80.	1880-81. \$4,423,719	1881-82. \$4,824,816
	Rentals. Taxes. Int. on debt (all lines). Dividends on all roads.	$\begin{array}{c} 58,666 \\ 69,667 \\ 2,050,900 \\ 823,120 \end{array}$	$\begin{array}{c} 52,000 \\ 215,384 \\ 2,912,327 \\ 1,221,692 \end{array}$	4,579,808
3	Georgia Railroad deficit Miscellaneous.	109,743	6,345	110,000
,	Total disbursements	\$3,112,036 Sur.185,274	*\$4,407,748 Sur. 256,840	\$4,689,808 Sur. 135,008

 $\frac{}{}*\$240,\!869$ of this is to be refunded to the L. & N. Co., and is included in the balance of $\$256,\!840.$

in the balance of \$256,840.

—(V. 34, p. 86, 114, 175, 216, 264, 292, 344, 453, 460; V. 35, p. 50, 89, 96, 103, 266, 373, 403, 427, 430, 431, 497, 603, 637; V. 36, p. 169, 252, 399, 427, 453, 560, 707; V. 37, p. 39.)

Louisv. N. Albany & Chic.—Dec. 31, 1882, owned from Louisville, Ky., to Michigan City, Ind., 290 m., Monon to Hammond, Ill., 68 m.; Delphi to Indianapolis, 79 m.; leases 17 m. of Chi. & W. Ind. into Chicago—total operated 454 m. A lease for 999 years with Chic. & West. Ind. at \$84,000 per year gives entrance to Chicago. The L. N. A. & C. was opened in 1852 and sold in foreclosure Dec. 27, 1872, and reorganized without any bonded debt. In Aug., 1881, con. with Chic. & Ind. Air Line, and stock increased to \$5,000,000, giving 15 p. c. t increase to stockholders of record Aug. 31, In 1880 the Co. sold the \$3,000,000 of first mort. bonds to the stockholders at 20 cents on the dollar. There are \$600,000 car trust bonds. In 1882, on 390 miles, net receipts were \$355,172, and total payments \$441,035, leaving a deficit of \$85,863. The annual report for 1882 was published in V. 37, p. 150.

Gross earnings	1881. \$947,654 717,082	1882. \$1,382,974 1,009,537
Net earnings. -(V. 34, p. 204, 228, 655; V. 35, p. 161, 291,		\$355,511 6, p. 140, 510;

Lowell & Framingham.—Sept. 30, 1882, owned from South Framing ham, Mass., to Lowell, Mass., 26 miles. On Feb. 14, 1880, a lease of the road to B. C. F. & N. B. Co. for 998 years and 4 months, from Oct. 1, 1879, was ratified. Sept. 10, 1881, sold at Sheriff's sale and reorganized under above name. Stock, \$500,000 5 per ct. preferred nd \$500,000 common; 14 per cent paid on preferred in June, 1883.



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

DESCRIPTION.	Miles	Date	Size, or		IN'	TEREST	OR DIVIDENDS.	Bonds Princi
For explanation of column headings, &c., see notes on first page of tables.	of Road.	of	Par	Amount Outstanding		When	Where Payable, and by Whom.	Slocks—Last Dividend.
Louisville & Nashville— Continued)—	-				This			
1st M., gold, on Southeast. & St.L.RR., coup.or reg.	208	1881	\$1,000	\$3,500,000	6 g.	M. & S.	N.Y., Drexel, M. & Co.	March 1, 1921
2d mort., gold, on Southeast. & St. Louis RR., ep.	208	1881	1,000	3,000,000		M. & S.		March 1, 1980
Pensacola Div., 1st mort., gold	45	1880	1,000	600,000	6 g.	M. & S.	do do	Mar. 1, 1920
Mobile & Montg. Div., 1st M., (\$2,950,000)	180	1881	1,000	Pledged.		M. & N.	New York Agency.	May 1, 1931
Pensacola & Selma Div., 1st M., gold (\$1,248,000)	104	1881	1,000	Pledged.	6	M. & S.		Mar. 1, 1931
Pensacola & Atlantic, mort., guar., (\$3,000,000)	185	1881	1,000	Pledged.	6		N. Y., Hanover Nat. Bk.	
Louisv. Cin. & Lex., 1st mort.	175	1867	1,000	2,900,000	7		N. Y., Drexel. M. & Co.	
do 2d mort., coup., for \$1,000,000		1877	100 &c.	892,000	7	A. & O.		1907
L. & N. mort. on L. C. & L., gold, (\$3,208,000)	175	1881	1,000	Pledged.	6 g.	M. & N.		Nov. 1, 1931
Car trust liens		1882	1,000	2,000,000	6	A. & O.	Philadelphia.	1883-89
Louisville New Albany & Chicago-Stock	380		100	5,000,000				
1st mortgage	288	1980	1,000	3,000,000	6	J. & J.	N.Y., Nat.Bk.Commerce	
Mortgage, gold, on Chie. & Indianapolis Div	158	1881	1,000	2,300,000	6 g.	F. & A.		Aug. 1, 1911
General mortgage	446	1883		1,000,000	6		do do	1888
Lowell & Framingham-1st mortgage bonds	26	1871	1,000	500,000	5	A. & O.	Bost., Hide & L.Nat.Bk.	April 1, 1891
Lykens Valley-Stock	21		20	600,000	3	QJ.	New York, Treasurer.	April 3, 1883
Mahoning Coal.—1st mortgage, coupon	43	1872	1.000	1,486,000	7	J. & J.	N. York, Union Trust Co.	Jan. 1, 1902
Maine Central-Stock	351		100	3,603,300	3	F. & A.		Aug. 15, 1883
1st mortgage, consolidated	304	1872	100 &c.	3.905,500	7	A. & O.	Boston, 2d Nat. Bank.	April 1, 1912
Bonds for Shore Line		1883		750,000	5			
Bonds (\$1,100,000 loan) A. &. K. RR	55	1860-1	100 &c.	1,100,000	6		Boston, 2d Nat. Bank.	1890 to 1891
Extension bonds, 1870, gold. Maine Central loan for \$1,100,000	18	1870	500 &c.	496,500	6 g.	A. & O.		Oct., 1900
Maine Central loan for \$1,100,000	109	1868	100 &c.		7	J. & J.	do do	July, 1898
Leeds & Farmington Railroad loan	36	1871	100 &c.		6	J. & J.		July, 1891
Androscoggin Railroad, Bath City loan	30	1866	100 &c.		6	QJ.	do do	July, 1891
Portland & Kennebec, 1st mort., extended	71	1863	100 &c	217,300	6	A. & O.	Portland, 1st Nat. Bank.	
do do consolidated mortgage	71	1865	100 &c.	1,166,700	6		Boston, 2d Nat. Bank.	April 1. 1895
Manchester & Lawrence-Stock	26		100	1,000,000	5	M. & N.	Manchester and Boston.	May 1, 1883
Manhattan Beach Co.—Stock				4,680,000				
N. Y. Bay Ridge & Jamaica RR., stock, guar				300,000		Oct.		Oct., 1882
N. Y. & Man. Beach RR., 1st mortgage	14	1877	500 &c.	500,000	7		N. Y., Corbin Bank'g Co	
Man. Beach Impr. Co. (Limited), mortgage bonds		1879	500 &c.	1,000,000	7	M. & S.	do do	March, 1909
N. Y. Bay Ridge & Jam. RR., 1st mort. (guar.)	4		500 &c.	200,000	7	J. & J.	do do	July, 1896
Mannattan Elevated-Stock, common	32		100	13,000,000	****		********	
Stock, 1st pref., 6 per cent cumulative	1 32		100	6.500.000	112	Q.—J.		July 2, 1883

Stock, 1st pref., 6 per cent cumulative. 32 100

Lykens Valley.—Dec. 31, 1882, owned from Millersburg, Pa., to Williamstown, Pa., 20 miles; branch, 1 mile; total operated. 21 miles. A coal road leased and operated by the Northern C-ntral Railroad since July, 1880, and previously by the Summit Branch RR. The lease is for 999 years from March 1, 1866, and the rental is \$62,500 per annum.

Mahoning Coal.—Dec. 31, 1882, owned from Andover, O., to Youngs town, O., 38 miles; branches to coal mines. 5 miles; total operated. 43 miles. It was opened May 1, 1873, and leased for 25 years from that date to L. Sh. & Mich. So. RR. at 40 per cent of gross earnings. Capital stock is \$1,273,000. The L. S. & M. S. Co. holds \$399,000 of the bonds purchased under the agreement of lease. Net earnings in 1880 (40 per cent of gross), \$85,391, and in 1881, \$88,583; in 1882, \$95,189.

Maine Central.—Sept. 30, 1882, mileage was as follows: Main line, Portland to Bangor, Me., 137 miles; branches, Cumberland Junction to Waterville, 73 miles; Crowley's Junction to Lewiston, 5 miles; Bath to Farmington, 74 miles; waterville to Skowhegan, 18 miles; total owned, 307 miles. Leased, Belfast to Burnham, Me., 34 miles; Newport, Me., to Dexter, Me., 14 miles; total leased, 48 miles. Total operated, 351 miles on Oct. 1, '82, began to operate the Europ & N. Am. road, leased, 114 m. This was a consolidation in 1862 of the Androscoggin & Kennebee Railroad and the Penobscot & Kennebee. In August, 1873, the Portland & Kennebee, Somerset & Kennebee. In August, 1873, the Portland & Kennebee, Somerset & Kennebee. In August, 1873, the Portland & Kennebee, Somerset & Kennebee. In August, 1873, the Portland & Kennebee, Somerset & Kennebee. In heading of the fiscal year was changed in 1881 from Dec. 31 to Sept. 30. The reduing of the fiscal year was changed in 1881 from Dec. 31 to Sept. 30. The report had the following:

Total gross earnings Operating expenses, including taxes	1880-81. \$1,877,079 1,229,357	1881-82. \$2,077,094 1,359,373
Net earnings	\$647,722	\$717,721
Receipts— Net earnings. Other receipts.	\$647,722 8,656	\$717,721 5,368
Total income. Disbursements— Rentals paid. Interest on bonds. Dividends	\$656,378 \$54 000 570,466	\$723,089 \$54.000 569,542 71,822
Total disbursements.	221 010	\$695.364 \$27,725

per year is guaranteed to pay all annual charges. (V. 33, p. 642; V. 36, p. 313.)

Manhattan Elevated.—This was a corporation formed to lease and operate the two elevated railroads in New York City. Its capital stock was \$13,000,000, and it was to pay the inte est on the honds of the two elevated roads and certain dividends. The original lease guaranteed 10 per cent per annum on the stocks but this lease was amended in October, 1831, by the agreements made substantially as follows: 1. A tripartite agreement among the three companies that the indebtedness of the Manhattan Company to the Metropolitan and New York be canceled, except that the New York company should receive their dividends due in July and October, and the interest due July 1 on the New York bond, the interest on the Metropolitan bonds also to be paid, but no back dividends on Metropolitan stock; the claim of the Manhattan Company against the other two to be withdrawn; and then the net earnings to be distributed as follows: First, 6 per cent on New York stock, then 4 per cent on Metropolitan stock, provided that road should earn it; then 4 per cent on Manhattan stock, and then all the remaining surplus to be equally divided between the three parties to the compact. 2. A supplementary contract was made immediately after be-

tween the Metropolitan and Manhattan representatives, by which it was provided that the Metropolitan Company should have a preference over the Manhattan to the extent of 6 per cent out of its own earnings, and in consideration of this to relinquish all claims to any proportion of the surplus of either road, thus giving to the Manhattan Company a claim to two-thirds of the surplus earnings, its own share and that of the Metropolitan Co. This was further supplemented by an agreement of Nov. 14, 1881, for the surrender of the stocks of the other companies and the issue of new stocks by the Manhattan Company, as follows: To New York Elevated stockholders, \$6,500,000 of first preferred 6 per cent stock cumulative; to Metropolitan stockholders, \$6,500,000 second preferred 6 per cent stock not cumulative; and to Manhattan stockholders, \$13,000,000 of com non stock. (See full contract, V. 33, p. 560.) The N. Y. Elevated stock was mostly surrendered and exchanged, but Metropolitan stockholders held out against it, and after a long contest the Manhattan party was defeated and the Kneeland party elected their directors in November, 1882. Finally another agreement was proposed. (See V. 33, p. 163.)

The report for year ending Sept. 30, 1832, showed gross receipts of both roads to be as follows:

Gross earnings		N.Y. Elevated. M. \$3,216,369	fetropolitan. \$2,757,264
Working expenses			\$1,823,680 202,088
Net earnings		\$2,052,153 \$1,163,216	\$2.0 15,768 \$731,496
New York	Company.— Gross	-Metropolitan	Company.
Year. Passengers. 1879 29.875,912 1880 34,914,243 1881 41,036,849	Earnings. \$2,239,489 2.591,785 2,841,631	Passengers. 16,169,269 25,917,514 34,498,929	Earnings. \$1.287,336 2,021,190 2,469,444
For the combined roads t years up to Oct. 1, 1882, was		statement for each	
Period. Oct. 1, 1878, to Sept. 30, 18 Oct. 1, 1879, to Sept. 30, 18 Oct. 1, 1880, to Sept. 30, 18 Oct. 1, 1881, to Sept. 30, 18 —(V. 35, p. 50, 1) 2, 132, 1	331	60,831,757 75,585,778 86,361,029 413, 456, 545, 57	Receipts. \$3,526,825 4,612,975 5,311,075 5,973,633 5, 658, 706;
V. 36, p. 56, 93.169, 252, 3	500, 403, 401;	v. 37, p. 23, 48.)	

V. 36, p. 56, 93, 169, 252, 365, 453, 467; V. 37, p. 23, 48.)

Marquette Houghton & Ontonagon.—Dec. 31, 1882, owned from Marquette, Mich., to L'Anse, 63 miles; branches, 36 miles; total operated, 99 miles. An extension to Houghton, 31 miles, is building, and carries a land grant of about 80,000 acres. This was a consolidation Aug. 22, 1872, of the Marq. & Ont. R'y and the Houghton & Ontonagon Railway. The company made default on its bonds, and issued the present 6 per cent bonds in exchange for prior 8 per cent bonds. In January, 1883, consolidation was made with the Houghton & L'Anse RR. Stock is \$2,806,600 common, and \$2,259,000 preferred. (See V. 36, p. 80.) A 4 per cent dividend was paid in August. 1883, on pref. The lands amounted to 425,000 acres, mostly timber and mineral lands, and in May, 1881, were sold for \$2,500,000, and \$1,750,000 6 per cent bonds called in. In May, 1881, a circular was issued offering to stockholders the privilege of subscribing to the stock of a land company, and in Jan., 1883, st bscribers for \$1,000 6 per cent bond received a bonus of five shares of stock. Operations and earnings have been:

Passenger Freight (ton) Gross Net

Years.	Miles.	Passenger Mileage.	Freight (ton) Mileage.	Gross Earnings.	Earnings.
1879	88	1,130,678	15,124,336	\$552,671	\$277,157
1880	88	1,615,903	20,804,176	771,538	405,719
1881	99	2.033,885	23,477,533	893,638	433,756
1882	99	2,6 40,957	31,337,027	1,176,192	623,176
-(V. 35. 1	0, 50, 3	47, 546; V. 36	, p. 30, 56, 80, 5	10.)	

-(V. 35, p. 50, 347, 546; V. 36, p. 30, 56, 80, 510.)

Massachusetts Central.—Boston, Mass., to Northampton, Mass., 104
miles; branch, 13 miles; total as projected, 117 miles. Leased to Boston
& Lowell for 25 years, at a rental of 25 per cent of gross earnings,
and to be completed as specified. Stock, \$3,500,000. In April, 1882,
company became embarrassed; trustees took possession May, 1883;
trains were taken off; foreclesure noticed. In 1881-82 gross earnings
on 27 miles were \$8,031; deficit, \$44,348. (V. 34, p. 574, 637; V. 35,
p. 78, 132, 430, 515; V. 36, p. 140, 340, 454, 479, 510, 546, 561, 590.)

p. 78, 132, 430, 515; V. 36, p. 140, 340, 454, 479, 510, 536, 561, 590.)

Memphis & Little Rock.—Dec. 31, 1882, owned from Little Rock, Ark., to Memphis. Tenn., 135 miles. Default was made November, 1872, and the property sold in foreclosure. The new company also defaulted, and the road was sold and reorganized April 28, 1377. The stock is \$1,500,000. In 1880 gross earnings were \$65,852; net earnings san 9.99; in 1881, gross. \$765,840; net, \$189,513. In 1882 gross earnings, \$704,961; net, \$45,946. The company has a land grant from Congress of 1,000,000 acres, of which about 150,000 acres had been certified to it to June 30, 1881. In April, 1880, control of this company was purchased by the St. Louis & Iron Mountain, and on Jan. 1, 1882, the coupons were permitted to go to default, but afterward the coupons were pail. F. A. Marquand is President, New York City. (V. 34 p., 204, 265, 292, 378; V. 35, p. 22, 545, 575; V. 36, p. 29, 140.)

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

DESCRIPTION.	Miles	Data	Size, or		INT	PEREST	OR DIVIDENDS.	Bonds-Princi
For explanation of column headings, &c., see notes on first page of tables.		of	Par	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by Whom.	
Manhattan Elevated—(Continued)— Stock, 2d preferred (not cumulative) Metropolitan Elevated, stock. do lst mortgage. do 2d M. (guar. by Manhat'n). New York Elevated, 1st mortgage, gold. Marquette H. & O.—1st mort, M. & O., coup. M. H. & O. mortgage. Bonds for Extension, &c. Mass. Central—Mortgage bonds, gold. Memphis & Little Rk.—1st M. (paid \$50,000 yearly) General mort, land grant, (s. 1, \$10,000 after '82) Memphis & Charleston—Stock. 1st mortgage, Ala. & Miss. Div. (extend. in 1880), 2d mortgage. Consol. M., g. (\$1,400,000 1st M. on 91 m. in Tenn.) Mexican Central (Mexico.)—1st M. (\$32,000 p. m.). Income, conv., not cumulative, reg. (\$6,40 p.m.) Mexican National Railway (Mexico).—1st M., gold. Mex. Oriental Inler. & Inter'—Stock (\$20,000 p. m.)	14 18 50 90 117 133 133 292 181 272 292 658	1878 1879 1876 1872 1878 1883 1880 1877 1877 1877 1877 1854 1867 1877 1881	\$100 1,000 1,000 1,000 1,000 1,000 1,000 1,000 250 &c. 25 1,000 1,000 1,000 1,000	\$6,500,000 10,818,000 2,000,000 8,500,000 1,427,500 988,000 2,500,000 2,500,000 1,000,000 1,000,000 1,000,000 1,000,000	66 77 86 66 88 88 77 77 86 87 77 86 88 88	M. & S. J. & D. J. & J. M. & N. Tanu'ry J. & J. J. & J. J. & J. J. & J. J. U. J.	do do do do Boston, N. Eng. Tr. Co. do do do Boston and New York. N.Y., H.Talmadge &Co. N.Y., Treasurer's Office. N.Y., Metropolit'n N.Bk do do	Jan. 2, 188 Oct 2, 188 July. 1908 Nov. 1, 189 Jan. 1, 190 June 1, 189 Mar. 1, 190 June 1, 192 Jan. 1, 190 Yearly-'81-'8 July, 1907 Jan. 1, 191 Jan. 1, 188 Jan. 1, 191 July 1, 191 July 1, 191 July 1, 191 July 1, 1912
Mex. Oriental Inter. & Inter t—Stock (\$20,000 ft.m.) Michagan Oentral—Stock. Consolidated mortgage (\$2,000,000 are 58). Michigan Air Line mortgage do do 1st mort., assumed by M. C. M. C. bends, mort. on Grand River Valley RR. Kalamazoo & South Haven, 1st mort., guar. do 2d mort., guar. do 1st mort, guar. Detroit & Bay City 1st mortgage, endorsed. Mort. on Detroit & Bay City Railroad. Jackson, Lansing & Saginaw 1st mort. do 1st mortgage. do Cons. m. on whole line (300m.). do do do	949 270 103 10 82 39 39 84 84 145 145	1872 1870 1870 1870 1879 1869 1870 1866 1872-3 1881 1865 1867 1871 1880	100 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	18,738,204 10,000,000 1,900,000 500,000 640,000 70,000 491,200 1,000,000 424,000 1,106,000 171,000 1943,000 1,100,000	7 & 5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Q.—F. M. & N. J. & J. M. & N. M. & S. M. & N. J. & J. J. & J. J. & J. J. & J. J. & J. M. & S. J. & S. J. & S.	60 do	Aug. 1, 188 May 1, 196 Jan. 1, 188 Nov. 1, 189 Nov. 1, 188 Nov. 1, 188 July 1, 188 July 1, 188 July 1, 189 July 1, 189 July 1, 18 July 1, 18 Sept. 1, 18 Sept. 1, 18

	1879.	1880.	1881.	1882.
Freight (tons) mileage7	21,019,413	735,611,995	790,022,930	703,241,320
Av. rate \$ ton \$ mile	0.692 cts.	0.842 cts.	0.718 cts.	0.772 cts.
Earnings—	\$	\$	\$	\$
Passenger	2,062,265	2,461,771	2,812,706	3,146,309
Freight	4,986,988	6,195,971	5,675,731	5,426,455
Mail, express, &c	297,541	293,633	312,050	340,317
Total gross earnings.	7,346,794	8,951,375	8,800,487	8,913,081
Operating Expenses-	- \$	\$	\$	\$
Maint. of way. &c	904,613	1.226,536	1,627,919	1,758.084
Maint. of equipment.	623,730	670,006	825,196	1.170,105
Transport'n expenses	2,455,164	2,824,901	3,431,244	3,121,704
Taxes	201,682	197,255	215,802	222,853
Miscellaneous*	514,403	820,053	631,935	398,900
Total	4,699,592	5,738,751	6,732,096	6,671,726
Net earnings	2,647,202	3,212,624	2,068,391	2,241,355
P ct.op.exp.toearn'gs	63.97	64.11	76.50	74.85
I In aludes level expe		Tana and da	managa ak funi.	what inimming

* Includes legal expenses, rentals, loss and damage of freight, injuries to persons, car mileage, commissions, and several small items.

	INCOME	ACCOUNT.		
Receipts- Net earnings Interest & dividends.	1879. \$ 2,647,202 68,634	1880. \$ 3,212,624 134,374	1881. \$ 2,068,391 133,845	1882. \$ 2,241,355 127,951
Total income. Dishursements— Rentals paid. Interest on debt. Dividends. Do rate per et. Miscelianeous.	2,715,836 \$ 184,310 1,403,472 1,030,601 5 ¹ ₂	3,346,998 \$ 184,310 1,385,120 1,499,056 8 70,000	2,202,236 \$ 184,310 1,508,616 468,455 2 ¹ ₂	2,369,306 \$ 184,310 1,617,061 374,764 2
Total disbursem'ts.	2,618,383 97,453	3,138,486 208,512	2,161,381 40,855	2,176,135 193,171

Totai disbursem'ts. 2,618,383 3,138,486 2,161,381 2,176,135 Balance, surplus.... 97,453 208,512 40,855 193,171

The Jackson Lansing & Saginaw debt is assumed by Michigan Central, which also pays \$70,000 per year on the stock of \$2,00,000; the proceeds of J. L. & S. lands go to pay bonds, and in 1882 sales amounted to 30,573 acres, for \$412,562 (\$501,663, including timber), leaving 333,257 acres unsold, valued at \$2,499,427. Interest was passed on the Det. & B. C. bonds, not guar., Nov., 1875, and sale was made Feb. 12, 1880, for \$3,625,750. In Mar., '81, the Mich. Cent. bonds for \$4,000,000, secured by mort. on that road, were issued. (V. 34, p. 518, 617, 637; V. 35, p. 22, 431, 456, 576, 729; V. 36, p. 366, 508, 663, 707; V. 37, p. 117. Michygan & Ohio.—This road is completed from Grand Haven, Mich., to Toledo, O. It is constructed by a N.Y. syndicate, much on the famous "Nickel-plate" arrangement, and each subscription of \$16,500 in eash was to receive \$15,000 1st mortgage bonds, 150 shares of preferred and 250 shares common stock. (V. 36, p. 366, 590; V. 37, p. 75, 99)

Middletown Unionville & Water Gap.—Dec. 31, 1882, owned from Middletown. N. Y., to Unionville, N. J. State Line, 13 miles. Is controlled by N. Y. Susquehanna & Western by ownership of stock. (V. 37, p. 23)

Midland North Carolina.—Jan. 1, 1882, owned from Morehead City of Goldsboro, 95 miles, and constructing to Salisbury, 150 miles further; built by the Midland Improvement and Construction Co. Total projected line is 565 miles. Stock, 5,000,000. American Loan & Trust Co., Boston, is trustee. (V. 34, p. 461; V. 35, p. 51, 574, 706; V. 37, p. 151.)

Milwaukee Lake Shore & Western.—Dec. 31, 1882, owned from Mimalites, were leased; branches—Hortonville to Oshkosh, 23 miles; Manitowo to Bryant, 5 miles; Monico to Rhinelander, 16 miles; total operated, 322 miles. The old company defaulted on its bonds in Decenter, 1873, and on Decentered stock and \$1,000,000 common. A consolidated mortgage for \$5,000,000 is issued to take up all other debts, and t

V. 36, p. 649.)

Milwaukee & Lake Winnebago—Dec. 31. 1882, owned from Neenah to Schleisingerville, Wis. Built in 1882 and leased for 99 years to Wisconsin Central at 37½ per cent of gross earnings as rental; but after \$175,000 per year is received the balance of net earnings is to be equally divided. Pref. stock, 6 per cent cumulative, \$780,000; common stock, \$520,000; par of shares, \$100. (V. 36, p. 196.)

Milwaukee & Northern.—Jan. 1, 1883, owned from Green Bay, Wis., to Schwartzburg, Wis., 104 miles; branches—Menasha and Appleton to Hillbert, Wis., 22 miles; Wisconsin & Michigan Railroad, Green Bay to Coleman 41 miles; total operated, 167 miles. On June 5, 1880, fore-

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

DESCRIPTION.	Miles	Date	Size, or		IN'	TEREST	OR DIVIDENDS.	Bonds-Princ
For explanation of column headings, &c., see notes on first page of tables.	of Road.	of	Par	Amount Outstanding	Rate per Cent.	When	Where Payable, and by Whom.	pal, When Due Stocks- Last Dividend.
Michigan & Ohio—. Middletown Unionville & Water Gap—1st mortgage. Midland No. Carolina—1st mort. (for \$10,000,000)	3.34	1866 1881	\$	\$400,000 15,000 p.m.	7 g.		Middleto'n,N.Y.,1st N.B Company's Offices.	1886 1921
Consol. mort., gold (for \$5,000,000)	100 306	1879 1881	1,000	199.000 3,642.000	7 6	M. & N.	N. Y., S. S. Sands & Co. N.Y., N. Bk. of Com'rce	Mar. 1, 1909 May 1, 192
Income bonds (not cumulative) Equipment bonds Milwaukee & Lake Winnebago—1st mortgage, gold.	65	1881 1882 1882	1,000 1,000 1,000	500,000 170,000 1,430,000	6 8 6 g.	M. & N. J. & J. J. & J.	do do	May 1, 191 1892 July 1, 191
Income bonds, gold (cumulative). Milwaukee & Northern—1st mortgage. Mine Hill & Schuylkill Haven—Stock.	126	1882 1880	1,000	520,000 2,155,000	5 g.	J. & D.	N.Y., Merch, Exch, N.Bk.	July 1, 191 June 1, 191
Minneapolis & St. L.—1st M., Min. to Merriam June. 1st mortgage, Merriam Junetion to State Line	93	1877 1877	50 1,000 500 &c.	4,022,500 455,000 950,000		J. & J. J. & J. J. & D.	Phila.M.H. & S. H. R.Co. N.Y., Continental N.Bk. do	July 13, 188 Jan. 1, 190 June 1, 192
1st mortg., Minneapolis to White B. Lake, guar 1st mortgage, gold, coup. (Al. Lea to Fort Dodge) Improvement and equip. mort.	15 102 360	1877 1879 1882	1,000 1,000 1,000	280,000 1,015,000 4,000,000	7 g. 7 g.	M. & N. J. & D.	do do do	Jan. 1, 190 June 1, 190
Mortgage on Southwestern extension	53 21	1880 1880	1,000	636,000 123,000	7 7	J. & D. J. & D.	do do New York. do	July 1, 192 Dec. 1, 191 June 1, 191
2d mort. bonds, income, 5 & 10 years	172 92 100	1881 1881 1877	1,000 1,000 1,000	500.000 1,382,000 976.000	6 g.	J. & J. A. & O. A. & O.	do do	Jan. 1, '86-'9 April 1, 192
1st mortgage, series "B," (a second lien)	100 1,441	1877	1,000	1,100,000 46,405,000	8	J. & J.	N. Y., Bank of N. Y, do 69	April 1, 190 July 1, 190
1stm., gold, sink. fund, on road and land (U.P.S.Br) 1st mortgage, gold (Tebo. & Neosho). Consolidated mortgage, gold, on road and land	182 100 786	1868 1870 1871-3	1,000 1,000 1,000	$2,242,000 \ 349,000 \ 14,770,000$	7 g.	0. 60 D.	N. Y., Company's Office. do do N.Y., Mercantile Tr. Co.	Jan., 1899 June, 1903
Booneville Bridge bonds, gold, guar.	786	1876 1873	500 &c. 1,000	8,100,000 914,000	6 7 g.	A. & O. M. & N.	N. Y., 195 Broadway.	1904-1906 April 1, 191 May 1, 190
General consol. M., gold (fór \$45,000,000) East Line & Red River. Hannibal & Central Missouri, 1st mortgage	70	1880 1880 1870	1,000	12,230,000 440,000 768,000	6	J. & D. J. & D. M. & N.	do do do do do do	Dec. 1, 192 1900 May 1, 189
Internat. & Gt. North'n, 1st mort., gold	776 776	1879 1881 1880	1,000 500 &c.	$\begin{array}{c} 7,954,000 \\ 7,054,000 \\ 225,000 \end{array}$	6 g.	M. & N. M. & S.	do do do	Nov. 1, 191 1909
Tissouri Pacific—Stock 1st mortgage, gold	990 283	1868	100	30,000,000	134	M. & N. Q.—J. F. & A	do do New York, Office. N.Y., Mercantile Tr. Co.	1920 July 2, 188 Aug., 1888

closure was made and road sold for \$1,500,000. The stock is \$2,155,000. It was leased to Wisconsin Central at a rental of 37½ per cent on gross earnings, but lease terminated August, 1882. Gross earnings in 1880, \$470,861; net, \$175,053. Gross in 1881, \$530,250; net, \$198,944. Net in 1882, \$193,830. (V. 34, p. 147; V. 35, p. 51 103,291,576.)

Mine Hill & Schuylkill Huven.—Nov. 30, 1882, owned from Schuylkill Haven. Pa., to Locust Gap, Pa., with branches, 66½ miles Road was leased May 12, 1864, to the Philadelphia & Reading Railroad Co. for 999 years at a rental of 8 per cent on the capital stock. There is no debt, and 7 per cent dividends are paid. Operations not separately reported; included in lessee's returns.

leased May 12, 1864, to the Philadelphia & Reading Railword Co. for 969 years at a rental of 5 per cent on the capital stock. There is no debt, and 7 per cent dividends are paid. Operations not separately reported; included in lessee's returns.

Minneapolis & St. Louis—Dec. 31, 1882, ewned mais line, Minneapolis to Angus, 260 miles; Pacital Division. Hopkins to Morton 92 miles; Kalo Branch, 2 miles; total operated, 354 miles. Since clore 92 miles; Kalo Branch, 2 miles; total operated, 354 miles. Since clore 92 miles; Kalo Branch, 2 miles; total operated, 354 miles. Since clore 92 miles; Kalo Branch, 2 miles; total operated, 354 miles. Since clore 92 miles; Kalo Branch, 2 miles; total operated, 354 miles. Since clore 92 miles; Kalo Branch, 2 miles; total operated, 354 miles. Since clore 92 miles; Kalo Branch, 2 miles; total operated, 354 miles. Since clore, 32, p. 613, 367 miles, 354 mi

of 1882 there was outstanding \$2,280,497 of the Income coupons 6 per cent scrip.

At a meeting of stockholders May 18, 1881, a lease to the Missouri Pacific for 99 years was ratified on terms following: That the lessee operate the road and pay the obligatory mortgage interest, paying over the balance to the Missouri Kansas & Texas Company. If there is a deficit in income the lessee may advance money to pay interest, or in case of failure to make such advance the Missouri Kansas & Texas can resume possession of its road. (See V. 32, p. 613)

The International & Great Northern Railroad was acquired by Mo. Kan. & Tex. in May, 1881, by an exchange of two shares of Missouri Kansas & Texas stock for one of International & Great Northern. The International & Great Northern was a consolidation of the Houston & Great Northern Railroad and the International RR. of Texas on Sept. 22, 1873. The company made default on its bonds, and a Re-

ceiver was appointed in April, 1878. Sales in foreclosure were made July 31 and Oct. 14, 1879. In the reorganization the lands of the company, amounting to about 5,000,000 acres, were conveyed to the second mortgage bondholders in full settlement for their lien on the road, which was thereby discharged. The 8 per cent income bonds were issued for one-half of old mortgages and overdue interest. Interest at 4 per cent for 1879 was paid on these and for 1880 5 per cent, and afterward the option was given to exchange these for the new 6 per cent second mortgage bonds, and most of them were exchanged, leaving only \$285. 500 out June 1, 1883, which amount is included under 2d mort, bonds above. Internat. & Great Northern earnings in 1882 were \$3,312,285; net, \$981,322. Prices of Missouri Kansas & Texas stock have been:

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	Feb 3838- 2612 March 3612- 2638 April 3512- 29	323 ₈ - 291 ₄ 321 ₂ - 301 ₄ 333 ₈ - 297 ₆	August Sept'ber .	42 ¹ 2- 37 ¹ 8 41 ⁵ 8- 37 ¹ 8 37 ¹ 2- 32 ¹ 2	31-4- 20-4
1	May 33 - 28 ¹ 4 June 34 ¹ 2- 26 ⁷ 8	31^{5}_{8} 27^{1}_{8} $32 - 28^{7}_{8}$	Nov'ber . Dec'ber .	36^{1}_{2} - 28^{1}_{4} 35 - 30^{3}_{4}	
1	The report of M. K. year, which are compa	ared with pre	2 had the for	llowing figu	res for that
1	Miles of railroad Earn'gs & expenses—	1879. 786	1880. 879	1881. 1,207	1882. 1,374
	Passenger earnings. Freight earnings. Miscell. earnings	714,751 2,455,864 173,677	820,201 3,110,461 232,389	1,058,054 4,050,119 252,663	1,380,590 4,710,071 359,803
	Gross earnings Expenses, taxes, &c.	3.344,292 2,072,751	4,161,671 2,616,046	5,360,837 3,299,541	6,450,464 4,338,036
	Net earnings Imp.,eng.,car hire,&e	1,271,541 228,333	1,545,625	2,061,296 149,622	2,112,428
	Available revenue(V. 35, p. 77, 133, 29	1,043,208	1,545,625 V 36 p 110	1,911,674	2,112,428

Available revenue . 1,043,208 1,545.625 1,911,674 2,112,428 — (V. 35, p. 77, 133, 291, 320, 637; V. 36, p. 110, 427, 675.)

Missouri Pacific.—(See Map Page xlv.)—July 1, 1883, owned main line from St. Louis, Mo., to Atchison, Kan., 330 miles; branches 660 miles; total 990 miles. In May, 1881, the St. Louis Iron Mountain & Southern was taken in. July, 1883, the mileage was as follows: From St. Louis to Texarkana, Texas Line, 490 miles; branch lines, Mineral Point, Mo., to Potosi, Mo., 4 miles; Bismarck, Mo., to Belmont, Mo., 121 miles; Poplar Bluff, Mo., to Bird's Point, Mo. (Cairo, 74 miles; Gurdon, Ark., to Camden, Ark., 34 miles; Knobel to Forrest City, 97 miles; Forrest City to Helena, 43 miles; Newport to Batesville, 27 miles; Neelyville to Doniphan, 20 miles; total, 906 miles.

The Pacific Railroad of Mo. was sold in foreclosure of the 3d mortgage Sept. 6, 1876, for the nominal price of \$3,000,000, to C. K. Garrison and others, and a new company organized with a stock of \$800,000.

The present company was a consolidation in August, 1880, embracing the Missouri Pacific, St. Louis & Lex., Kansas City & East. and Lex. & South. in Missouri; and the St. Louis Kan. & Ariz. and Kan. City Leav. & Atch. in the State of Kansas.

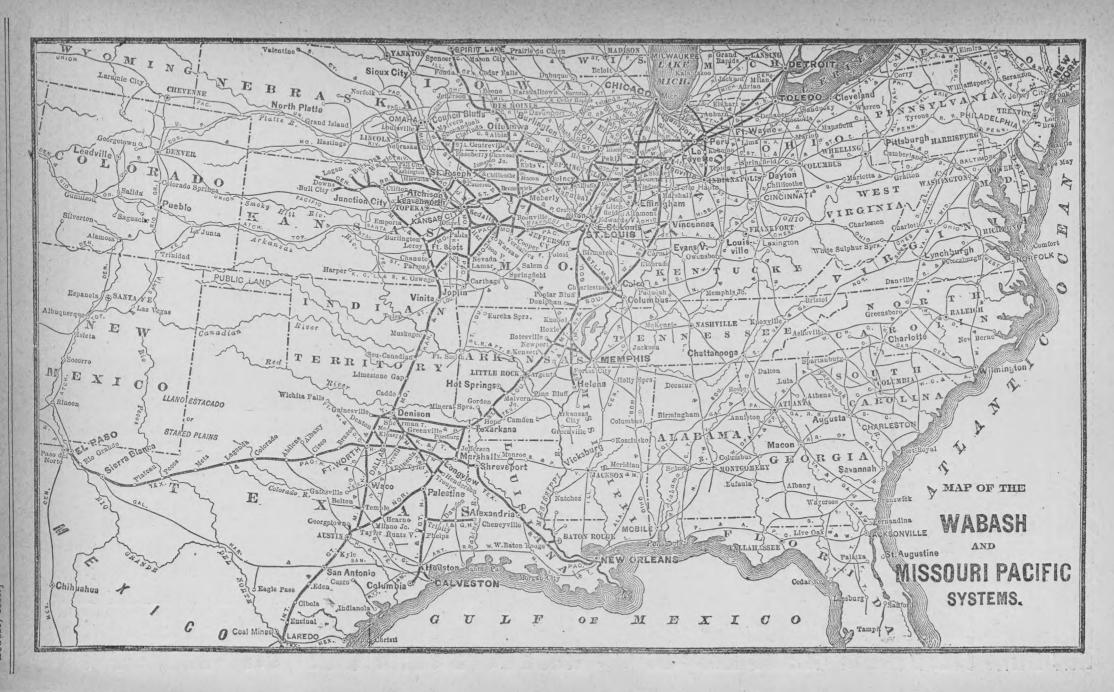
The consolidated mortgage above is for \$30,000,000—trustees John F. Dillon and Edward D. Adams. The bonds are issued to retire the outstanding bonds of the consolidated company, as above given, amounting to \$20,184,000. The remaining \$9,816,000 are issued as may be required for finishing, constructing, purchase, acquisition, &c.

The St. Louis Iron Mountain & Southern stock was taken up with Mo. Pacific in May, 1881, on the basis of three shares of Mo. Pacific for four shares of Iron Mountain, and the St. Louis & Iron M. tock is held by Missouri Pacific.

The annual report of Mo. Pacific for 1882 was published in the Chroncuck, V. 36, p. 422, and was the first report ever published in the Chroncuck, V. 36, p. 422, and was the first report ever published under the new management. The income a

	Taxes. Rental acct. leas'd lines Dividends paid. Sundry amounts paid. Balance to credit of in-	\$1,598,389 148,573 96,000 1,946,419 100,746	Surplus earnings 1882, \$3,766,982 Wal.& C. T. & Ferry Co. earnings\$102,983 Less expenses 56,531	
	come acct. Dec. 31,'82	4,635,161	Bal. inc. acet.Jan.1,'82, 4,057,756	
1				

	\$8,525,291	\$8,525,291
* Not includi	ng any dividends from St. L I. M. & So	40,020,202
	FINANCIAL EXHIBIT DECEMBER 31, 18	82.
Cost of road ar	nd equipment, &c.	\$39.298.900
Supplies and n	naterial on hand	624.117
Advances to re	oads under construction—	
Trinity & S	Sabine Ry.—Trinity, Tex., eastward. \$28	36.701
Doniphan I	Branch, St. L. I. M. & So. Ry 19	9,242
White Rive	er Branch, St. L. I. M. & So. Rv 29	23.497- 709.441
Investment	n stocks and bonds	20.856.311
Balances-U	ncollected earnings	202.579
Cash on hand	d	1.238 990



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

DESCRIPTION.	Miles	Date	Size, or		l IN	TEREST		Bonds-Principal. When Due.
For explanation of column headings, &c., see notes on first page of tables.	of	of Bonds	Par	Amount Outstanding	Rate per Cent.	When	Where Pavable, and by	
Missouri Pac(Cont'd)-2d M.(s. f.\$50,000 per an.)	283	1871	\$1,000	\$2,573,000	7	J. & J.	N.Y., Mercantile Tr. Co.	July, 1891
Real estate (depot) bonds. Debt to St. Louis County (no bonds).		1872	500 &c.	800,000	8	M. & N. mont'ly	do do	May 1, 1892
3d mortgage	299	1876	1.000	3,828,000	7 7		St. Louis. N.Y., Mercantile Tr. Co.	Feb., 1885 Nov., 1906
Consol. M., gold, for \$30,000,000 (coup. or reg.)	990	1880	1,000	9,200,000	6 g.	M. & N.		Nov., 1920
Carondelet Branch, 1st mortgage	1512		1,000	245,000	6 g.	A. & O.		Oct. 1, 1893
Missouri River RR., 1st mort		1866	1,000	205,000	7	J. & J.	do do	Jan., 1886
Leavenworth Atch. & N. W., 1st mort., guar	21	1870	1,000	190,000	7	A. & O.	do do	Oct. 1, 1889
St. Louis & Lexington, 1st mort. St. L. Iron Mt. & So., 1st mort., coupon	210	1880	500 &6	650,000	5	F. & A.		Aug., 1920
do 2d mor., gold, coup., may be registered		1867	1,000	4,000,000 6,000,000	7 7 8.	F. & A. M. & N.	do do New York or London.	Aug. 1, 1892
do Ark. Branch, 1st mort., gold, land gr	99	1870	1,000	2,500,000			N.Y., Mercantile Tr. Co.	May 1, 1897 June 1, 1895
do Cairo Ark.& T., 1st, gold, cp.or reg	71	1872	1,000	1,450,000	7 g.	J. & D.	do do	June 1, 1897
do Cairo & Fulton, 1st, g., on road & land	304	1870	1,000	7,657,000	7 g.	J. & J.	do do	Jan. 1, 1891
do Gen'l consol. M. (for \$32,036,000)	686	1881	1,000	10,353,000	5 g.	A. & O.		April 1, 1931
do do supplemental	221	1881-2	1,000	3,311,000	5 g.	A. & O.		April 1, 1931
Mobile & Ala. Grand Trunk—1st M. (\$20,000 p. m.)		1874	1,000	1,124,000	7 g.	J. & J.	N.Y., Mercantile Tr. Co.	July 1, 1910
Mobile & Girard—2d mort., end. by Cent. Ga. RR 3d mortg. bonds	85	1869	1,000	300,000	8	J. & J.	N. Y., Nat. City Bank.	Jan., 1889
Mobile & Montg.—Stock.	180	1011	100	800,000 2,950,800	212	J. & D.	N. Y., Drexel, M. & Co.	June. 1897
Mobile & Ohio—Stock	528		100	5,320,600	_	E. 60 Z.	N. 1., Drexel, M. & Co.	(3)
New mortgage, principal payable in gold	472	1879	1,000	7,000,000	6 g.	J. & D.	N.Y. Farmers' L'n & Tr.	Dec. 1, 1927
1st pref. inc. and s. f. debentures, not cumulative		1879		5,300,000	7	Yearly.	N.Y., cor. Pine& Nassau	1
2d do do do		1879		1,850,000	7	Yearly.	do do	Redeemable only by
3d do do do		1879	****	600,000	7	Yearly	do do	sinking fund
4th do do do do Cairo extension (Ky. & Tenn. RR.)		1879	1.000	900,000	7	Yearly.		
Montgomery & Eufaula-1st mortgage.		1880 1879	1,000	1,500,000	6 6	J. & J.	do do	July 1, 1892
Montpelier & Wells River—Stock.	38	100000000000000000000000000000000000000	50	800,000	0	J. & J.	N.Y., Nat. City Bank. Boston.	July 1, 1908
Morgan's La. & Texas-1st mort., gold (N.O. to M. City)		1878	1.000	5.000,000	2 7	A. & O.		April 1, 1918
1st mortgage, Alex. Extension, gold	150	1880	1,000	1,494,000	6 g.	J. & J.		July 1, 1920
Morris & Essex—Stock	132		. 50	15,000,000	312	J. & J.	N. Y., Del., Lack & W.	July 2, 1883
1st mortgage, sinking fund		1864	250	5,000,000	7	M & N.	do do	May 1, 1914
2d mortgage	84	1866	500 &c.		7	F. & A.	do do	Aug. 1, 1891
Convertible bonds. Gen. m. & 1st on Boonton Br. &c. (guar. D.L.&W.)	****	Var'us	1,000	284,000		J. & J.		Jan. 1, 1900
Gen. III. & 181 on boom on br. &c. (guar. D.L.&w.)	34	1871	1,000	4,991,000	7	A. & O.	do do	Oct., 1901

The St. Louis & Iron Mountain road defaulted on its interest in 1875 and finally made a compromise with its bondholders, issuing income bonds for overdue coupons. The company afterward offered to exchange them for the new 5 per ct. mort. bonds, and up to June 1, 1883, only small amounts remained outstanding. There are also \$73,090 of old income 8 per cents of Cairo & Fulton. The Mercantile Trust Co. of N. Y. is trustee of the general consol. mortgage. The income account for 1882 was as follows:

Accrued interest on bonds	\$2,248,978 94,468
Discount, Government deductions, &c. 209,869-Balance of income account Jan. 1, 1883.	1,199,792
Surplus earnings 1882. Dividends received, &c. Unclaimed wages and vouchers canceled, &c. Balance of income account Dec. 31, 1882	\$3,948,434 \$3,735,620 49,264 53,628 109,921

\$3,948,434 -(V. 34, p. 20, 265, 292, 316, 317, 344, 345, 479, 489, 575, 655, 679; V. 35, p. 77, 104, 182, 312, 347, 637, 737; V. 36, p. 139, 312, 313, 422, 479, 511.

Mobile & Ala. Grand Trunk.—Dec. 31, 1882, owned from Mobile, Ala. to Bigbee Bridge, 56 miles. The company has been in default, and was sold in foreclosure May 7, 1883, to a committee of bondroiders. The plan proposed for the issue of new stock and bonds was given at length in the CHRONICLE, V. 32, p. 636, but the modified plan proposes to give \$420 in new mortgage bonds, \$300 in incomes, and \$480 in stock for each \$1,000 of old bonds, on payment of \$120 cash by holders. Old stockholders to receive 50 per cent in new stock.—(V. 36, p. 221, 340, 536.)

Mobile & Girard.—May 31, 1883, owned from Columbus, Ga., to Troy, Ala., 84 miles. Common stock, \$987,164; preferred stock, \$279,900, and \$5,080 Pike County stock. Seaond mortgage bonds are endorsed by Central RR. of Ga. There are also \$19,000 3d mort. 6 per cent bonds, dne June 1, 1897. In 1881-82, gross, \$269,011; net, \$59,443. In 1882-83 gross earnings, \$255,756; net, \$77,455. (V. 33, p. 73; V. 34, p. 130; V. 35. p. 431; V. 37, p. 22.)

Mobile & Montgomery.—Dec. 31, 1882, owned from Montgomery, Ala.

Mobile & Monigomery.—Dec. 31, 1882, owned from Montgomery, Ala., to Mobile, Ala., 180 miles. Default was made on the bonds in 1873 and the road was sold in foreclosure Nov. 16, 1874, and purchased by bond-holders, who organized this company on a stock basis. In Nov., 1879, \$1,550,000 of the stock owned in this country was purchased by parties in the interest of the Louisv. & Nashv. RR. at 80, giving the control to that company. The old mort. debt out June 30, 1881, was \$261,000, Gross earnings in 1880-81, \$951,051: net,\$226,193; gross in 1881-82, \$987,534; net, \$264,377. (V. 34, p. 265.)

#\$87,534; net, \$264,377. (V. 34, p. 265.)

Mobile & Ohio.—June 30, 1882, owned from Mobile, Ala., to Columbus, Ky., 472 miles, and extension (by Ky. & Tenn. RR.) to Cairo, 21 miles; branches—Artesia, Miss., to Columbus, Miss., 14 miles; Artesia, Miss., to Starkville, Miss., 11 miles; Muldon, Miss., to Aberdeen, Miss., 9 miles; total operated, 528 miles. The Co. funded coupons from their bonds in Feb., 1867, and resumed payment of interest May, 1870. In 1872 the 2d mortgage bonds were issued to pay floating debt. A default was made May 1, 1874, and two trustees and receivers took possession May 8, 1875. The stock and bonds of the company were placed on the N. Y. Stock Exchange list in July, 1879: *First.*—New mortgage to the Farmers* Loan & Trust Co., of New York, as trustees, upon the main line, excluding branches, to secure bonds in the aggregate amounting to \$7,000,000.

Second.—Deed of trust to the Farmers* Loan & Trust Co., as trustees, to secure four series of preferred income and sinking fund debentures, covering specifically the lands, 1,150,000 acres. Interest at the rate of 7 per cent per annum, or in multiples of 1 per cert, but not exceeding 7 per cent in any one year on these debentures, is payable annually upon each series in the order of their priority, but only if earned in the preceding fiscal year, and is non-cumulative. The holders of debentures have one vote for each \$100, and each year they mstruct the Farmers' L. & T. Co., trustees, how to vote at

the stockholders' meetings upon the majority of the stock of the Mobile & Oaio Railroad Company, the power to vote upon which is irrevocably with the Farmers' Loan & Trust Company, until the extinguishment of said debentures. The capital stock authorized by the charter is \$10,000,000, or 100,000 shares of \$100 each, of which there have been issued 53,206 shares. The debentures are secured by a deed of trust of the land. about 1,143,222 acres, and receive 7 per cent, if carned.

The Cairo Extension bonds may be redeemed before maturity any January 1 or July 1 at 110, six week's notice being given.

In August, 1881, 7 per cent was declared on 1st preferred incomes, also 2 per cent on 2d incomes. In August, 1882, only 2 per cent was declared on the first preferred incomes.

The last report was published in the CHRONICLE, V. 35, p. 429. Operations for three years ending June 30 were:

Total gross earningsOperating expenses	1879-80.	1880-81.	1881-82
	\$2,284,616	\$2,377,817	\$2,164,274
	1,459,650	1,562,486	1,602,145
Net earnings	\$824,966	\$815,331	\$562,129
Disbursements— Interest on mortgage bonds Interest on incomes	\$420,000	\$420,000	\$456,000
	359,500	408,000	106,000
Total disbursements. Balance	\$809,500 Sur.\$15,466 9; V. 36, p. 1	Def.\$12,669	\$562,000 Sur. 129

Montgomery & Eufaula.—Montgomery to Eufaula, Ala., 80 miles. The road was foreclosed May 1, 1879, bought by W. M. Wadley, and the present company organized. Operated under contract by Cent. RL. of Georgia. Stock is \$620,000. Gross earnings year ending June 30, 1882, \$355,681; net, \$118,968. Dividend of 10 per cent paid in April,

1882, \$355,681; net, \$118,968. Dividend of 10 per cent paid in April, 1883.

Montpelier & Wells River.—Dec. 31, 1882, owned from Montpelier to Wells River, Vt., 38 miles. Reorganized January, 1877. D. R. Sortwell, President, East Cambridge, Mass. Gross earnings for 15 months ending March 31, 1882, \$115,847; net, \$23,421.

Morgan's Louisiana & Texas Railroad & Steamship Co.—March 31, 1883, owned from New Orleans to Vermillionville, La., 144 miles; Vermillionville to Alexandria, La., 84 miles; other branches, 38; miles; total. 266 miles. In February, 1883, the whole stock of \$5,000,000 was sold to the Southern Pacific Syndicate as reported at 150 per share of \$100. (See V. 36, p. 212.) This company's statement to the New York Stock Exchange said: "The company's property consists of sixteen iron steamships, five of which ply between New York and New Orleans, nine between Morgan City, La., and the various Texas and Mexican ports, and two between New Orleans, Florida and Havana ports; also four large ferry boats, tugs, dredge boats, wharves, warehouses, and terminal facilities, besides nearly the entire capital stock of the Gulf Western & Pacific Railroad, Texas Transportation Railway Co., Buffalo Bayou Ship Channel Co., and a majority interest in the capital stock of the Houston & Texas Central Railway Co., &c." The capital stock of the Houston & Texas Central Railway Co., &c." The capital stock is \$5,000,000. Gross earnings in 1881-82, \$4,188,622; surplus over expenses, interest, &c., \$722,450; in 1882-83, gross, \$3,953,145; surplus, \$1,106,327. (V. 33, p. 100; V. 35, p. 51; V. 36, p. 196; 212.)

Morris & Essex.—Dec. 31, 1882, owned from Hoboken, N. J., to Phillips-burg N. J. 84 miles: branch. Denville N. J. via Mor. & Es. Tunnel to

p. 51; V. 36, p. 196, 212.)

Morris & Essex.—Dec. 31, 1882, owned from Hoboken, N. J., to Phillipsburg, N. J., 84 miles; branch, Denville, N. J., via Mor. & Es. Tunnel, to Hoboken, N. J., 34 miles; leased Dover to Chester, 10 miles; Newark & Bloom. RR., 4 miles; total operated, 132 miles. In 1868 this road was leased in perpetuity to the Del. Lack. & W. RR. The lessees assume all liabilities of the Mor. & Essex RR. and pay 7 per cent per annum on the capital stock, and they also agreed to pay 8 per cent in case the Morris & Essex carns 10 per cent on its stock in any one year after the year 1874. Earnings for four years past were as follows:

Years.	Miles.	Gross Earnings.	Net Earnings.	Div'd p. et.
1879		\$3.515.097	\$1,559,354	
1880		3,823,652	1,446,193	7
1881	121	4,246,656	1,647,019	7
1882		4,262,901	1,630,960	.7

The loss to lessee was in 1880, \$1,012,416; in 1881, \$985,890; in 1882 \$941,550. (V. 34, p. 489, 687; V. 36, p. 611.)

Nashua & Lowell.—March 31, 1883, owned from Lowell, Mass., to Nashua, N. H., 15 miles; leased—Stony Brook RR. 13 miles; Witton RR., 16 miles; Peterborough RR., 10 miles; total operated, 54 miles. The road was operated with the Boston & Lowell till Oct. 1, 1878. On October 1, 1880, a lease for 100 years to the Boston & Lowell was made. The company holds \$300,000 cash assets against the debt. The rental is \$60,000 per year, equal to 7½ per cent on stock, but, including other revenue, dividends are 8 per cent. (V. 32, p. 16, 43, 335.)

Nashville Chattanooga & St. Louis.—June 30, 1883, owned from Chattanooga, Tenn., to Hickman, Ky., 321 miles; branches—Wartrace, Tenn., to Shelbyville, Tenn., 8 miles; Bridgeport, Ala., to Inman, Tenn., 25 miles; proprietary lines—Nashv. to Lebanon, 30 miles; Tullahoma to Caney Fork, 48 miles; Decherd to Fayettev., 40 miles; Centreville

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

DESCRIPTION.	Miles	Date	Size, or		IN'	TEREST	OR DIVIDENDS.	Bonds-Principal, When Due.
For explanation of column headings, &c., see notes on first page of tables.		of -	Par Value.	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by Whom.	
Morris & Essex—(Continued)— Consol. mort. (for \$25,000,000) guar. D. L. & W Special real estate mortgage.	137	1875	\$1,000	\$5,994,000 } 3,245,000	5 7		N. Y., Del. Lack.& West	
Real estate terminal mort. (guar. D. L. & W) Nashua & Lowell—Stock	54	1882	1,000	800,000	6 & 5 g.	M. & N. F. & A.	Bost., Chas. B. Brooks.	July 1, 1912 May 1, 1883 1893 & 1900
Nashvitle Chattanooga & St. Louis—Stock Bonds endorsed by Tenn 1st mort. (for \$6,800,000), coup	539 151 340	1857 1873	1,000 1,000	6,670,331 126,000 6,170,000	1 ¹ 2 6 7	J. & J. J. & J.		April 20, 1882 1881 to 1886 July 1, 1913
Bonds of N. C.& St. L., 1st mort. on two branches do do 1st mort. on Lebanon Branch	321 88 30	1881 1877 1877	1,000 1,000 1,000	1,500,000 398,000 300,000	6 6	J. & J. J. & J. J. & J.	do do	July 1, 1901 Jan. 1, 1917 Jan. 1, 1917
do do for Jasper Branch	$ \begin{array}{c c} 7^{1_{2}} \\ 48 \\ 122 \end{array} $	1877	1,000	90,000 65,000 1,642,557	8 6 3	J. & J. M. & N. J. & D.	do do	Feb. 1, 1907 Nov. 1, 1909 June 3, 1883
· 1st mort, guar, s. f	119 119	1870 1867	1,000 500	1,817,000	7	J. & J. A. & O.	N. Y., Drexel, M. & Co. Nashv., 4th Nat. Bank. N.Y., Bank of America.	July 1, 1900
Nalchez Jackson & Columbus.—1st mortgage Naugatuck—Stock	99 66 18		100 50	174,400 2,000,000 1,300,000	5 31 ₂	J. & J. M. & S.	Bridgeport, Conn. Philadelphia, Co.'s office	
Nevada Central—1st mort., gold (sink. f., \$20,000) Nevada County—1st mortgage. Nevark & Hudson—1st mortgage.	5	1879 1876 1871	1,000	1,000,000 260,000 250,000	6 g. 8 7	A. & O. J. & J. M. & S.	N. Y. L. E. & W. RR.	Oct. 1, 1904 1896 Sept., 1901
Newark Somerset & Strailsv., O.—1st mortgage Newburg Dutchess & Connecticut—Income bonds Newburg & New York—1st mortgage.	12	1869	500 &c.	800,000 1,164,500 250,000	7 g.		N. Y., Union Trust Co.	Jan. 1, 1889
New Castle & Beaver Valley—Stock. New Haven & Derby—1st & 2d mortgages. New Haven & Northampton—Stock	15 13 170	68&70	50	700,000 525,000 2,460,000	(†) 7 3		Newcastle, Penn. N. Haven, Mech. Bank. New Haven.	July, 1883 1888 & 1900 Oct., 1872
Mortgage bonds, coupon Holyoke & W., leased, 1st M. (\$200,000 guar.)	92 17	1869 1870 1879	1,000	1,300,000 260,000	6 & 7	J. & J. A. & O. A. & O.	do N.Hav.,N.Tradesm's Ek	Jan., 1899
Consol. sink. fund \$15,000 per yr. & mort. bonds. Northern Extension. New Jersey & New York-1st mort. (reorganization)	30	1881	1,000 1,000 500 &c.	1,200,000 700,000 275,000	5 6	A. & O. M & N.	do N.Y., Mercantile Tr. Co.	April, 1911 1910
N. J. Southern—1st mort. (int. guar. by N.Y.& L.B.) Long Branch & Sea Shore. 1st mort guar		1879	1,000	1,449,600 200,000		J. & D.	N. Y., Cent.of N.J.Office New York.	July 15, 189 Dec. 1, 189

Branch, 34 miles; Duck River RR. (leased), 48 miles; total, 534 miles. The the bonds endorsed by Tennessee are secured by deposit in trust of this company's first mort. bonds.

A majority of the stock (\$3,385,000) is owned by the Louisville & Nashville RR. Company and pledged among the collaterals for the trust lean of that company. This company owns \$75,000 of the Duck River RR. 2d mortgage endorsed bonds.

The annual report for 1881-2 was published in the Chronicle, V. 35, p. 371, which should be referred to.

Earnings for four years ending June 30 were as follows:

1NCOME ACCOUNT.

1879-80. 1880-81. 1881-82. 1882-83.

	2,099,155	2,256,186	2,074,583	2,360,769
Net Receipts— Net earnings Bonds sold, &c	914,407	878,009 1,000,175	833,592 39,006	1,085,915 106,500
Total income	914,407	1,878,184	872,598	1,192,415
Interest on debt and taxes.	475,320 232,020	541,514	583,577 300,164	650,972 473,065
Extensions & improvem'ts Miscellaneous	360,963 57,145	237,806 50,931	1,212,428	

93 miles. Stock, \$1,000,000. Gross earnings, 1882, \$110,440; nel. \$13,731.)

Nevada County—Dec. 31, [1882, owned from Colfax to Nevada City, Col., 23 miles, narrow/gauge. In 1881, gross earnings, \$116,465; net, \$44,239. In 1882 gross earnings, \$105,291; net, \$19,167. Stock, \$242,200. J. C. Coleman, Pres., Grass Valley, Col.

Newark & Hudson.—Dec. 31, 1882, owned from Bergen Junction to Newark, N. J., 6 miles. Leased to New York Lake Erie & Western at a rental of \$33,000 per annum, which pays interest on bonds and 7 per cent on the stock of \$250,000. Cortlandt Parker, Pres't, Newark, N. J. Newark Som. & Straitsr.—Sept. 30, 1882, owned from Newark, C., to Shawnee, O., 44 miles. Road was completed in 1871. Leased to Sandusky Mansf. & Newark for 14 years from Jan. 1, 1872. Operated by the Balt. & Ohio, which pays 30 per cent on gross earnings, and advances any additional amount necessary to meet the interest on the debt. Capital stock, common, \$795,400, and preferred, \$218,200. Gross earnings in 1880-81, \$177,304; net, \$41,548; deficit to lessee, \$14,451. In 1881-2, gross, \$188,937; net, \$13,078.

Newb. Dutchess & Conn.—Sept. 30, 1882, owned from Dutchess Junc., N. Y., to Millerton, N. Y., 59 miles. The Dutchess & Col. RR. was sold Aug. 5, 1876, and this company was organized Jan. 8, 1877, by the purchasing bondholders. In addition to above incomes, there are \$150,000 lst mort. 7s. due in 1907. In 1880-81, gross earnings \$160,649; deficit, \$11,865. In 1881-82, gross, \$184,990; deficit, \$3,126. The common stock is \$172,000 and preferred stock \$715,350. John S. Schultze, President, Moore's Mills, N. Y.

Newburg & N.Y.—Oct. 1. 1882, owned from Vail's Gate Junction to Greenwood Junction, N. Y., 13 miles. Leased October 5, 1866, to Erie RR., at \$17,500 per annum, and operated now by N. Y. Lake E. & West. New Castle & Beaver Val.—Dec. 31, 1882, owned from Homewood, Pa.; to New Castle, Pa., 15 miles. Road in operation since 1860. Leased to Pittsb. Ft. W. & Chic. RR. for 99 years at a rental of 40 per cent on gross earnings. Lease transferred to Pennsylvania Company. There is no debt. In 1879, 13 per cent dividends were paid; in 1890, 13 p. c.; in 1881, 24 p. c. Gross earnings in 1881, \$331,527; rental received, \$132,611; gross in 1882, \$365,493; rental received, \$146,197.

in 1882, \$365,493; rental received, \$146,197.

New Haven & Derby.—Sept. 30, 1882, owned from New Haven, Conn., to Ansonia, Conn., 13 miles. Capital stock is \$447,100. New Haven city guarantees the \$225,000 second mortgage bonds. Gross earnings in 1880-81, \$147,564; net, \$48,268; in 1881-82, gross, \$166,402; net, \$78,389. (V. 35, p. 544.)

New Haven & Northampton.—Sept. 30, 1882, operated from New Haven, Conn., to North Adams, Mass., 123 miles; branches—Northampton to Williamsburg, 8 miles; rannington Conn., to New Hartford, Conn., 14 miles; South Deerfield to Turner's Falls, 10 miles; to Tariffville, Conn., 1 mile; leased—Holyoke & Westfield RR., 14 miles; total, 170 miles in April, 1881, a control of the road was sold to N. Y. N. H. & Hartford parties. See V. 32, p. 421. Operations and earnings for three years past were as follows:

Passenger Freight (ton) Gross Net

1880-81..100 6,415,412 19,318,243 611,043 197,717 6
1881-82..100 7,207,081 20,421,443 587,384 162,460 6

New York & Canada.—Dec. 31, 1882, owned from Whitehall, N. Y., to Rouse's Point, N. Y., 113 miles; branches: Ticonderoga, N. Y., to Lake George, N. Y., thiles; plattsburg, N. Y., to Ausable, N. Y., 20 miles; West Chazy to Province line, 13 miles; total operated, 150 miles. This company was organized March 1, 1873, as successor of the Whitehall & Plattsburg and the Montreal & Plattsburg rallroads. The whole line was completed Sept. 18, 1876. The road is virtually owned by the Delaware & Hudson Canal Company, which guarantees the bonds. The stock is \$4,000,000. Earnings in 1880-81 were \$654,519; net, \$217,414; deficit to lessees, \$15,517. In 1881-82, gross earnings, \$765,556; net, \$195,131; loss to lessees, \$41,303. (V. 32, p. 98.)

New York Central & Hudson.—Sept. 30, 1882, owned from N. Y. City to Buffalo, N. Y., 424 miles; branches on N. Y. Cent. division, 298 miles; total owned, 748 miles; lines leased—Troy & Greeenbush, 6; Niagara Bridge & Canandaigua, 98; Spuyten Duyvil & Port Morris, 6; N. Y., & Harlem, 127; Lake Mahopac, 7; total, 245 miles; grand total, 993 miles. The second track owned is 508 miles; third track, 317 miles; fourth track, 298 miles; turnouts, 539 miles—making a total of 2,657 miles of track owned by the company. This company was formed by a ccrsolldation of the New York Central was a conscildation of several roads.

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

DESCRIPTION.	Miles	Dot	Size, or	135-100	IN	TEREST	OR DIVIDENDS.	Bonds-Princi
For explanation of column headings, &c., see notes on first page of tables.	of Road.	Date of Bonds	Par	Amount Outstanding	To		Where Payable, and by	pal, When Due Stocks—Last Dividend.
Preferred stock 1st mortgage (extended in 1867 to 1897) 2d mortgage, convertible (extended in 1879) 3d mort., (extended 40 years at 4½ p. ct) 4th mort., conv. (extended in 1880 at 5 per cent) 5th mortgage, convertible	100 100 121 113 903 840 840 521	1865 1872 1880 1874 1853 1854 1873 1881 1883 1882 1880 1881 1875 1887 1888 1889 1889 1889 1889 1889 1889	\$100 100&c. 500 &c. 1,000 \$100&c 1,000 1,0	\$1,500,000 300,000 387,500 812,000 4,000,000 89,428,300 6,632,300 2,391,000 1,422,900 27,465,000 9,733,333 50,000,000 10,000,000 4,000,000 1,500,000 1,500,000 1,500,000 1,500,000 1,500,000 1,500,000 1,500,000 1,500,000 1,500,000 1,700,000 1,000,000 1,000,000 1,000,000 1,000,000	1 ¹ 2 67 77 g. g. g. g. 66 77 66 67 74 44 71 4 65 75 4 ¹ 2 g.	Q.—J. A. & O. J. & D. J. & D. J. & D. M. & N. Q.—J. M. & D. J. & D. J. & J. M. & S. J. & J.	New London, Office. N. Y., B'k of N. America do do do London, Baring Bros. N.Y., Gr. Central Depot. do do do do	July 2, 1883 Sept., 1885 July, 1892 July, 1910 May 1, 1904 July 16, 1883 May 1, 1893 Dec. 15, 1887 June, 1885 Jan. 1, 1903 Jan. 1, 1903 Dec. 1, 1921 Mar. 1, 1923 1885 to '94 May 1, 1910
Buffalo Branch Bonds. Long Dock Co. mortgage. 1st consolidated mortgage, gold. do do funded coupon bonds.		1861 1863 1870 1878	1,000 1,000	182,600 3,000,000 16,656,000		J. & J. J. & D. M. & S.	do do do New York and London.	July 1, 1891 Jan., 1893 Sept. 1, 1920

Buffalo Branch Bonds. 1861 100 de Long Dock Co. mortgage. 201d. 1878 100 de Long Dock Co. mortgage. 201d. 1878 100 de Com Dock Co. mortgage. 201d. 1878 100 de Com Dock Co. mortgage. 201d. 1878 100 de Co. Mortgage. 201d. 20

by the D.L & W. officials. In 1881-82 gross earnings were \$309.400; net, \$148.345. (V. 35, p. 22, 71. 95. 266, 373, 405; V. 36, p. 252; V. 37, p. 68.)

New York Lake Erie & Western.—Sept. 30, 1882, owned from Sufferns, X. Y., to Dunkirk, N. Y., 430 miles; branches—Piermont, 18 miles; Newwarz. 18 miles; Buffalo. 60 miles; Erie International RR... 5 miles; Rutherford to Ridgewood, 11 miles; leased—Montgomery & Frie RR., 10 miles; Goshen & Deckertown, 12 miles; Hawley & Honesdale, 24 miles; Jefferson RR., 37 miles; Buf, Brad. & Pittsburg and extension, 66 miles; Erie, 140 miles; Gushen & Work, A. Y., 11 miles; Hawley & Honesdale, 24 miles; Jefferson RR., 37 miles; Buf, Brad. & Pittsburg and extension, 66 miles; Erie, 140 miles; Suspension Bridge & Erie Junction, 23 miles; Rochester & Genessee Valley, 18 miles; Avon Gen. & Mount Morris, 17 miles; Paterson & Hudson, 15 miles; Paterson & Ram., 15 miles; Lockport & Buffalo, 13 miles; Buffalo & Southwestern, 68 miles; controlled—Newark & Hudson, 6 miles; Weehawken New York & Fort Lee, 5 miles; Northern of N. J., 25 miles; total operated, 1,060 miles. In 1881 an arrangement was made for completion of line from Marion, O., to Chicago, forming a through route. See V. 32, p. 613. On May 1, 1883, began to operate the N. Y. Penn. & O. ander lease, See V. 36, p. 426.

The New York & Erie Railway went into the hands of a Receiver in 1859, and in 1861 the Erie Railway west organized as its successor. The Erie Railway defaulted on its bonds in 1875, and was sold in foreclosure under the second consolidated mortgage in 1878. The present company was organized and took possession June 1, 1878. Under the plan of reorganization the above statement represents all the stocks and bonds issued to September 30, 1882. By the terms of the plan one-half of the stock, both common and preferred, is issued to "Voting Trustees" in London, who shall vote on them until the dividend on the preferred stock (6 per cent) has been paid for three consecutive years (See V. 36, p. 1). The funded coupon bo

Prices of stock hav	cient earning re been as fo —-Common.	Hows:	the dividend	
18		1883.		
			1882.	1883.
		078 - 3778	85 - 79	83 - 7919
February 4038-	35 3	9 - 3138	8038 73	80 - 75
March 3858-	34 3	3 - 3612	7734- 67	
		14 - 3618		011 001
			78 - 7112	8112-8012
		12 - 3378	74 - 72	7934- 78
June 3738-	334 38	34 - 3518	75 - 6912	814- 79
July 4158-	3558 37	78 - 3412	8112- 73	80 - 76
	001		814- 77	

			8734- 80	**********
			8734-8378	******
	3414		8514-8014	
December 4038-	3534		8814 8910	
The last annual rep	ort was nub	lighed in the	CHRONIOLE	7 95 " 695
The operations and as	pringe for f	All Hoons no	CHRONICLE,	v. 55, p. 655,
The operations and ea	maings for t	our years pas	st were as 1011	
Operations-	18/3-19.	1879-80.	1880-81.	1881-82.
Pas-enger mileage	149,115,718	180,460,204	200.483,790	225.130.883
Rate p. pass. p. mile.	2.091 ets.	2:041 ets	2:016 eta	1:047 ota
Freight (tons) mil'ge.	1569222117	1721112005	102/20/055	1054200710
Treate (tons) in ac.	0.7-0 eta	0.000		
Av. rate p. ton p.mile	0.120 crs.			0.749 cts
Earnings—	\$	\$	-\$	\$
Passenger	3.118,944	3 682.951	4,041,267	4,384,510
Freight	12,233,481	14,391,115		14,642,128
Mail, expr's, rents, &c.				040 100
duii, expr s,rents,co.		010,044	002,003	949,136
Total gross earn'gs.	15,942,023	18,693,108	20,715,605	19,975,774
Operating exp'nses				19,000,000
Operating cap lises	11,172,007	11,040,020	15,450,250	13,088,093
Net earnings	4,767,324	7,049,183	7,459,375	6,887,681
P. c. op. exp. to earn's				
r.c. op. exp. to carns			64.00	65.50
	PROFI	r AND LOSS.		
Credits-		1880.	1881.	1882.
Net earnings	8	37,049,183	\$7,459,375	\$6,887,681
Other receipts		783,957	844,306	
Other receipts		100,001	044,000	780,654
Total credits		87,833,140	\$8,303,681	\$7,668,335
Debits-		,,000,110	φ0,000,001	φ1,000,333
	mana	0010 010	0010 010	
Pavouia ferries-expe		\$216,318	\$249,643	\$245,108
Interest on funded de		3,963,872	4,148,745	4,316,369
Long Dock Co. bonds.	-inter't	210,000	215,000	210,000
Weehawken Docks-in		64,453	64,453	64,453
Guaranteed interest.		121 000	00,100	
		131,928	86,914	50,908
Rentals of leased lines		662,952	689,302	704,361
Sus. Br. & E. Jane. RI	rent.	25,704	17.901	18,296
				-0,-04

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DESCRIPTION.	Miles	Date	Size, or		IN'	TEREST	OR DIVIDENDS.	Bonds-Princi
For explanation of column headings, &c., see notes on first page of tables.	of	of Bonds.	Par Value.	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by Whom.	
N. Y. Lake Erie & Western-(Continued)-		1878	\$1,000	\$2,500,000	0.00	M & N	New York and London.	Dec. 1, 1908
Reorganization 1st lien bonds, gold		1878	500 &6	33,597,400	6 g.	J. & D.	do do	Dec. 1, 1969
N.Y.L.E. & W., 2d consol. mort., gold		1878	300 &c.	508,008	6 8.	J. & D.	do do	June 1, 1977
Trust bonds, with collaterals		1882	300 00.	5,000.009	6	M. & N.	do do	Nov. 1, 1922
New York & Long Branch—Stock				2,000,000			uo uo	21011 2, 1044
Mortgage bonds		1882		1,500,000	5		N. Y., 119 Liberty St.	
Mortgage bonds N.Y. & N. England-Stock (\$20,000,000 auth'rized)		1002		16,502,000			2.7 2.7 2.20 2.202.03	
1st mortgage, new (\$6,000,000 are 7s)	263	1876	1.000	10,000,000	6 & 7		Bost., Treasurer's Office.	Jan., 1905
2d mortgage		1882	1,000	3,000,000	6	F. & A.	do do	Aug. 1, 1902
New York New Haven & Hartford-Stock	153		100	15,500,000	5		N.Y., Grand Cen. Depot.	Jan. 2, 1883
Mortgage bonds, reg. (for \$5,000,00)	153	18-3	1,000&c	2,000, 00	4	J. & D.	do do	June 1, 1903
Harlem & Portchester, 1st mortgage guaranteed.	12	1873	1,000	2,000,000	6 & 7	A. & O.	do do	1903
do do 2d mort., coup. or reg	1 12	1881	1,000	1,000,000	4	J. & D.	do do	June 1, 1911
New York Ontario & Western-Preferred stock	344			2,000,000	12			March 1, 1883
Common stock	344			58,113,982				*******
New York Penn. & Ohio-Prior lien bonds, gold, \$& &	427	1880	500 &c.	8,000,000	6 g.		London and New York.	March i, 1895
1st mort., gold, incomes till July, 1855, \$ & £	460	1830	500 &c.	38,371,000		J. & J.	do do	July 1, 1905
2d mortgage, incomes. \$ & £	460	1880	500 &c.	14,500,000		M. & N.	do do	May 1, 1910
3d mortgage, incomes, \$ & £	460	1880	500 &c.	50,000,000	5 g.	M. & N.	do do	Nov., 1915
N.Y. Piltsburg & Chic.—1st M., gold (\$18,000 p. m.)	****	1881	500 &c.	(2)	6 g.	J. & J.	New York Agency.	July 1, 1921
N. Y. Prov. & Boston—(Stonington)—Stock	83	*****	100	3,000,000	2 7		N. Y., M. Morgan's sons.	Aug. 10, 1883
First mortgage	50	1869	1,000	1,000 000	4	J. & J.	do do	July 1, 1899
1st mortgage	12	1831	1,000	300,000	6	A. & O.	do do	April 1, 1901
N Y. Susqueh. & Western-New mort., gold	114	1881	500 &c.	3,500,000	6 & 5		N.Y., Central Trust Co.	July 1, 1911
First mortgage, Midland of New Jersey		1831	1,000	250,000		A. & O. J. & D.	N. Y , Nat. Park Bank.	April 1, 1910 1911
Mortgage, gold, on Paterson Extension Debenture bonds		1882	500 &c.	600.00	6	J. & D.	N. Y., 93 Liberty St.	
N. Y. Tex. & Mex.—1st M. gola, l. g. (for \$8,000,000)		1882	500	3.000.000	6 g.	A. & O.	New York & London.	Aug. 1, 1897 Oct. 1, 1912
N.Y. West Shore & Buffalo-1st M., gold, coup. & reg.	463	1881	1,000&c	50,000,000		J. & J.	New York or London.	July, 1931
W. Shore & Ont. Terminal Co., 1st M., gold, guar.	100	1883	1,000&c	(?)		F. & A.	New York.	Aug. 1, 1923
N.Y. Woodhaven & Rockaway.—1st mortgage	16	1882	1,000	600,000		J. & J.	N. Y., Fisk & Hatch.	Jan. 1, 1902
Niagara Bridge & Canandaigua Stock	98	1002	1,000	1,000,000	3 8.	A. & O.	11. 1., 1 154 te 1140011.	April 1, 1883
Norfolk & Southern-1st mortgage, gold	75	1880	1.000	900,000	6 g.	M. & S.	New York.	Sept. 1, 1920
2d mor gage, income (cumulative)	75	1831	1,000	1,000,000	6	Yearly.		Jan. 1, 1970
Sinking fund debenture certificates		1881	1,000	250,000			N. Y., Dominick & D.	Oct. 1, 1892

1880. \$11,327 755,955 1881. \$4,279 944,496 1892. Paterson & Newark RR.—rent. Other expenses. 892,198

510, 611, 531.)

New York Ontario & Western.—September 30, 1882, owned from Oswego, N. Y., to Middletown, N. Y., 249 miles; branches to Courtland, N. Y., 48 miles; to New Berlin, 22 miles; to Delhi, 17 miles; to Ellenville, 8 miles; total operated, 344 miles. This was the New York & Oswego Midland. Main line was opened July, 1871. Default was made in 1873, and the property placed in the hands of Receivers Sept. 18, 1873. The main line was sold in foreclosure November 14, 1879. The present company was organized January 22, 1880. From assessments about \$9,000,000 was received, and in February, 4881, a contract was made with the North River Construction Company capital \$10,000,000 for completing the road. In September, 1881, further agreements were made with the New York West Shore & Buffalo road. The stockholders of record Aug. 5, 1852, had the privilege of taking \$10,000,000 of the first mortgage 5 per cent bonds of the N. Y.

of the mortgage, and Gen. J. S. Negley, Pittsburg, is President. N. Y. Prov. & Boston.—Sept. 30, 1882, owned from Providence. R. I., to Groton, Conn., 62 miles; Warwick RR., 10 miles; operates also Pawtuxet and Pontiae branch roads, 10 miles; total oper ted, 82 miles. Owns a majority interest in the Prov. & Ston. Steamshy Line, which has a capital of \$1,400,000. Operations and earnings for four years past were:

Passenger Freight (ton) Gross Total net Div. Wiles. Mileage. Mileage. Earnings. Income. p. c. 1878-9... 63 19,377,410 11,467,971 \$689,008 \$319,656 8 1879-80 . 71 $^{1}_{2}$ 22,167,232 11,290,326 779,885 349,096 8 1880-81 . 73 22.862,036 13,098,143 957,717 355,245 8 1881- 2 . 72 23,836,502 14,700,005 1,065,650 375,079 8 -(V. 35, p. 656.)

1879-80...71½ 22,107,252 13,098,143 957,717 355,245 8 1881-42...72 23,836,502 14,700,005 1,065,650 375,079 8 -(V. 35, p. 656.)

New York susquehanna & Western.—West End, N. J., to Unionville, N. Y., 72 miles; Two Bridges, N. J., to Gravel Place, Pa., 50 miles; branches, 9 miles. 't eased Unionville to Middletown, N. Y., 13 miles; Lo i Branch, 2 miles; total owned, leased and operated, 146 miles. This was a consolidation in June, 1831, of the Midland of N. J., the Paterson Ext., the North Jersey, the Pa. Midland Junior securities were exchangeable into stock of this company on certain terms (see V. 36, p. 536, 588.) Gross earnings, 1881, \$610,851; net, \$216,421. (V. 34, p. 62, 205, 479, 521, 573; V. 35, p. 189, 213, 291, 431, 51;; V. 36, p. 81, 536, 588; V. 37, p. 23.)

New York Texas & Mexican. Line projected from Rosenburg Junetion, Texas, to Brownsville, 350 miles. July, 1832, 92 miles in operation. Mortgage \$22,850 per mile. covering 5,120 acres of land (so far as obtained). 'I the grant, which is 10,240 acres per mile. Stock, \$,000,000. See V. 36, p. 479. (V. 34, p. 575; V. 35, p. 22, 161, 576; V. 36, p. 479.)

New York West Shore & Buffalo.—(See Map page 1.)—This was a consolidation in July, 1881, of the N. Y. West Shore & Buff, the Jersey City & Albany and the North River railroads. It is building a line from Weehawken, N. J., to



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DESCRIPTION.	Miles	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Prine
For explanation of column headings, &c., see notes on first page of tables.		of	Par	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by Whom.	Stocks—Last Dividend.
Norfolk & Western.—Common stock	563		\$	\$7,000,000				
Preferred (6 per cent) stock	563			15.000,000	1	QMeb		Dec. 15, 188
Norfolk & Western-(Continued)-General M., gold.	428	1881	1.000	6,500,000	6 g.	M. & N.	N. Y. and Philadelphia.	May 1, 193
1st M., gold, on New Riv. div, (ep., but may berg.)	76	1882	1,000	2,000.000	6 g.	A. & O.	N. Y., 34 Pine Street.	April 1, 193
Car trust				552,400		M'nthly		
Nortolk & Petersburg-2d mort	81	1868	1,000	496,000	- 8	J. & J.	N.Y., Union Nat. Bank.	July 1, 189
South Side—1st pref. consol. mort	133	1866	1,000	703,000	8	J. & J.	N. Y., Nat. Park Bk.	Jan. 1, '84-'9
do 2d do guar. Petersb'rg	133	1866	200 &c.	581,300	6	J. & J.	Petersburg, Va.	Jan. 1, '84-'9
do 3d do	133	1866	200 &c.	452,800	6	J. & J.	do do	Tan 1 208 100
Virginia & Tennessee-Enlarged mortgage		1854	1,000	990,000	6	J. & J.	N.Y., Union Nat. Bank.	July 1, 188
do do 4th mortgage	214	1865	1,000	1,000,000	8 3 3	J. & J.	do do	Mch. 1, 190
North Carolina-Stock, common	223		100	3,000,000	3	M. & S.		Mar. 1. 188
Preferred stock	223		100	1,000,000	3	M. & S.	do do	Mar. 1, 188
Mortgage bonds	223	'67-'68	500	210,000	8	M. & N.	do do	Nov., 1888
North Carolina Midland		1882		2,000,000				
North Pacific Coast-1st and 2d mortgages	76	1881		1,100,000	6	M. & N.		Nov. 1, 190
North Pennsylvania—Stock, guar	88		50	4,399,750	6	QF.	Philadelphia Office.	Aug. 25, 188
1st mortgage	56		500 &c.	1.930,500	6	J. & J.	do do	Jan. 1, 188
2d mortgage	56		500 &c.	1.500.000	7	M. & N.	do do	May 1, 189
General mortgage bonds				2,569,500	7	J. & J.	do do	1903
Bonds secured by \$1,200,000 stock		1881		1,200,000	3	M. & S.	do do	Sept. 1. 190
Tortheastern (S. C.)—Stock, common	102		50	899,350	6			April 10, 188
1st mortgage 2d mortgage	102	1869	500	820,000	8	M. & S.	Charleston, Office.	Sept. 1, 189
2d mortgage	102	1869	500	322,000	8 8	M. & S.	do do	Sept. 1, 189
Consol. mort., gold (for \$1,836,000)		1883	1,000	(1)	6 g.	J. & J.	do do	Jan. 1, 193
Torthern (Cal.)—1st mortgage	112	1877		3,148,000	6	J. & J.	Central Pacific RR.	Jan. 1, 190
San Pablo & Tulare-1st mort	47	1878	1,000	1,023,000	6	A. & O.	do do	April 1, 190
Torthern Central—Stock	322		50	6,500,000	4	J. & J.	Baltimore & Philadel.	July 15, 188
1st mortgage, State (Maryland) loan 2d mortgage, coupon, sinking fund	138			1,500,000	6	QJ.	Annapolis.	Irregeemabl
2d mortgage, coupon, sinking fund	138	1856	500 &c.	1,490,000	6	J. & J.	Baltimore.	July, 1885
3d mortgage, coupon	138	1865	500 &c.	1,126,000	6	A. & O.	Baltimore & Philadel.	April, 1900
Consolidated mortgage, gold, coupon	138	1868	1,000	2,599,000	6 g.	J. & J.	Baltimore.	July 1, 190
Consolidated mortgage, gold, registered	138	1868	1,000	205,000	6 g.	A. & O.	Baltimore & Phila.	July 1, 190
Consol, general mort., gold, s. f., coup., \$ or £	138	1874	1.000	4,558,000	6 2.	J. & J.		July 1, 190
Consolidated mortgage, gold, registered Consol. general mort., gold, s. f., coup., \$ or £ 2d general mort., "A," coupon do "B." coupon	138	1876	1.000	2,901,000		J. & J	Baltimore.	Jan. 1, 192
do "B" coupon	138	1876	1,000	1,000,000		J & J.	do	Jan. 1, 192

Total \$55,000,000

— (V. 35, p. 266, 339, 538, 576, 577, 638; V. 36, p. 56, 196, 340, 497, 536, 591, 651; V. 37, p. 48, 151, 175.)

N. F. Woodhaven & Rockaway.—Dec. 31, 1832, owned from Glendale Junction, L. I., to Rockaway Beach, 12 miles. By contract with Long Island RR. is to control all travel to the Beach by rail. The stock is \$1,000,000. Income bonds. 6 per cent. \$1,000,000. In 1882 gross earnings were \$105,632; net, \$36,501. (V. 34, p. 265)

Niagara Bridge & Canandaigua.—Oct. 1, 1882, owned from Canandaigua to Suspension Bridge, N. Y., 98 miles. The road is leased in perpetuity to the New York Central & Hudson at \$60,000 per annum. Has no debt, but prior to foreclosure mortgages were \$2,170,000.

Norfolk & Western.—Dec. 31, 1882, owned from Norfolk Va. to Patent

perpetuity to the New York Central & Hudson at \$60,000 per annum. Has no debt, but prior to foreclosure mortgages were \$2,170,000.

Norfolk & Western.—Dec. 31, 1882, owned from Norfolk, Va., to Petersburg, Va., \$1 miles; Petersburg, Va., to Lynchburg, Va., 123 miles; Lynchburg, Va., to Bristol, 204 miles; branches—Petersb'g to City Point, Va., 10 miles; Junction to Saltville, Va., 10 miles. Total operated, 428 miles. Under construction,: New River Bridge to Pocahontas, Va., 75 miles [since completed]; Cripple Creek Branch, 60 miles. Default on the Atlantic Mississippi & Ohio consolidated bonds was made October 1, 1873, and the road was sold in foreclosure Feb. 10, 1881, and was reorganized as the Norfolk & Western. In January, 1833, common stock was increased by \$4,000,000 to exchange for Shenandoah Valley RR. stock, and a close working contract was made with that Co. See annual report in V. 36, p. 193. (V. 35, p. 132, 182, 236, 374, 478, 546, 638, 677, 763; V. 36, p. 56, 81, 108, 193, 252, 275, 366, 472, 591, 731; V. 37, p. 99.)

No. Carolina.—May 31, 1883, owned from Goldsboro to Charlotte, N. C., 223 miles. The property was leased Sept. 11, 1871, to the Rich. & Danv. Rallroad for 30 years at a rental of \$260,000 per year. Dividends of 6 per cent are paid on the stock, of which the State of North Carolina holds \$3,000,000, and the dividends thus received by the State are applied to ker bonds issued to the North Carolina RR. (V. 34, p. 550.)

North Pacific Coast.—Dec. 31, 1882, owned from Saucelito to Moscow Mills, Cal., 74 miles; branch to San Rafael, 2 miles; leased, San Rafael to San Quentin, 4 miles; total operated, 80 miles. Stock, \$2,500,000. Earnings in 1881, \$277,186; net, \$68,994. Gross in 1882, \$358,199; net, \$67,418.

No. Pennsylvania.—Nov. 30, 1882, owned from Phila., Pa., to Bethlem. Pa., 56 miles; branches—Jenkint'n to Dela, River. 20 miles; Lausenbern. Pa., 56 miles; branches—Jenkint'n to Dela, River. 20 miles; Lausenbern. Pa., 56 miles; branches—Renkint'n to Dela, River. 20 miles; Lausenbern. P

No. Pennsylvania.—Nov. 30, 1882, owned from Phila., Pa., to Bethlehem, Pa., 56 miles; branches—Jenkint'n to Dela. River, 20 miles; Lansdale to Doylestown, 10 miles; fron Hill to Shimersville, 2 miles; total, operated, 88 miles. The Northeast Penn. and the Stony Creek roads are operated under contract. In May, 1879, was leased to Phila. & Reading at 627 per cent on stock till 1883, and 8 per cent thereafter.

Northeastern (S. C.)—sept. 30, 1882, owned from Charleston, S. C., to Florence, S. C., 102 miles. Leased jointly, Lane, S. C., to Sumter, S. C., as miles. Total operated, 140 miles. This company has earned the interest on its bonds and preferred stock with a good surplus. In 1880-81 gross earnings were \$484,760; net, \$153,803; in 1881-2, gross, \$560,229; net, \$206,146. The preferred stock was exchangeable for second mortgage bonds. (V. 35, p. 656.)

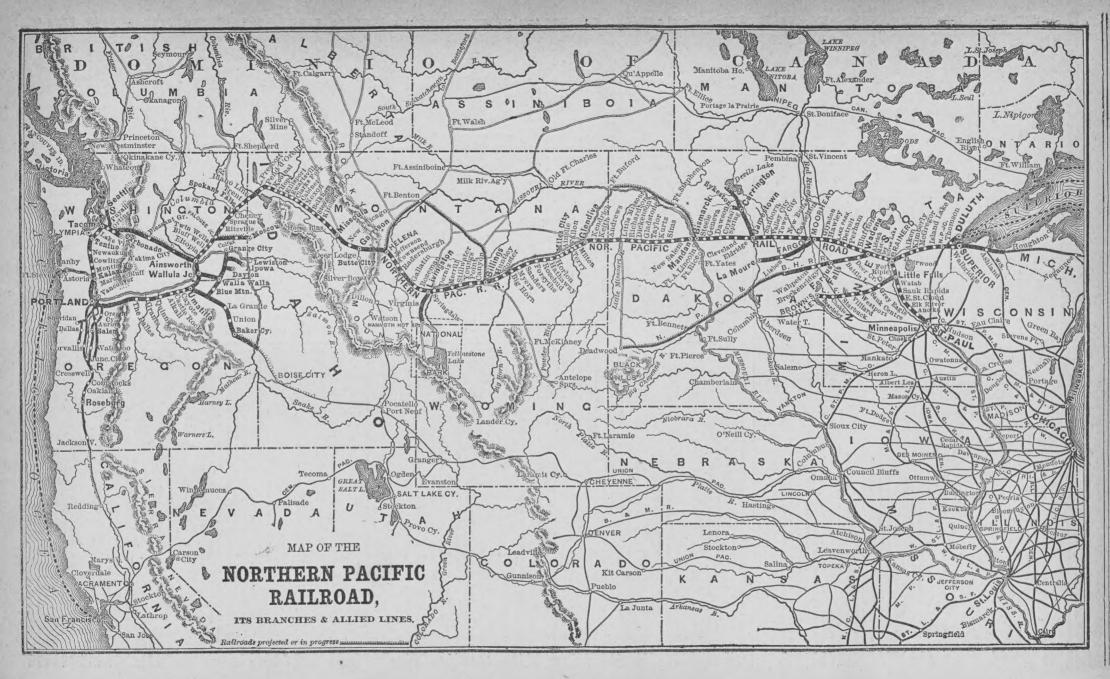
Northern California.—Dec. 31, 1882, from Oakland to Martinez, 36 miles; Port Costa to Soisun, 17 miles; Woodland to Willows, 65 miles; Willows to Tehama, 36 miles; leased, San Pablo & Tulare RR—Martinez to Tracy City, 47 miles; total operated, 200 miles. Completed in 1878 and is leased to the Central Pacific till Jan. 1, 1885, at a rental of \$47,500 per month for Northern and S. P. & T. The Northern stock is \$4,710,500, and San P. & T. stock, \$1,861,000. W. V. Huntington, President, San Francisco.

Northern Central.—Dec. 31, 1882, owned from Baltimore, Md., to Sunbury, Pa., 138 miles; branch—Relay to Green Spring, 9 miles; leased—Shamokin V.J. & Pettsv. RR., 28 miles; Elm. & Winspt. RR., 78 miles; operated at cost—Chem. RR., 22 miles; Elm. & Winspt. RR., 78 miles; total, 322 miles. This was a consolidation of several roads in Jan., 1875. The terms of the several leases will be found under the names of the leased road. In April, 1882 purchased at par the stock of Union RR. in Baltimore, \$600,000. The consolidated general mort. (gold) of 1874 was for \$10,000,000 to retire all prior bonds; the bonds are issued as series "A" and "B" \$ or \$2, series "C" dollar and the "million dollar" loan. Under the 2d general mortgage of 1876 \$1,000,000 more may be issued as Series C. Income account for four years as follows:

1879. 1880. 1881. 1882.

		1879.	1880.	1881.	1882.
	Total gross earn'gs	4,107,949	5,050,387	5,443,700	5,800,175
	Total net income Disbursements -	1,595,308	2,091,428	1,917,454	2,241,820
1	Rentals l's'd lines,&c*	457,742	452,097	472,093	477,256
1	Interest on debt	895,140	893,060	895,730	880,875
J	Dividends	********	(2) 146,018	(6) 350,517	(7) 444,272
ı	Miscellaneous	63.260	113,834	54,218	154,270
	Balt. & Potomac int.		196,494	37,177	
1	Tot. disbursements	1,416,142	1,806,533	1,809,935	1,956,673

1881-82 the 8ai for \$1,035,692.



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DESCRIPTION.	Miles	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Prine
For explanation of column headings, &c., see notes on first page of tables.		of	Par	Amount Outstanding	Rate per Cent.	When	Where Payable, and by Whom.	Stocks-Last Dividend.
Northern Central—(Continued)—		-						
Union RR., 1st mortgage			\$500&c.		6	J. & J.		
do 2d mortgage, gold			500 &c.	600,000	6 g.	M. & N.	London,	1900 *
Northern Central (Mich.)—1st mortgage	61		*****	1.525,000	7			1903 -
Vorthern, N. H.—Stock			100	3,068,400	3	J. & D.		June 1, 188
Torthern of New Jersey-Stock	26	*****	100	1,000,000	4		New York Office.	In 1832
1st mortgage, extended	21	1878	100 &c.	163,000	6	1. & J.	J. City, Hudson Co. B'k.	July, 1888
2d mortgage	21	1869	100 &c.	200,000	7	IM. & S.	do do	March, 188
Northern Pacific-Pref. stock(8 p. c., not cum'tive).	1,814		100	41,798,696	111 ₁₀ cert		N. Y., Mills Building.	Jan. 15, 188
Common stock.	1,814	1000	100	49,000,000				
Mortgage and land grant bonds, Missouri Div	205	1879	100 &c.	2,383,600	6	M. & N.		May 1, 191
Mortgage and land gr. bonds, Pend d'Oreille Div.		1879	1 000 60	3,502,600	6	M. & S.		Sept. 1, 19
Consol. M. ld. g., gold, \$25,000 p. m., coup. or reg. Dividend certificates		1881	1,000&c	40,000,000		J. & J.	do do	Jan. 1, 19
orthern. Pac. Terminal Co.—1st mort., gold	****	1883	1,000	4,667,490 3,000,000	6	Jan'y.	do do	Jan. 1, 188
orthwestern Ohio—Stock	79				6 g.	J. & J.	N.Y., Winslow, L. & Co.	Jau. 1, 19;
orwich & Worcester—Stock	66		100	2,000,000 2,604,400	****	T	Danton Od Wational Di-	f-1- 10 10
New bonds, coupon.	66	1877	1.000	400,000	5		Boston, 2d National Bk.	
gdensburg & Lake Champlain—Stock	122		100	3,077,000	. 0		Boston, N. E. Trust Co.	
Sinking fund bonds		1870	1.000	371,000	2 8	I. & J. M. & S.	Boston, Office.	July 10,18
Mortgage bonds (redeemable July, 1890)	118	1877	1,000	600,000	6	J. & J.		Mar., 1890 1897
Consolidated mortgage (for \$3,500,000)	118	1880	500 &c.	1,403.610	6	A. & O.	do	April 1, 19
Income bonds, not cumulative.		1880	100 &c.	998.650	3 & 6	A. & O.		April, 192
hio Central-1st mortgage gold.	200	1880	1.000	3,000,000	6 g.	T & 7	N.Y. Metropolitan N.Bk	Jan. 1, 192
Income bonds (non-cumulative)	200	1880	1,000	3,000,000	7 8.	100000000000000000000000000000000000000	do do	Jan. 1, 19
Terminal mortgage bonds	200	1880	1,000	600,000	6	J. & J.	do do	July 1, 19
1st mort., Mineral Div.	26	1881	1,000	300,000		J. & J.	do do	July 1, 19
Incomes. do	26	1881	1,000	300,000	7 g.	J. & J.	do do	July 1, 19
		1882	1,000	7,000,000	6 6	M. & S.	do do	March, 192
1st mort., Riv. Div., gold, coup. or reg		1882	1,000	(?)	6 g. 6 g.		do do	Mar. 1, 192
hio & Mississippi—Stock, common	624		100	20,000,000			do do	11101. 1, 102
Preferred stock (7 p. c. yearly, cumulative)			100	4,030,000	349	M. & S.	N. Y., 52 William St.	Mar. 1, 18'
1st general mortgage (for \$16,000,000)	624	1882	1,000	(?)		J. & D.	do do	June 1, 193
Income and funded debt bonds (extended, '82)	148	1862	1,000	174,000		A. & O.	do do	Oct. 1, 188
1st consolidated mort. (\$3,445,000 are s. f.)	393	1868	1,000	6,688,000		J. & J.	do do	Jan. 1, 189
Consolidated mortgage, sterling		1868	£200	112,000		J. & J.	London.	Jan. 1, 189

A syndicate took and sold \$20,000,000 of the bonds in Jan., 1881, and \$10,000,000 more bonds in 1882, leaving another \$10,000,000, on which they had an option in 1883. The mortgage is for \$25,000 per mile of road, Central Trust Co. of N. Y., trustee. The bonds are received in payment for lands at 110 and interest, and proceeds of land sold must be applied to redemption of these bonds at a price not exceeding 110 and interest. Sinking fund of one per cent per annum begins in 1885.

In February, 1881, parties interested in the Oregon Navigation & Railroad Co. purchased a controlling interest in the stock, which is held by the "Oregon & Transcontinental Co."

In Sept., 1882, a,dividend, in certificates of 111, per cent, amounting to \$4,667,490, was declared on the pref. stock payable Jan. 15, 1883. The last annual report is in V. 35, p. 345. Earnings, &c., were; Earnings (whole line)—

Earnings (whole line)— Passenger Freight Mail, express, &c.	2,207,299	1881-82. \$1,302,261 3,909,423 218,621
TotalOperating expenses		5,430,305 3,572,839
Net earnings	\$969,130	\$1,857,466

Years.	Miles.	Passenger Mileage.	Freight (ton) Mileage.	Gross Earnings.	Net Earnings.
1880-81.	122	3,228,371	26,970,096	\$584,039	\$176,410
1881-82 .	122	4,846,825	32,933,476	609,324	170,854
1882-83.				642,196	191,438
-(V. 34, r	. 686: V	. 36. p. 212. 6	322: V. 37. p. 16	7.)	

miles; total, 66 miles. To be extended to Groton, Com. In 1869 the road was leased to the Boston Hartford & Eric for 100 years, the leases to pay all liabilities and 10 per cent on the capital stock. The present under temporary agreement. In 1880-81, gross earnings were \$837,770; net, \$296,346; net, \$276,035; In 1881-2, gross earnings were \$837,770; net, \$296,346; net, \$276,035; In 1881-2, gross earnings were \$837,770; net, \$296,346; net, \$276,035; In 1881-2, gross earnings were \$837,770; net, \$296,346; net, \$276,035; In 1881-2, gross earnings were \$837,770; net, \$296,346; net, \$276,035; In 1881-2, gross earnings were \$837,770; net, \$296,346; net, \$276,462; net, \$276,462;

M. Douglas was appointed Receiver, vice King, resigned. A suit is pending, brought to annul the purchase of the Springfield Div. in 1875 as fraudulent and wid. The various phases of litigation in regard to this Co. have been reported from time to time in the ChroNicle. The new general mortgage for \$16,00,000 is authorized under the proposed plan of reorganization. There are yet \$97,000 of old first mortgage 76 (reduced to 68). Western Division, outstanding. The terms of preference of the pret, stock are as follows: "The preferred stock is to be and remain a first claim upon the property of the corporation, after its indebtedness, and the holder thereof shall be entitled to receive from the net errnings of the company 7 per cent per annum, payable semi-annually, and to have such interest paid in full for each and every year before any payment of dividend upon the common stock." After payment of 7 per cent for any one year on com., the surplus of that year (if any) shall be divided between both classes. Operations and earnings for three years past:

Years. Miles, Gross Earnings. Net Earnings for three years past:

Years. Miles, Gross Earnings. Net Earnings 1880 ... 615 4.074.407 959.053

1882 ... 615 4.074.407 959.053

1882 ... 615 4.074.407 959.053

1882 ... 615 4.074.407 959.053

1882 ... 615 4.255.499 1.061.663

-(V. 35, p. 103, 213, 405, 431, 456, 578, 706; V. 36, p. 82, 194, 196, 196, 313, 427, 526, 591, 675; V. 37, p. 23, 100, 117.)

Ohio Southern.—The road will extend from the city of Springfield, O, to some point on the Onio River. Length of road completed and in operation June 1, 1833: Springfield, Ohio, to Coalton, with extensions and branches, 125 miles Stock (par \$100), \$3.840,000. Receipts, \$120,044. Alfred Sully, President. (V. 35, p. 51, 101; V. 37, p. 15+1)

Old Colony (Mass.)—Sept. 30, 1882, Swoned from Boston to Province of the complete o

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xplanation of column headings, &c., see no on first page of tables.
on first page of tables. **Mississippi—(Continued)— onsolidated sinking fund mortgage enture sinking fund bonds (for \$1,000,000) ng. Div. (Sp.& Ill. SE.) 1st M. (for \$3,000,00 fouthern—1st mort. (\$15,000 per mile) fort., income (\$15,000 per mile) followy—Stock ds do do do do ds do do do do ds do do do do do ds do do ds do do do ds do do do do ds do

Paterson & Hudson—Stock.

Oregon Short Line.—Road in progress from Granger on the Union Pacific to Baker City, Oregon, 539 miles, of which about 500 miles completed. Built under Union Pacific control, and interest on the bonds guaranteed. One \$1,000 bond and \$500 in stock sold to U. P. stock holders for \$1,000 cash. The stock is \$25,000 per mile. (V. 33, p. 126, 716, 718; V. 35, p. 22, 431; V. 36, p. 109.)

Oregon & Transcontinentl.—This company was organized under the laws of Oregon on June 27, 1881, and received from the "Villard Poel" an assignment of the stock of the Northern Pacific Railroad purchased by it. The company's object is to hold the stocks of the Oregon Railway & Navigation Co. and the Northern Pacific, and to construct connecting roads, and on June 30, 1883, it held \$12,853,500 of O. R. & Nav. Co., \$15,130,000 N. Pac. pref., and \$16,279,200 N. Pac. common. The total authorized capital is \$50,000,000. The bonds are secured by deposit in trust of first mort. bonds on new branch railroads, at \$20,000 per mile, "The payment of the principal and interest of the bonds of these branch roads is further secured by traffic contracts with the Northern Pacific RR. Co., guaranteeing (after lapse of two years) a minimum net annual income of \$1,400 per mile, being equal to 6 per cent per annum on \$20,000 per mile of bonded indebtedness, and a sinking fund charge of one per cent."

In March, 1883, this company leased the Oregon & California road on the terms mentioned in V. 36, p. 340.

In Oct., 1882, quarterly dividends were voted, to begin in Jan., 1883, at 12 per cent.

The annual report for the year ending June 30, 1883, was in the Chronical of the part of the part

at 12 per cent.

The annual report for the year ending June 30, 1883, was in the Chronicle, V. 37, p. 74. A general balance sheet was there published for the first time, giving details of assets and liabilities. (V. 35, p. 188, 374, 393; V. 36, p. 110, 340.)

Oswego & Rome.—Sept. 30, 1832, owned from Richland, N. Y., to Oswego, V. 29 miles. Road opened January 1, 1866. It is leased to the Rome Watertown & Ogdensburg Railroad at 8 per cent on its stock (\$300,000) and 7 per cent on guar, bonds.

Oswego & Syracuse.—Sept. 30, 1882, owned from Oswego, N. Y., to Syracuse, N. Y., 35 miles. Leased in 1868 to the Dela. Lack. & West. RR. Cofor 9 per cent per year on stock and interest on bonds; in 1880-31 surplus to lessee was \$21,339. In 1881-82 gross earnings, \$477,254; net,

ouse, N. Y., 35 miles. Leased in 1868 to the Dela. Lack. & West. RR. Corfor 9 per cent per year on stock and interest on bonds; in 1880-81 surplus to lessee was \$21,339. In 1881-82 gross earnings, \$477,254; net, \$199,020.

Owensboro & Nashville.—April, 1883, owned from Owensboro, Ky., to Riecade, Ky., 44 miles. Controlled in 1879 by the Nashv. Chattaneoga & 8t. Louis, and then operated by Louisville & Nashville till July, 1881, but now operated by its own company. Gross earnings for 1882-3 \$56,335; net, \$6,415. Stock is \$1,156,517. (V. 35, p. 677.) **Orthological Controlled in 1879 by the Nashv. Chattaneoga & 8t. Louis, and then operated by Louisville & Nashville till July, 1881, but now operated by its own company. Gross earnings for 1882-3 \$56,335; net, \$6,415. Stock is \$1,156,517. (V. 35, p. 677.) **Orthological Chattaneoga & 8t. Louis, and then operated by Louisville & Nashville till July, 1882, owned from Fairport. Ohio, to Youngstown, Ohio, 65 miles. The old company made default, and road was sold in foreclosure July India to the receiver. In the company was a session of new managers in 1881. On Jan. I, 1882, defaulted on 1st mortgage coupons, and R. K. Paige appointed receiver. Foreclosure proceedings pending. (V. 33, p. 46; V. 34, p. 32, 147; V. 36, p. 358.)

Panama.—Dec. 31, 1882, owned from Aspinwall to Panama, 48 miles. Opened through January 28, 1855. This road had a practical monopoly of the California business till the opening of the Pacilia Railroads in 1869. Of the general mortgage bonds \$1,000,000 fall due in ten half-yearly payments beginning 1884 and balance (\$2,989,000) in October, 1897. The \$2,908,000 subsidy bonds are secured by a pledge of the sum of \$225,000 annual subsidy payable to the U. S. of Colombia by the company. In June, 1881, most of the stock was sold to patics interested in the De Lesseps Panama Canal Co. The report for 1882 was in V. 36, p. 426. (V. 34, p. 406; V. 35, p. 638; V. 36, p. 426.)

Paterson & Hudson.—Sept. 30, 1882, owned from Jersey Cty, N. J., to Pat

The collateral trust loan of 1883 is secured by the deposit of mortgage bonds of subsidiary lines to the par value of \$12,500,000.

In May, 1883, the dividend was declared 2 in eash and 2 in scrip, redeemable in eash on delivery or convertible into stock prior to Aug. 1, 1883, and stockholders of record April 30, 1883, were also given the privilege of subscribing for new stock to the extent of 4 per cent of their holdings; the amount of stock, as given above, includes this 6 per cent increase.

Increase.
An abstract of the latest report issued, that for 1882, was published in the Chronicle (V. 36, p. 230), showing surplus net income of \$1,623,805 after paying all charges and 8 \(^1\) per cent dividend.
A summary of the total business of 1882 in toanage, passengers and income, compared with previous years, is shown in the following:

ALL LINES EAST OF PITTSBURG & ERIE.

1879. 1880. 1881. 1882.

Gross earnings..... \$34,620,279 \$11,260,073 \$44,124,132 \$19,079,834 Operating expenses. 20,332,740 24,625,048 26,709,809 30,647,405

Net earnings ... \$14,237,539 \$16,635,025 \$17,414,373 \$18,432,429 EARNINGS, &C., ALL LINES EAST AND WEST OF PITTSBURG & ERIE. 1879. 1880. 1881. 1882. Gross from traffic ... \$60,362,575 \$70,764,062 \$75,182,973 \$79,89,068 Operating expenses. 35,639,794 \$42,179,485 \$46,243,277 \$50,737,534

Net earnings ..., \$24,722,780 \$28,584,576 \$28,939,695 \$29,151,534 GENERAL INCOME ACCOUNT—(PENN. RR. CO.)

	Net income Pennsylvania RR. Division Net loss New Jersey Division	1881. \$10,131,718 302,865	\$10,768,563 568,758
	Balance	\$9,828,853	\$10,199,805
	Payments to trust fund	\$600,000 286,480	\$600,000 282,810
	Shamokin Coal CoAdvances	143,332 7,000	3,500
	Phila. & Eric—Deficiency in interest	175,973 242,621 157,464 50,000 15,000 90,000	257,384 361,591 50,000 15,000 90,000 25,000
1	Balance to credit of income account	\$1,767,870 \$8,060,983 (8) 5,861,718	\$1,685,285 \$8,514,520 (81 ₂)6,890,715
	Balance to credit of profit and loss for year Add from settlement of old accounts, &c	\$2,199,265 350,866	\$1,623,805 226,755
	Add am'nt to credit of profit and loss Jan. 1.	\$2,5 0,131 7,793,949	\$1,850,560 10,344,079

Balance to credit of profit and loss Dec. 31.. \$10,344,079 \$12,194,639
The monthly range in prices of Pennsylvania RR, stock in Philadelphia have been:

	1882.	1883.		1882.	1883.
Jan	6258- 5958	614- 5938		6258- 5858	
Feb	6134- 5978	6112- 5834	August	6258- 6138	
March	64 - 5934	6258- 6078	Sept'ber .	6514- 6238	
April	6312-6034	6+84-62			
May				6318-x5658	
		6058- 5738			
		61, 236, 358,			
V. 36, p. 1	109, 253, 265	, 280, 332,	366, 480,	510, 591, 65	2, 707, 731;
T7 27 n 9	3 /				

V. 37, p. 23.)

Pennsylvania Company.—The Pennsylvania Company is a corporation chartered by the Pennsylvania Legislature, April 7, 1870, distinct from the Pennsylvania Railroad, and operates all the leased lines west of Pittsburg. The stock is owned by the Pennsylvania RR., april 1880 the common and preferred were merged into one class of stock, making \$12,000,000, which was increased to \$20,000,000 prior to the issue of the bonds in May, 1881, of which the authorized issue is \$20,000,000. The whole number of miles operated or in any way controlled by this company is 3,547. The income account of the Pennsylvania Co. for 1880 and 1881 was as follows:

Not comings Union Line Dursey and	1880.	1881.	1882.
Net earnings Union Line Bureau, and for rents, real estate, and equipm't Profits from operating leased roads	\$848,725	\$762,597	₹394,967
Pittsburg Fort Wayne & Chicago New Castle & Beaver Valley	1,589,545		
Lawrence Cleveland & Pittsburg	6,868	7,924	16,427
Received from investments	577,697	1,049,349	
Total revenue	83,401,439	\$4,074,508	\$2,990,827

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

DESCRIPTION.	Miles	Date	Size. or		IN	TEREST	OR DIVIDENDS.	Bonus-Princi
For explanation of column headings, &c., see notes on first page of tables.	of	of Bonds	Par Value.	Amount	Rate per Cent.	When	Where Payable, and by Whom.	pal, When Due Slocks—Last Dividend.
Pennsylvania—Stock	1,887	1870	\$50	\$90,419,378 19.999.760	2 & 2s. 6	M. & N. QJ.	Philadelphia, Office. Philadelphia & London.	May 29, 1883
State lien (pay'ble in annual inst'lm'ts of \$460,000)		1000		3,275,909	5	A. & O.	Philadelphia Office	Annually.
Consol. M., coup. J. & D., & reg. Q.—M. (s. f. 1 p. c.) Consol. mortgage, gold.		1873 1879	1.000	28,041,250	6	Q.—M.	Philadelphia & Landon	June 15, 190
Bonds, reg. (P.W. & B. stock deposited as collat'l)	571	1881	1,000	5,000,000 9,571.000	5	J. OL D.	Philadelphia & London.	Dec. 1, 1909
Collateral trust loan (coup., but may be reg.)		1883	1,000	5,000,000	4 4 12	J. & J. J. & D.	do do	July 1, 1921
Car Trust certs. (in series payable 1,0th yearly)			1,000	5,600,000	5	Q'rt rly		June 1, 1913
Navy Yard bonds reg. (extended 20 years in '81)		1875	1,000	1,000,000	5	J & T	Philadelphia. Phil.,Pa., Co., for ins. &c.	1891-93
Pennsylvania Company—Stock	3.547		50	20,000,000	4		Pittsburgh, Co.'s Office.	Jan. 1, 1901
Reg. bonds, secured by P. Ft.W.& C. special stock		1877	1,000	3,200,000	6	QJ.	Phila. Tr. S. D & I Co	In 1882 July 5, 1907
Bonds, gold, secured by pledge and guarantee	::::	1881	1,000	12,500,000	412g.	J. & J.	N. Y., Nat. City Bank	July 1, 1921
ennsylvania & New York—1st mort., guar 1st mortgage, guaranteed		1866	1,000	1,500,000	7	1. & D.	Phila., B'k N. America.	June 1, 189
Pennsylvania Schuylkill Velley—Stock	105	1866	1,000	1,500,000	7	J. & D.	do do	June 1, 190
Peoria & Bureau Valley—Stock	47		100	4,500,000	4		cd 1******** .	
Peoria Decatur & Evansville—Stock	254			1,500,000 8,400,000		F. & A.	N. Y., Chic., R. I. & Pac.	Aug., 1883
1st mort., gold (Pekin to Mattoon)		1880	1,000	1,287,000	6 g.	TET	N V Wet Not Deat	
Income bonds, do not accumulative		1880	1,000	858,000	6 8.		N. Y., Met. Nat. Bank.	Jan. 1, 1920
1st mortgage (Evansv. Div.)		1880	1,000	1,470,000		M. & S.	New York.	Jan. 1, 1920 Sept. 1, 1920
Income bonds (Evansv. Div.), not cumulative		1880	1,000	1,230,000		M. & S.	do do	Sept. 1, 192
eoria & Pekin Union-1st mortgage. gold, coupon	20	1881	1,000	1,500,000	6 g.	QF.	N.Y., Metropoli'n N. Br	Feb. 1, 192
Income mortgage, non-cumulative, gold	20	1881	1,000	1,500,000	6 g.	May 1.	do do	Feb. 1, 192
Perkiomen-1st mortgage.	38	1867	100	799,600	6	A. & O.	Phila. Co.'s Office.	Apr. 1, 188
Consol. mort., gold, guar. P. & R., (sink. fund) Peterborough (N. H.)—Stock.	11	1873	1,000	1,125,000		J. & D.	60 do	June 1, 1913
Bonds (not mort.), redeemable after 1882		1877	500 &c.	385,000 147,000		M. & N	Nashua, Treasurer.	May. 1883
Petersburg—Stock.	63	1011	100	1,324,200			Boston, N. E. Trust Co.	Oct. 1, 189
1st mort. bonds (payable \$25,000 yearly)	82	1	100	400,000	3 8	J & J.	Petersburg, Va.	Jan., 1872
Ronds, class A.		1831		400,000	5	J. & J.	- do do	Jan, 1879-98
Bonds, class B		1881		1,000,000		A. & O.		July 1, 1926 Oct. 1, 1926
hiladelphia & Balt. Central—Stock	83.		50	2,500,000		L. 60 O.		000. 1, 1020
1st mortgage (for \$2,500,000)	83	1881	1,000	1,900,000	5	M. & N.	N.Y., Company s Office.	1911
Westchester & Phila., 1st mortgage	27	1871	100 &c.	1,100,000	7	A. & O.	do do	April 1, 1891
Philadelphia & Erie—Stock, common	287		50	7,013,700				
Preferred stock			50	2,400,000		1	Philadelphia, Pa. RR.	

 Deduct—
 1880.
 1881.
 1882.

 Expenses, interest and operating lease I lines.
 \$1,024,952
 \$1,208,325
 \$1,122,943

 Net income
 \$2,376,487
 \$2,666,183
 \$1,867,833

 Deduct dividends on stock.
 480,000
 1,000,000
 800,000

Deduct dividends on stock.........\$2,376,487 \$1,866,183 \$1,867,893
Deduct dividends on stock.........\$480,000 1,000,000 800,000

Balance surplus for the year\$1,896,487 \$1,866,183 \$1,067,883
The registered bonds are secured by deposit of \$4,000,000 of Pittsb. Ft.
Wayne & Chicago special stock. The gold bonds of 1921 are secured by a deposit in trust of the leases of the Pittsb. Ft. Wayne & Chic. and the Cleve. & Pittsb. railroads and are also guaranteed by the Penna. RR.
Co. The trustees of the mort. are Wistar Morris, Edmund Smith and S.
M. Felton. They were issued to supply funds for purchasing the C. C. & I. C. bonds and other purposes, and the whole authorized issue is \$20,000,000. The sinking fund is 1 p. c. per ann. if the bonds can be bought at par. (V. 35, p. 101; V. 36, p. 110, 479, 673; V. 37, p. 98.)

Pennsylvania & New York (Oanal and Railway).—November 30, 1882, owned from Wilkesbarre, Pa., to New York State Line, 104 miles. Branches to mines, 16 miles. Operated in connection with the Lehigh Yalley Railroad. Common stock, \$1,061,700, and preferred stock, \$4,000,000. Net carnings in 1878-9, \$599,791; in 1879-80, \$915,132; in 1880-81, \$1,000,706. Robert A. Paoker, President, Sayre, Pa. (V. 32, p. 98; V. 34, p. 145.)

Pennsylvania Schuylkill Valley.—At Harrisburg, June 1, 1883, the organization of this company was completed by the filing at the State Department of articles of merger and consolidation between the Philadelphia Norristown & Phenixville, the Phenixville Pottstown & Reading and the Phenixville & West Chester railroad companies. The road will extend from Philadelphia to Reading, and is controlled by the Pennsylvania Railroad Company. The capital is \$4,500,000.

Peoria & Bureau Valley.—March 31, 1882, owned from Bureau Junction to Peoria, Ill., 47 miles. The road was leased in perpetuity April 14, 1854, to the Chicago & Rock Island Railroad at a rental of \$125,000 per annum. Officers same as Rock Island.

Peoria Decatur & Evansville.—Dec. 31, 1882, owned from Peoria to Evansville, 235 mi

904. Gross earnings 1882 \$763,584; net, \$317,686. No late reports issued.

Peoria & Pekin Union.—Owns from Pekin to Peoria, 10 miles on each side of Illinois River; total operated, 20 miles. The road is a union road, and the stock of \$1,00,000 was taken by the different Peoria R.R. companies, and they pay a rental for use of the road and also pay terminal charges. See full description in V. 36, p. 253. Opened Feb., 1881. (V. 36, p. 253.)

Perkiomen.—Nov. 30, 1882, owned from Perkiomen Junc., Pa. to Emaus Junc. 39 miles. The road was leased for 19 years from Aug. 1, 1868, to Phila. & Read'g R.R., and bonds guaranteed by the lessees; but the property was surrendered and all control given up in May, 1879. One-half the interest on the consolidated mortgage was paid for three years in Philadelphia & Reading scrip, according to the Philadelphia & Reading compromise. Stock, \$38,040. The balance sheet gives on the credit side \$680,140 as P. & R. loan account and \$100,980 as loan account script. Net earnings in 1880-81 were \$123,129; in 1881-82, \$122,295. (V. 32, p. 101.)

Peterborough.—Sept. 30, 1882, owned from Wilton to Greenfield, N. H., 11 miles. Completed Jan. 1, 1874, and leased by Nashna & Lowell Railroad for 20 years from 1873 at 6 per cent on cost of the read. In 1879 lessees withheld rental, but a suit was decided in favor of Peterborough. James Scott, President, Peterborough, N. H. (V. 32, p. 16.)

Petersburg.—Petersburg, Va., to Weldon, N. C., 63 miles. In May, 1877 a Receiver was appointed and foreclosure sale was decreed April 20. 1880, but steps were taken by second mortgage bondholders to prevent a sale, and reorganization was made with above bonds, and \$323,500 pref. stock and \$1,000,700 com. stock on Dec. 31, 1891. In 1881 gross earnings were \$306,057; net, \$123,074; in 1881-2, gross, \$228,543; net, \$138,840. (V. 32, p. 232,444, 501, 613, 686; V. 34, p. 178, 377; V. 35, p. 603.)

Philadelphia & Ballimore Central.—Phila. to Westchester, 26 miles; Westchester, 26 miles; Westchester Junction to Contral A

pref. stock and \$1,000,700 com. stock on Dec. 31, 1881. In 1881 gross earnings were \$306,057; net, \$123,074; in 1881-2, gross, \$298,543; net, \$138,840. (V. 32, p. 232,444,501,613,686; V. 34, p. 178, 277; V. 35, p. 603.)

Philadelphia & Ballimore Central.—Phila. to Westchester, 26 miles; Westchester Junction to Octoraro Md., 46 miles; leased Chester Creek Railroad, 7 miles, and Columbia & P. Deposit Railroad, 4 miles; total operated, 83 miles. This was a consolidation, Oct., 1881, of the Phila. & Balt. Central and the Westchester & Phila. railroads. Of the new stock Phila. Wilm. & Balt. holds \$1,669,400. In 1842 gross earnings, \$663,956; net, \$152,893; deficit after paying all charges, \$5,943.

Thiladelphia & Erie.—Dec 31, 1882, owned from Sunbury to Erie, 287 miles. Formerly Sunbury & Erie RR. It was leased to Penn. RR. for 999 years from January 1, 1862, the lessees to pay 30 per cent of gross receipt as rental, but modified January 1, 1870, so that actual net receipts are paid as rental. The consolidated mortgage is guaranteed by the Pennsylvania Raifroad. The unpaid coupons of \$1,831,564 are held by the lessee for advances. Last annual report was in V. 36, p. 250

	. minotatorkymine.	T Che Totte	******
INCOME 1879.	ACCOUNT. 1880.	1881.	1832.
\$	\$	\$	\$
3,091,808	3,727,733	3,454,309	4,011,014
961,549	1,369,380	1,024,250	1,411,880
2,292	4,840	4,835	3,586
963,841	1,374,220	1,029,085	1,415,466
1,093,720	1,093,720	1.077.995	1,062,270
163,049	162,200	165,345	160,410
200 410			*******
39,410	37,306	45,710	95,087
1,296,179 332,338	1,399,793 25,573	1,424,328 395.243	1,317,767 sur.97,699
	INCOME 1879. \$,091,808 961,808 961,849 2,292 963,841 1,093,720 163,049 39,410 1,296,179 332,338	INCOME ACCOUNT. 1879. 1880. \$ 8,091,808 3,727,733 961,549 1,369,380 2,292 4,840 963,841 1,374,220 1,093,720 1,093,720 163,049 162,200 20,000,000,000,000 1,296,179 1,399,793 332,338 25,573	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

-(V. 32, p. 204; V. 34, p. 196, 263; V. 36, p. 250, 480.)

Philadelphia Germantown & Chestnut Hill.—From May 1, 1883, leased for 30 years to the Pennsylvania RR. Co., which guarantees 4½ per cent on the bonis. (V. 36, p. 366.)

Philadelphia Germantown & Norristown.—Philadelphia. Pa., to Norristown, Pa., 17 miles; Germantown Branch, 3 miles; Plymouth Railroad, 9 miles; total, 29 miles. The property was leased Nov. 10, 1870, to Philadelphia & Reading Railroad for 999 years at a rental of \$269,623 and \$8,000 yearly for organization expenses. Dividends of 12 per cent per annum are regularly paid.

Philadelphia Newtown & New York.—Nov. 30, 1881, owned from New town Junction to Nowtown, Pa., 21 miles. Capital stock, \$1,200,000 On November 10, 1879, the Philadelphia & Reading Railroad purchased 12,012 shares, giving control of the property, and guaranteed the bonds. Earnings in 1880-81, \$51,695; effit, \$23,406.

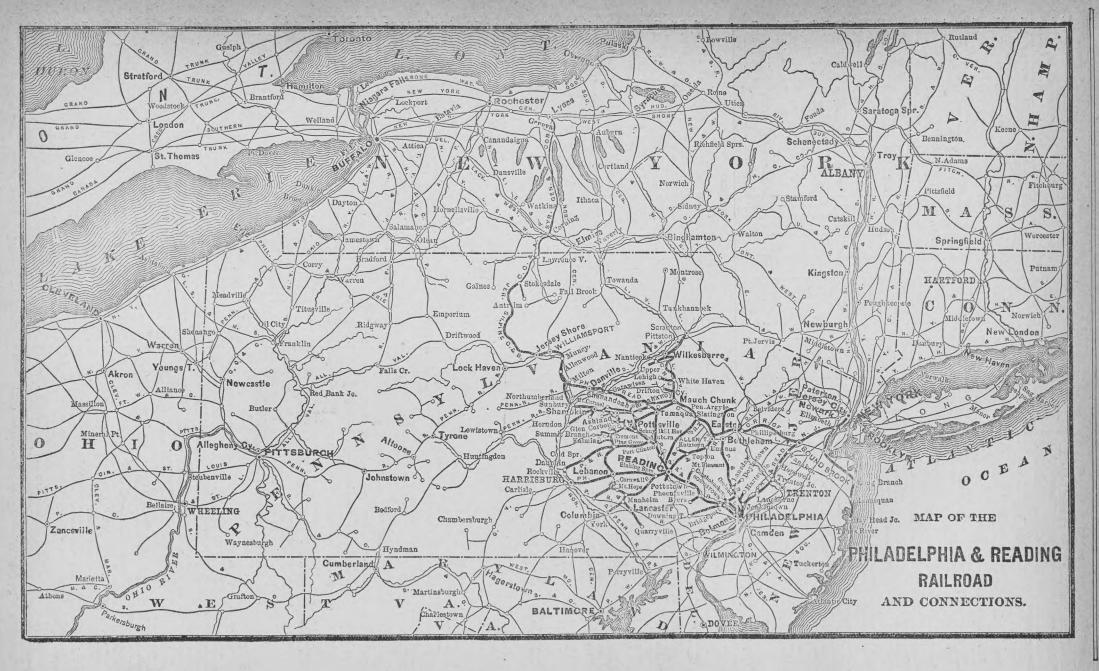
Philadelphia & Reading.—(See Map page 1vi.)—Main line, Philadelphia

town Junction to Newtown, Pa., 21 miles. Capital stock, \$1,200,000 On November 10, 1879, the Philadelphia & Reading Railread purchased 12,012 shares, giving control of the property, and guaranteed the bonds. Earmings in 1880-81, \$51,695; effit, \$23,406.

Philadelphia & Reading,—(See Map page Iv1.)—Main line, Philadelphia to Mount Carron, Pa., 98 miles; branch lines owred, 233 miles; leased lines, 493 miles; other lines controlled, 66 miles; total miles; leased lines, 493 miles; other lines controlled, 66 miles; total porated, 892 lines. In May, 1879, his company leased for 990 years the North Pennsylvania Railroad and Delaware & Bound Brook Railroad, and at same time gave up the Perkiomen Railroad. In May, 1883, leased the Central RR, of New Jorsey, assuming all liabilities and paying 6 per cent div. on stock. In June, 1833, the Shannokin Sunbury & Lawring was finished, and this, in connection with the Jersey Shore Pine Greek & Buffalo road to Stokesdale, forums the important connection with the New York Central & Hadson lines at Geneva and Lyons, N.Y. This route for coal is expected to be of great benefit.

The Philadelphia & Reading Coal & Iron Company is a corporation formed (Dec. 12, 1871) for the purpose of own ling and working the extensive coal properties of this company. The Phila. & Read. RR. Co. owns all the stock (\$5,000,000) of the Coal & Iron Company, and the trustees of the general mortgage of 1874, hold the bonds of the Coal & Iron Co., viz., \$29,737,965 mort. of 1874, and the Phila. & Read. Co. also holds the \$10,000.000 mortgage of the Coal & Iron Co. dated 1876.

Between 1870 and 1876 the P. & R. increased heavily its capital account in the purchase of new properties, and after paying 10 per cent dividends for some years ceased to pay after Jan., 1876. The Co. was unable to meet all its obligations, and in March, 1877, holders of the general mortgage bonds and Periokmen guaranteed bonds agreed to take one-half their coupons for three years in 6 per cent bonds were issued in Aguital and debentu



Subscribers will confer a great favor by	giving immediate notice of an	v error discovered in these Tables
Canadianora seria control se Proses sees of vi	Provide Historica Hotelog of Still	y citor discovered in these lables.

DESCRIPTION.	Miles	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Princis
For explanation of column headings, &c., see notes on first page of tables.		of	Par	Amount Outstanding	Rate per Cent.	When	Where Payable, and by Whom.	pal, When Due. Stocks—Last Dividend.
Philadelphia & Erie—(Continued)— 1st mort., Sunbury& E. (extended 20 years in '77). 2d mortgage. General M., g., guar by Pa.RR.(\$5,263,000 rg. 5s) Phila. Germant'n & Chestnut Hill—1st mort., guar Philadelphia Newtown & Norristown—Stock. Philadelphia Newtown & New York—Stock. Bonds, guar. by Phila. & Read., coup. Philadelphia & Reading—Stock, common Preferred stock. Mortgage loan, sterling, coupon. do couvertible, coupon. do couvertible, coupon. Consol. mort. (\$8,193,000 are gold 6s) cp. or reg. Improvement mort., gold, \$ or £, coup Gen. mort., gold, \$ and £, cp.(\$5,000,000 are 7s). Income mortgage. \$. Consol. M, of '82, ist ser., gold (for \$80,000,000). Debenture loan, coup. do convertible, coupon. Scrip deben. and guar. bonds, currency Scrip general mort. and Perkiomen, 6, sterling. Deferred Income bonds. Conv. adjustment scrip (for \$4,000,000). P. & R. Coal & I., purchase mouey mort. bonds. do debenture loan Philadelphia & Trenton—Stock. Philadelphia & Trenton—Stock. Philadelphia & Trenton—Stock. Plain bonds, loan. do do do do do do	26 112	1857 1868 1869 1843 1843-9 1857 1867 1867 1872 1873 1874 1874 1874 1874 1873 1877 1883 1877 1877 1872 1872 1872 1872 1872 1872	\$1,000 1,000 1,000 1,000 1,000 50 50 4500 1,000 1,000 1,000 1,000 1,000 60 1,000 60 100 &c. 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	\$976,000 3,000,000 13,943,000 1,000,000 1,2931,900 1,200,000 2,231,375 1,551,800 79,000 2,700,000 18,811,000 9,364,000 24,686,000 24,686,000 24,54,000 1,124,900 1,124	6 g.	J. & D. M. & N. F. & A. J. & J. J. & J. J. & J. J. & J. Various M. & S. Q.—J. J. & O. A. & O. A. & O. A. & D. J. & D.	Philadelphia, Pa. RR. do do do Philadelphia & London. Phila 227 So. 4th St. Philadelphia, Office. do do do Philadelphia, Office. do do do Philadelphia & London. do do do Philadelphia & London. do do do Philadelphia. Office. do do do do Philadelphia. Office. do do do do Philadelphia & London. do do Philadelphia & London. Philadelphia & Boston. do do Philadelphia, Office. Philadelphia, Coffice. do	Oct. 1, 1897 July 1, 1849 July, 1, 1899 July, 1, 1920 Sept. 3, 1863 Oct. 1, 1897 Jan. 25, 1876 July 25, 1876 July 1910 July, 1910 July, 1910 July, 1880 Oct. 1, 1893 June, 1911 Oct. 1, 1893 June, 1911 Oct. 1, 1893 July 1, 1893 July 1, 1893 July 1, 1893 July 1, 1893 July, 1882 July, 1882 July, 1882 July, 1882 July, 1883 April, 1887 Oct. 1, 1898 April, 1887 Oct. 1, 1890 June, 1910 June, 1910 June, 1910 June, 1911

	1880	-81	1881-82		
Railroad traffic Canal traffic Steam colliers Richmond barges.	Gross Earnings. \$18,612,440 919,105 667,153	Net Earnings. \$8,122,493 439,468 287,770 2,710	Gross Earnings. \$20,333,649 841,143 648,490	Net Earnings. \$8,861,139 332,452	
Total	\$20,279,244	\$8,852,443	\$21,890,116	\$9,447,596	

Total.......\$20,279,244 \$8,852,443 \$21,890,116 \$9,447,596 The joint statement of the Railroad and the Coal and Iron companies, showing the earnings and expenses, the fixed charges for interest, rentals, &c., are given as follows:

Gross Op. Exp. and Net
Year. Revenue. Rentals. Revenue. Interest, &c. Deficit. 1878-79 \$26,937,836 \$23,493,880 \$3,444,005 \$6,261,865 \$2,817,859 \$189-80 \$32,177,003 26,682,024 5,494,978 6,704,965 1,209,986 1880-81 35,286,463 28,598,114 6,688,348 6,505,093 prof.183,256 1881-82 37,300,161 30,053,228 7,246,933 6,363,989 prof.183,256 1481-82 37,300,161 30,053,228 7,246,933 6,363,989 prof.882,944 (-V. 35, p. 44, 132, 189, 236, 266, 374, 487, 603, 706, 737; V. 36, p. 30, 48, 54, 82, 196, 221, 253, 332, 340, 366, 480, 511, 561, 574, 591, 652, 707, 724, 731; V. 37, p. 127.)

Philadelphia & Trenton.—Kensington. Pa., to Morrisville, Pa., 26

724, 731; V. 37, p. 127.)

Philadelphia & Trenton.—Kensington, Pa., to Morrisville, Pa., 26 miles. On Dec. 1, 1871, it was leased with the United Companies of New Jersey to the Fennsylvania Railroad, at 10 per cent on stock, and is operated as a part of its New York division.

Philadelphia Wilmington & Baltimore.—Dec. 31, 1882, owned from Philadelphia, Pa., to Baltimore, Md., 96 miles; Port Deposit Branch, 4 miles; Southern Division to Rodney & Newcastle, Del., 12 miles; total, main line and branches, 112 miles; Delaware RR. (leased), 95 miles; total operated, 207 miles. Owns over half the stock of the P. & B. Cent. In April, 1881, nearly the whole stock was purchased and is held by

Penn. RR. Co. Income account for 1882 as follows:	id is held by
Net earnings	.\$1,751,597
Interest, profit on Delaware lease, &c. Total	103,258
Interest and 8 per cent dividends	. 1,522,843
Surplus for the year . Profit and loss Nov. 1, 1881 Renewal fund, balance transferred	\$332,013 1,165,816 176,908
Total	\$1.674.737

Depreciation of securities, &c. \$91,18 Sundry accounts. \$91,18 Sundry accounts 10,575 Extraordinary improvements of the road 107,395 209,152 Balance Nov. 1, 1882. \$1,465,585 -(V. 33, p. 218; V. 34, p. 59; V. 36, p. 282.)

Pillsburg Bradford & Buffalo.—Foxburg to Kane, Pa., 82 miles; Clarion Branch, 6 miles; Saw Mill Branches, 6 miles; total, 91 miles. Bonds issued at \$8,000 pr. mile. Stock authorized, \$1,000,000, par \$100; issued, \$550,000. Earnings 1882, \$117,680; net, \$40,134. Charles W. Mackey, President, Franklin, Pa. (V. 35, p. 51, 133, 236, 737.)

W. Mackey, President, Franklin, Pa. (V. 35, p. 51, 133, 236, 737.)

Pittsburg Cincinnati & St. Louis.—December 31, 1882, owned from Pittsburg, Pa., to Columbus, Ohio, 193 miles; branch to Cadiz, Ohio, 8 miles; total, 201 miles. This was a consolidation of several companies, May 1, 1868, including the Steubenville & Indiana and the Pan Handle roads. This company is controlled by the Pennsylvania Company, through the ownership of a majority of its stock. This company also held leases of the Little Miami and its dependencies and of the Columbus Chicago & Indiana Central road, Operated by the Pennsylvania Company, and their carnings separately stated. Common stock, \$2,508,000; first preferred, \$2,92,200; second preferred, \$3,000,000; par value of shares, \$50. The interest on the second mortgage bonds, due from October 1, 1875, to April 1, 1878, inclusive, was paid in 1880.

Comparative statistics for four years were as follows:

	INCOME	ACCOUNT.*		
Receipts-	1879 8	1880.	1881.	1882.
Net earnings	1,599,562	2,032,682	1,309,313	1,383,923
Rentals and interest. Net from leased roads	14,022	16,041	22,670	19.636
Miscellaneous	711,466	647,858	532,690	609,271 86,521
Totalincome Disbursements-	2,325,050	2,696,581	1,864,673	2,099,351
Rentals paid	821,299	801.048	819,464	825,447
Interest on debt	833,625	842,480	846,769	851,990
Other interest	136,980	174,944	181,777	222,985
Int. on C.& M. Val. bds. Loss on St. L. V.& T. H.	105,000 16.144	105,000	105,000	105,000
13055 OH 50. 11. V. 02 1. 11.	10,144	27,241	170,445	*******
Total	1,913,048	1,950,713	2,123,455	2,005,422
Balance, surplus	412,002	745,868	def. 258,782	93,929

^{*} Exclusive of Col. Chic. & Ind. Cent.

GENERAL BA	LANCE AT CL	OSE OF EACH	FISCAL YEA	R
1	1879.	1880.	1881	1882.
Assets—	8	\$	\$	\$
RR. equipment, &c		19,942.295	19,979 033	19,995,963
Stocks owned, cost	58,399	58,39.3	54,399	57,299
Bonds owned, cost	317,855	283,000	283,000	283,000
Betterm'tstol'sedr'ds	660,293	706,241	835,376	656,777
Bills&acc'ts rec'vable	1,202,432	1,076,528	980,133	1,001,034
Materials, fuel, &c.*	541,607	625,859	732,474	
Cash on hand	237,543	462,183	297,465	437,707
Add'ns to Cin. S. C.Ry	64,639	64,639	64,639	64,639
Profit & loss balance.	37,504		376,393	282,465
Total assets	23,062,567	23,219,144	23,606.912	23,611,814
Liabilities-	\$	\$	8	8
Stock, common	2,508,000	2,508,000	2,508,000	12,508,000
Stock, preferred	5,929,200	5,929,200	5,929,200	15,929,200
Bds. (see Supplem'T).	12,497,000	12,497,000	12,617 000	12,617,000
All other dues & acc'ts	726,893	784,754	1,118,636	1,212,134
Due Little Miami RR.	888,783	891,189	853,890	847,390
Due C. C. & I. C. RR.	184,601	184,601	184,601	184,601
Cin. Street Conn. bds.	262,500	262,500	262,500	262,500
Miscellaneous	65,590	64,819	133,085	50,989
Profit & loss balance.		97, 51		

Total liabilities . 23,062,567 23,219,144 22,606,912 23,611,814 * Includes supplies March 31, 1875, transferred. † Of which \$367,950 common and \$2,950 preferred is Steub. & Ind stock unconverted. –(V. 34, p. 292,345, 486; V. 35, p. 133; V. 36, p. 340, 558; V. 37, p. 127.)

-(V. 34, p. 292,345, 486; V. 35, p. 133; V. 36, p. 340, 558; V. 37, p. 127, Pittsburg & Connellsvitle.—Sept. 30, 1882, owned from Pittsburg, Pa., to Mt. Savage June., Md., 147 miles; branch, 2 miles; leased lines, 22 miles; total, 171 miles. On Dec. 13 1875, the property was leased to the Balt. & Ohio RR., and possession given Jan. 1, 1876. The P. & C. is credited with all the earnings and charged with all the expenses. The city of Baltimore transferred its interest to the Baltimore & Ohio Railroad for Baltimore & Ohio Railroad for St., 300,000, and the consolidated sterling mortgage was made and guaranteed by the Baltimore & Ohio. It is operated as the Pittsburg Division of the Baltimore & Ohio Railroad. In February, 1880, a judgment in favor of B. & O. Co. was confessed for \$4,354,748. Stock is \$1,944,400. In 1879-80 the net earnings were \$1,011,327; in 1850-81, \$1,124,473; in 1881-2, \$1,512,125.

favor of B. a. O. Co. was confessed for \$4.354.748. Stock is \$1.944.400. In 1879-80 the net earnings were \$1.011,327; in 1850-81, \$1,121,473; in 1851-24, \$1,512,125.

Pillsburg Fort Wayne & Chicago.—Dec. 31, 1882, owned from Pittsburg, Pa., to Chic., Ill., 468 miles The company made default Oct. 1. 1857, and again in 1859, and was foreclosed Oct. 24, 1861, and reorganized under this title Feb. 26, 1862. On June 27, 1869, the company case death 187 road and property to the Penn. RR. 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 leases has been large, the road in repair and also pay taxes, expenses, &c. The rental charge is about \$2,930,000 per year, and the profit to lessees has been large. The Pittsburg Pt. Wayne & Chicago leases the Newcastle & Beaver Valley and the Lawrence roads, which in turn are leased again by the Pennsylvania Co.

The first mertgage bonds are in six series lettered A to F inclusive, of \$8.75,000 each series, the interest on "A" series boing payable Jan. and July; on "B" it is February an t August; on "C" it is March and September; on "D" it is April and October; on "E" it is May and Nov, and on "F" it is June and December. The second mortgage is also in six series of \$60 000 each, lettered H to M inclusive (J omitted), and the interest is payable Jan. and July on "G" series, Feb. and Aug. on "H," March and Sept. on "I," April and October; on "E" its May and Nov, and the interest of \$60 000 each, lettered H to M inclusive (J omitted), and the interest is payable Jan. and July on "G" series, Feb. and Aug. on "H," and June and Dec. on "M." The bonds are coupon, but may be registered payable to order. Of the 1st mortgage bonds, \$1,337 500, and of the 2st mortgage \$1,587,500, and \$354,085 cash, were held in the sinking funds Jan. 1, 1881. The special improvement stock is issued to Pennsylvania RR. for improvements, &c., und

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

DESCRIPTION.	Miles	Date	Size, or		INT	EREST		Bonds-Frine
For explanation of column headings, &c., see notes on first page of tables.	- of	of Bonds	Par Value.	Amount Outstanding		When Payable	Where Payable, and by	
Pitts. C. & St. L.—1st M., consol., reg. and coup 2d consol. mortgage.	200 200	1868 1873	\$1,000	\$6,863,000 2,500,000	7 7	F. & A. A. & O.		Aug. 1, 190 April 1, 191
1st mortgage, Steubenville & Ind., reorganized	117	1864	1,000	3,000,000	6	Minthly	N. Y., 160 Broadway.	May. 1884
Col. & Newark Division bonds	33	1864	1,000	134,000		J. & J. F. & A.	Phila., Penna.RR. Office	Jan., 1900 1893
Pittsb. & Connellsville.—1st mortgage.	149	1868	1,000	4,000,000	7	J. & J.	Balt., Balt. & Ohio RR.	July, 1898
1st mortgage Turtle Creek division. Consol. mort., guar. B. & O. (s. f. £7,200 pr. yr.).	10 149	1859	100 &c. £200	326,600 6,292,000	6 g.	F. & A.	Pittsb., First Nat. Bank London. J.S. Morgan&Co	Aug. 1, 188 Jan. 1, 192
Hitsburg Ft. Wayne & Chicago-Stock, guar	468		100	19,714,285	134	QJ.	N. Y., Winslow, L. & Co.	July 3, 188
Special improvement stock, guaranteed	468	1871	100 500 &c.	8,400,000 5,250,000	134	Q.—J. Various	do do do	July 2, 188 July 1, 191
2d do (series G to M) may be made payable 3d mortgage to order.	468	1862	500 &c.	5,160,000		Various	do do	July 1, 19
Pittsburg, Ft. Wayne & Chie. construction bonds.	468	1862 1857	500 &c. 1.000	2,000,000	7 7 8	A. & O J. & J.	do do	July 1, 19: Jan. 1, 18:
Equipment bonds (renewed)		1874	1,000	1,000,000		M. & S.		Mch. 1, 18
ittsburg & Lake Erie—Stock	70 70	1878	1,000	2,050,000	10 s. 6 g.	J. & J.	N. Y., Phila. & Pittsb.	1883 July 1, 19
littso. Va. & Charleston-1st mortgage, gold	30		1,000	2,000,000		A. & O.		April 1, 19
rittsburg Youngstown & Chicago—Stock		1881	1,000	4,000,000	6 g.	TAT	New York, 3 Broad St.	July 1, 19
omeroy & Newark-Stock	27		50	500,000				July 1, 18
Port Jervis & Monticello—Stock		1878	100 &c.	724,276 250,000	6	T & T	N. Y., 252 Broadway.	Jan. 1, 18
General mortgage income bonds, coup		1878	100 &c.	1,500,000	6	J. & J.	do	Jan. 1. 18
ortland & Ogdensb.—1st mort., gold	69	1870	500 &c. 100 &c.	800,000 2,268,000	6 g.	J. & J. M. & N.	Portland, Treas. Office.	Jan., 190 Nov., 190
ortland & Rochester -Stock (\$600,000)	53			580,168	****			
ortiand Saco & Portsmouth—Stock		1	100	1,500,000 769,000	3 3	J. & J. J.		July 15, 18 Jan. 1, 18
ortsmouth Gt. Falls & Conway-Stock	71		100	770,000	3	J. & J.	Bost., Eastern RR. Co.	July 15, 1
1st mortgageoughkeepsie Hartford & Boston-1st and 2d mort.	71 42	1877	500 &c.	1.000.000 535,000	419	J. & D	do do	July 2, 19 1905
rovidence & Springf.—1st M. (end. by City Prov.).	23	1872	1,000	500,000	7	J. & J	Providence, Am. Nat. Bk	
rovidence & Worcester—Stock	66	1877	100	2,500,000 1,242,000	3 6	J. & J	Providence, Office.	July 2, 18
Raleigh & Augusta—Stock (\$1,000,000 pref.)	99	1811		1.873.000		A. & O	do do	1897

	Passenger Mileage.	Freight (ton) Mileage.	Gross Earnings,		Div'd
	7,819,493	637,470,506	\$7,872,476	\$3,529,085	
1879 468 86	3,406,476	803,053,260	8,461,563	3,729,298	
1880 468 104		806,257,399	10,096,819	4,778,210	7
1881 468 130	0,470,469 1	,014,447,161	10,741,490	4,883,005	7
1882 468		*********	10,891,870	4,368,463	7
-(V. 32, p. 577.	.)				

-(V. 32, p. 577.)

Pittsburg & Lake Erie.—Dec. 31, 1882, owned from Pittsburg, Pa, to Youngstown, O., 68 miles; branch line to Newcastle, Pa., 2 miles; total, 70 miles. Scrip certificates for \$410,000, bearing 6 per cent interest and payable at will. have been issued as dividends on stock. Gross earnings in 1880, \$841,256; net, \$442,244. In 1881 gross, \$1.041,063; net, \$03,704. In 1882 gross, \$1,265,748; net, \$508,704.(V. 34, p. 59; V. 35, p. 103; V. 36, p. 107, 561, 591, 675.)

Pittsburg Virginia & Charleston.—From Birmingham, Pa., to Brownsville, Pa., 53 miles. The stock is \$1,504,900. The bonds, \$2,000,000, besides \$208,100 debt certificates, and of the stock \$1,251,250, are owned by the Penn. RR. Net earnings in 1881 \$127,141, against \$127,952 in 1882.

#127,952 in 1882.

Pittsburg & Western.—The mortgage was executed Oct. 1, 1881, to the Mercantile Trust Co., covering the projected line from Allegany City. Pa., to Youngstown, O., and Newcastle, Pa., to Red Bank, Pa., and Junction to Parker, Pa., in all about 200 miles. Also the rights secured by the contract of the Wabash, Central of New Jersey and Rockpster & Pittsb. combination. Stock, \$6,00.,000. In 1881-82 gr:ss carnings, \$178,141; net, \$44,939. (V. 34, p. 461; V. 35, p. 103, 266, 431,546.)

Pittsburg Youngstown & Chicago.—(V. 33, p. 75; V. 34, p. 461; V. 35, p. 103.)

Pomeroy & Newark.—Pomeroy. Pa., to Newark, Del., 27 miles. For-

Pittsburg Youngstown & Chicago.—(V. 33, p. 75; V. 34, p. 461; V. 35, p. 103.)

Pomeroy & Newark.—Pomeroy. Pa., to Newark, Del., 27 miles. Formerly Penn. & Del. RR., then Pomeroy & State line, then reorganized in 1881 as above. Operated by Pennsylvania Railroad.

Port Jervis & Monticello.—Sept. 30, 1882, owned from Port Jervis, N. Y., to Monticello, N. Y., 24 miles. Formerly the Monticello & Port Jervis RR., which was sold in foreclosure July 16, 1875, and reorganized as the present Port Jervis & Monticello. Gross earnings in 1880-81, \$23, 171; deficit, \$15,018; 1881-82, gross, \$31,920; deficit, \$4,123. The stock is \$724,276, issued to the former holders of first mortgage bonds.

Port Royal & Augusta.—Sept. 30, 1882, owned from Port Royal, S. C. to Augusta, Ga., 112 miles. Formerly Port Royal Railroad. Defaulted Nov. 1, 1873, and receiver appointed May 9, 1875. Sold in foreclosure June 6, 1878, and purchased for the bondholders, who organized this company. The Georgia Railroad was endorser on \$500,000 of the old bonds. The stock is \$750,000, and in June, 1881, a controlling interest was purchased by Central Georgia RR. parties. There are also \$50,000 equipment bonds, and in 1882 \$150,000 2d mort. 6s issued, due 1898. Earnings for 1881-82 compared with 180-81 were as follows:

1881-82.

Ross earnings

Gross earnings. Operating expenses.	1881-82. \$320,234 280,227	1880-81. \$356,085 241,198
Net earnings	\$10.00g	d11100=

-(V. 32, p. 356; V. 33, p. 589, 621.) \$10,006

-(V. 32, p. 395; V. 33, p. 589, 621.)

Portland & Ogdensburg.—Sept. 30, 1882, owned from Portland Me., to Fabyans, 91 miles. It reaches the Vermont Division (now St. Johnsbury & Lake Champlain) by using 14 miles of the Boston Concord & Montreal RR. and a 3-mile link of its own. The city of Portland owned a controlling interest in the stock, which is \$1,052,186. A suit in equity was begun by holders of the 1871 mortgage in February, 1881, but contested by the city. Earnings of this road for five years past were as follows:

Years. 1877-8. 1878-9. 1879-80. 1880-81. 1881-2. —(V. 32, p. 206; V. 34, p. 11	94 94 94 94	Gross Earn'gs, \$270,783 271,493 292,659 304,245 354,173 7,36,p. 168	Net Earn'gs \$88,574 92,295 102,695 91,077 106,304
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-(V. 32, p. 206; V. 34, p. 113, 522; V. 36. p. 168)

Portland & Rochester.—Sept. 30, 1882, owned from Portland, Me., to Rochester, N. H., 53 miles. The old company was put in the hands of a Receiver February, 1877. Foreclosure suit was begun, but a settlement was made in 1881 by which all the old steck and bonds were converted into the stock of the new company Gross earnings in 1880-81, \$168,328; net, \$15,034; in 1881-82, gross, \$201,847; net, \$6,526. (V. 32, p. 181; V. 33, p. 461; V. 34, p. 175; V. 36, p. 168.)

Portland Saco & Portsmouth.—Portland, Me., to Portsmouth, N. H., 51 miles. It was leased May 4, 1871, to the Eastern Railroad, Mass., at 10 per cent. on stock. Lease rental changed May 21, 1877, and now 6 per cent. No debt.

Portsmouth & Dover.—Portsmouth, N. H., to Dover, N. H., 11 miles in the stock of the per cent per annum on the stock. Operated now by Eastern (Mass.) Frank Jones, President, Portsmouth, N. H.

Portsmouth Great Falls & Convay.—Owns from Conway Junction, Me.

Portsmouth Great Falls & Conway.—Owns from Conway Junction, Me. to North Conway, N. H., 71 miles. The Eastern Railroad in Massa.

chusetts has made a lease of the road for 60 years from December 1, 1878, with a guaranteed rental of \$45,000 a year, which pays 4½ per cent on \$1,000,000 bonds, and the stock is to receive the same dividends as the stock of the lessees. Total stock, \$1,150,300, of which lessees own stock of the lessees. \$551,300.

Poughkeepsie Hartford & Boston.—Sept. 30, 1882, owned from Poughkeepsie, N. Y., to New York State Line, 47 miles. The Poughkeepsie & Eastern RR. was opened in 1872, and was sold in forcelosure May 15, 1875, and the present company organized. It connects with the Connecticut Western RR. The 1st mortgage bonds are \$35,000, 2d mortgage \$500,000 The stock is \$850,000. In 1880-81, gross earnings, \$59,232; expenses, \$54,815. In 1881-2, gross earnings, \$68,408; expenses, \$59,496. G. P. Pelton, President, Poughkeepsie, N. Y.

\$59,496. G. P. Pelton, President, Poughkeepsie, N. Y.

Providence & Springfield.—Providence, R. I., to Pascoag, 23 miles. It is proposed to extend the road to Springfield, Mass., 80 miles. Stock is \$517,150. In 1880-81, gross earn'gs, \$89,328; net, \$42,485; in 1881-82, gross,\$96,252; net, \$34,997. William Tinkham, Pres., Providence, R. I.

Providence & Worcester.—Sept. 30, 1982, owned from Providence, R. I., to Worcester, Mass., 44 miles; branches, 7 miles; leased Milford & Woonsceket RR. and Hopkinton RR., 15 miles; total operated, 66 miles. In 1881 new stock for \$500 .000 issued for improvements. The notes payable Sept. 30, 1882, were \$420,000. Opera.ons and earnings for three years past were as follows:

	Pa senger	Freight (ton)	Gross	Net	Div.
Years. Miles.	Mileage.	Mileage.	Income.	Income.	p. c.
1879-80 66	15,941,739	23,669,729 \$	1,064,801	\$332,813	6
1880-81 66	17,439,529	22,211,710	1.039.671	303,457	5
1831-82 66	19,977,254	25,023,982	1,147,514	310,897	6
-(V. 35, p. 577	(.)				

Raleigh & Augusta.—July 31, 1882, owned from Raleigh, N. O., to Hamlet, N. C., 98 miles. Formerly Chatham Railroad, and is controlled by Raleigh & Gaston. Earnings 1881-82, \$222,354; net, \$53,336. Raleigh & Gaston..—From Raleigh to Weldon, N. C. 97 miles. Stock, \$1,500,000. Dividend of 3 per cent paid October, 1881. Earnings for five years were as follows:

Years.	Miles.	Earnings.	Earnings
1876-7	97	\$234,511	\$85,750
1877-8		242,478	107,185
1878-9 (14 months)	97	295,051	115,343
1880-81	97	439,785	53,364
1881-82		446,951	99,294

1180 101 01100 0	Passenger	Freight (ton)	Gross	Net	Div.
Years. Miles.	Mileage.	Mileage.	Earnings.	Earnings.	
1879-80. 183	21,797,913	54,333,707	\$1,824,318	\$365,372	
1880-81. 183	23,427,570	55,989,982	1,922,002	762,637	8
1881-92 193	28.378.001	65.388.489	2.104.596	828,908	8

Richmond & Alleghany.—March 31, 1832, owned from Richmond to Williamsons, Va., with branches to Lexington, 250 miles, and leased Henrico RR., Lorraine to Hungary Station, 11 miles; total operated, 261 miles. The company owns by purchase the property and franchises of the James River & Kanawha Canal Co., including water power on James River. The stock is \$5,000,000, and there is also a 2d mortgage subscription loan of \$1,250,000. In June, 1881, consolitation with the Ohio Central was voted, but never consummated. See report with balance sheet to Sept. 30, 1882, in V. 35, p. 707. Gross carnings in 1881-82, \$545,002.

In May, 1883, default was made on second mortgage coupons, and on June 23 receivers were appointed. (See CHRONICLE, V. 36, p. 724.)

—(V. 33, p. 12, 48, 102, 154, 202, 226, 305, 685, 716; V. 34, p. 116, 196, 550, 625, 655; V. 35, p. 707; V. 36, p. 724; V. 37, p. 23.)

Richmond & Danville.—Sept., 1882, owned from Richmond, Va., to Danville, Va., 141 miles; branches, 12 miles; Danville, Va., to Greensboro, N. C., 47 miles; Salem Junction to Salem, 25 miles; leased: West Point, Va., to Richmond, 38 miles; Goldsboro, N. C., to Canarotte, 223 miles; Charlotte, N. C., to Atlanta, 269 miles, and narrey gauge branches, 70 miles; total owned and leased, 225 miles.

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

DESCRIPTION.	Miles	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Prine
For explanation of column headings, &c., see notes on first page of tables.	of Road.	of Bonds	Par	Amount Outstanding	Rate per Cent.	When	Where Payable, and by Whom.	stocks—Last Dividend.
Raleigh & Gaston-1st mortgage		1873	\$1,000	\$1,000,000	8	J. & J.	Phila., Pa., & Ral'gh, N.C.	Jan., 1898
Reading & Columbia-1st mort, coup. (extended)	40	1862	100 &c.	650,000	5	Me of B.	Phila., Co.'s office.	Mch 1 1919
2d mortgage, coupon	40	1864	1.000	350,000	7	J. O. 1).	Columbia, First Nat. B'k	June, 1884
Debentures		1877	1,000	1,600,000	6	J. & D.	Phila., Co.'s Office	Dec. 1, 1917
Lancaster & Reading, 1st mortgage	15	1873	100 &c.	350,000	7	J. & J.	1 40 40	July 1, 1893
Rensselaer & Saratoga—Stock.	183		100	6,854,100	4	J. & J.	N. Y., Nat. B'k Com'ree N.Y., Del.& H.Canal Co	July 2, 1883
1st mortgage, consolidated (for \$2,000,000)	79	1871	1,000	1,925,000	7	M & N.	N.Y., Del. & H. Canal Co	Nov., 1921
Richmond & Alleghany—1st mortgage, gold	250	1880	1,000	4,925,000		U. O. J.	N. I., NO. 2 Wall Street	July 1, 1920
Second mortgage, gold (\$4,000,000)	250	1881	1,000	974,000	. 6 g.	M. & N.	do do	May 1, 1916
Improvement bonds (\$300,000)				97,000	****			
2d montay as (songe) of 1907) some or man	744	*****	100	5,000,000	2	Q.—F.	N. Y., Met. Nat. Bk.	Aug. 15, 1882
3d mortgage, (consol. of 1867) coup. or reg General mort., gold (for \$6,000,000)	141	1867	100 &c.	1,228,100	6	M. & N.	N. Y., Central Trust Co.	May 1,'85 &'90
Debenture mortgage bonds, cumulative		1874	1,000	3,102,000		U. CC U.	uo uo	1915
Piedment bronch 1st mentages		1882	1,000	4,000,000	6	A. & O.		April 1, 1927
Piedmont branch, 1st mortgage. Northwestern, N. C., 1st mort., guar.	48	1868	1,000	500,000	8	A. & O.		1888
Pichmond Vork Pivon & Choo Lat montana	29	1873	1,000	500,000	6	A. & O.	Richmond.	1902
Richmond York River & Ches., 1st mortgagedo do 2d mortgage	38	1873	1,000	900,000	8	J. & J.	N. Y., Central Trust Co.	1894
Rich'd Fredericksburg & Polomac—Bonds, ster	38	1880	1,000	400,000	6	M. & N.	Richmond.	1890
Dellar loop	****	****		57,327	5, 6, 7	J. & J.		1885
Dollar loan.	****		****	316,594	5, 6, 7	Various	Richmond, Office.	1895-'99 1902
Coupon bonds of 1890.		****		150,000	8	J. & J.	Phil., Townsend W. & Co.	
Coupon bonds of 1901	****		****	300,000	6	M. & N.	Richmond, Office.	1901
1st mont as as assured—Stock	25		100	1,009,300	3	J. & J	Richmond, Office.	Jan. 2, 1882
1st mortgage, coupon	25 25	1870	1,000	100,000	8 -	A. & O.	do do	1883 to '86
Richmond & West Pt. Ter. R. & W. Co.—Stock		1875	500 &c.	139,000	6 & 7	M. & N.	do do	May 1, 1915
Trust notes, secured by collateral		1000	100	15,000,000	****	:		
Pia Granda & Peace 1st M mold (200,000 mm)	****	1883	5,000	2,000,000			N.Y. Central Trust Co.	1885
Gio Grande & Pecos—1st M., gold (\$20,000 p. m.)	31	1882	1,000	500,000	6 g.	J. & D.	N.Y., Mercantile Tr.Co.	June 1, 1912
Poshester & Genesee Valley—Stock		1007	100	555,200	3	J. & J.	N.Y., by N.Y.L.E.&W.Co	July 1, 1883
Consol. mortgage	108 279	1881	1,000	1,300,000	6	F. & A.	N. Y., Union Trust Co.	Feb. 1, 1921
2d mort, for terminal facilities		1882	1,000	2,500,000		J. & D.	New York.	Dec. 1, 1922
Equipment bonds (car trust) in 3 series		1883	1,000	600,000	6		N. Y., Gallatin Bank.	May 1, 1888
Cock Island & Peoria—Stock	91	Var's	1,000	724,000	7	T	do do	Various.
1st mortgage.	91	1878	25,000	1,500,000		J. & D.	N. Y., Corn Exch. Bank.	1882 Jan. 1, 1900

\$1,772,446

In Dec., 1881, the R. & D. Co., as stockholder in the R. & W. P. Terminal, took \$750,000 of the Va. Midland income bonds with \$325,000 stock as a bonus, and realized a nominal profit of \$275,000, and paid an extra dividend of 1 per cent therewith. Early in 1882 the \$4,000,000 debenture bonds were sold to R. & D. stockholders at 45. In April, 1882, the R. & D. Co. took \$5,000,000 of Terminal stock at \$25 per share, and gave \$1,000,000 of the R. & D. stock holders at 45. In April, 1882, the R. & D. was paying quarterly dividends, but in Nov., 1882, the dividend was passed for the purpose, as reported, of paying off floating debt, &c. The interest due on debentures in April, 1883, was ordered to be paid when due. See partial report for 1881-2 in V. 35, p. 707.

By ownership of a majority of the stock of the Richmond & Deanville Railroad Company indirectly controls and operates the following lines of railway: Charlotte Columbia & Angusta, 191 miles; Columbia & Greenville and branches, 226 miles; Spartanburg Union & Columbia, 68 miles; Northeastern of Georg a, 40 miles; Western N. Carolina Railroad, 186 miles; Asheville & Spartanburg, 67 miles; Virginia Midland indirectly controlled by Richmond & Danville RR. Co., 2,009. The Richmond & Danv. Extension Co. was organized to build Ga. Pac. RR., and large advances were made to it by the Richmond & Danville Co. The annual report for the year ending Sept. 30, 1882, was published in the CHRONICLE, V. 35, p. 705 and 734.

The income account was as follows for all the lines:

BECEIPTS.

General freights. \$2,318,122
Passengers. \$965,937.

Express freights. \$66,600
United States mails. 186,602
Miscellaneous sources. \$43,669
Telegraph. \$2,459
Rents of cars, &c. 67,652
Rental to Richmond Y. R. & C. R. S. \$5,850
The annual report for the year ending Sept. 30, 1882, was published in the CHRONICLE, V. 35, p. 705 and 734.

The income account was as follows for all the lines:

DISBURSEMENTS.

Int. on bds. of the North-western N. C. RR. \$5,850
The contraction of the North-western N. C

467,000 380,000 74,518

Making a tot. net reven'e Balance to the credit of net inc. Sept. 30, 1882 \$124,659 - (V. 34, p. 87, 178, 336, 433, 550, 715; V. 35, p. 52, 189, 405, 422, 449, 457, 577, 625, 707, 734; V. 36, p. 82, 140, 187, 313, 332, 358, 561, 699; V. 37. p. 48, 68, 100, 111, 128, 151, 176.)

-(V. 34, p. 87, 178, 336, 435, 550, 715; V. 35, p. 52, 189, 405, 422, 449, 457, 577, 625, 707, 734; V. 36, p. 82, 140, 187, 313, 332, 358, 561, 699; V. 37. p. 48, 68, 100, 111, 128, 151, 176.)

Richmond Fredericksburg & Potomac.—Sept. 30, 1882, owned from Richmond, Va., to Quantico, S2 miles. In November, 1881, there were voted dividend certificates for \$755,039 to be issued to holders of common stock (70 per cent on each share), to represent money spent on the property out of earnings. The common stock is \$1,030, 100, and guaranteed stock is \$500,400, and "dividend obligations" \$720,200. A dividend of 2 per cent was paid July 2, 1882, on stock and dividend (Jigations. Gross earnings in 1880-81, \$406,927; net, \$208,740. In 1.1-82, gross earnings, \$439,875; net, \$172,543. (V. 35, p. 625.)

**Lichmond & Petersburg.—Sept. 30, 1882, owned from Richmond to Petersburg, Va., 23 miles; branch, 2 miles; total, 25 miles. The road has earned moderate dividends and the debt account is very small. In 1881-82 gross earnings, \$174,378; net, \$56,596.

**Richmond & West Point Terminal Railway & Warehouse Co.—This company was incorporated by an act of the Legislature of Virginia of March 8, 1880. It is the auxiliary corporation of the Richmond & Danville syndicate controlling several stocks by ownership of a majority. In April, 1882, the stock was increased from \$5,000,000 to \$15,000,000 the old stockholders taking two new shares at \$25 per share for each old share owned. The Richmond & Danville Company owns \$7,510,000 of this stock. Its stock was placed on N. Y. Stock Exchange in November, 1881, and the balance sheet was published in the CHRONICLE, V. 33, p. 589. The company owned the following stocks, viz.: \$2,550,000 Richmond & Danville Extension Co., \$120,000 Northeastern Railroad of Georgia, \$3,166,300 Western North Carolina RR., \$100,000 Knoxville & Augusta RR., \$515,000 Northeastern Railroad of Georgia, \$3,166,300 Western North Carolina RR., \$500,000 Knoxville & Augusta Ist mort. 6 per cents, \$368,000 Spartanburg & Ashevi

Rochester & Genessee Valley.—Sept. 30, 1882, owned from Avon to Rochester, N. Y., 18 miles. Leased July 1, 1871, in perpetuity, to Erie Railway, and now operated by New York Lake Erie & Western. Rental, \$34,012. James Brockett, President, Rochester, N. Y.

Rochester & Genessee Valley.—Sept. 30, 1882, owned from Avon to Rochester. N. Y., 18 miles. Leased July 1, 1871, in perpetuity, to Eric Railway, and now operated by New York Lake Eric & Western. Rental, \$34,012. James Brockett, President, Rochester, N. Y.

Rochester & Pittsburg.—(See Map Page tx.)—Owns from Rochester, N. Y.

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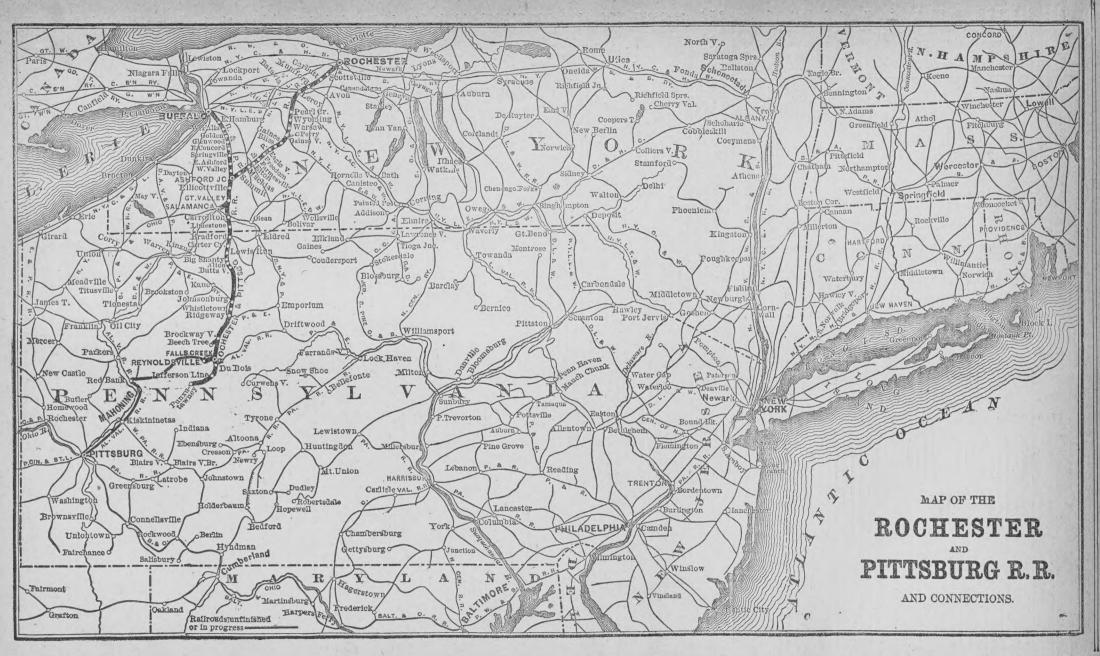
Rochester & Pittsburg.—(See Map Page) tx.)—Owns from Rochester, N. Y.

Rochester & Pittsburg.—(See Map Page) tx.)—Owns from Rochester, N. Y.

Rochester & Pittsburg.—(See Map Page) tx.)—Owns from Rochester, N. Y.

Rochester & Pittsburg.—In Nov., 1881, an important consolidation was made. (See V. 33, p. 623.) in Dee, 1882, the new consolidation was made. (See V. 33, p. 623.) in Dee, 1882, the new consolidation was made. (See V. 33, p. 623.) in Dee, 1882, the new consolidation was made. (See V. 33, p. 623.) in Dee, 1882, the new consolidation was made. (See V. 33, p. 623.) in Dee, 1882, the new consolidation was made. (See V. 33, p. 623.) in Dee, 1882, the new consolidation was made. (See V. 33, p. 623.) in Dee, 1882, the new consolidation was made. (See V. 33, p. 623.) in Dee, 1882, the new consolidation was made. (See V. 33, p. 623.) in Dee, 1882, the new consolidation of the July 1883, \$1,300,000 of the income sond through the properties of the capital stock of the Company to \$20,000,000, divided into 200,000 shares of \$100 cach. The object of this increase was to purchase and cancel the intended issue of \$3,200,000 of the purchase the capital stock of the Ferry Railroad Co. and the purchase of the capital stock of the Ferry Railroad Co. and the purchase the capital stock of the September of the increase of the capital stock of the Purchase of the capital stock of the Rochester & Pittsburg Coal & Iron Co. which our company now owns and holds in its treasury as an asset, is a most valuable acquisition, as the purchase the purchase of the purchase the pur

Sacramento & Placerville.—Dec. 31, 1882, owned from Sacramento, Cal., to Shingle Springs, Cal., 48 miles. This was a consolidation of the Sacramento Valley and the Folsom & Placerville railroads, April 19, 1877. Capital stock, \$1,756,000. Gross earnings, 1881, \$85,707 net, \$35,564; gross, 1882, \$96,531; net, \$1,106. Leland stanford, President, San Francisco. The second secon



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

DESCRIPTION.	Miles	Date	Size, or		IN	PEREST	OR DIVIDENDS.	Bonds-Principal, When Due.
For explanation of column headings, &c., see notes on first pag of tables.		of Bonds	Par	Amount Outstanding	Rate per Cent,	When Payable	Where Payable, and by Whom,	
Rome Watertown & Ogdensburg-Stock	409		\$100	\$5,293,900	3	J. & J.	N. Y., Farm. I. & T. Co.	July 15, 1875
1st sinking fund mort., Wat. & R. (extended)	97	1855	100 &c.	418,300	7	M. & S.	do do	Sept. 1, 1910
General mortgage, sinking fund	190	1861	500 &c.	1,021,500	7 7	J. & D.	do do	Dec. 1, 1891
2d mortgage	190	1872	1,000	1,000,000	5	J. & J. A. & O.	do do	Jan. 1, 1892
Consol. mort., (extended July, 1882, at 5 per ct.).		1874 1882	1,000	5,498,000	7	Jan'ry	do do	July 1, 1922
Income bonds	45	1882	1,000	2,094,230	7	T & T	N. Y., Farm. L. & T. Co.	1932 July, 1901
Syracuse Northern (gold)	120	1872	100 &3.	1.500,000	6	MEN	Bost., Bk. of Redempt'n	Nov. 1, 1902
Rutland-General mort. (8 per cent, reduced to 6).	120	1878	100 &c.	1,500,000	5	F'. & A.	do do	1898
New 2d mort. in exch. for equipment bonds, &c. Sabine & East Texas—Stock (\$4,000,000)	105	100000000000000000000000000000000000000		300,000			uo uo	1000
Sabine Pass & Texas North—1st M. (\$3,500,000)	100	1882		(?)	6		London and New York.	Jan. 1. 1912
Sacramento & Placerville -1st mortgage (S. V. RR.).		1855	1.000	400,000	10	J. & J.	N. Y. Central Pac. RR.	1875
1st mortgage (S. & P. RR.)	48	1877	1,000	700,000	6	J. & J.	do do	1907
Saginaw Valley & St. Louis1st mortg., coup	29	1872	1,000	446,000	8		New York, 9th Nat. Bk.	
St. Johnsbury & L. Champlain-1st M., coup. or reg.	120	1880	1.000	600,000	6 g.	A. & ().	Bost., Am. L. & Tr. Co.	Oct. 1, 1910
St. Joseph & St. Louis-1st mortgage	76	1874	100	358,000	7	M. & S.	New York.	1894
St. Joseph & Western-1st M. St. Joseph & Pacific	112	1876	100 &c.	1,900,000	7	J. & J.		Jan. 1, 1915
2d mortgage	112	1876		1,200,000	7	J. & J.		Jan. 1, 1915
Kansas & Nebraska, 1st mortgage		1876	100 &c.	1,900,000	7	J. & J.	do	Jan. 1, 1915
Kansas & Nebraska, 2d mortgage		1876	*****	1,200,000	7	J. & J.	do do	Jan. 1, 1915
Hastings & Grand Island, 1st mort	25		1,000	375,000		J. & J.	uo	Jan. 1, 1910
St. Louis Alton & Terre Haute-Stock	195		100	2,300,000	7	****	N. Y., Office 37 Wall st.	May 1, 1883
Pref. st'ck (7 cumulative)	207	1001	100	2,468,400	7	J. & J.	do do	1894
1st mortgage (series A) sinking fund.	207	1864	1,000 500 &c.	1,100,000	7	A. & O.	do do	1894
1st mortgage (series A) sinking fund 1st mortgage (series B) sinking fund 2d mortgage, preferred (series C)	207	1861	1.000	1,400,000	7	F. & A.	do do	1894
2d mortgage, preferred (series C). 2d mortgage, preferred (series D). 2d mortgage, income. Equipment mortgage.	207	1861	1,000	1.400,000	7	M. & N.	do do	1894
2d mortgage, presented (series b)		1861	500 &c.	1,700,000	7	M. & N.	do do	1894
Equipment mortgage		1870	1,000	300,000	10	M. & S.	do do	1880
Income bonds, not cumulative	1	1881	2,000	1,357,000	6	June 1	do do	Jan. 1, 1894
St. Louis & Cairo-1st M., income (not cumulative)		1881	1.000	2,600,000	5 g.	A. & O.	New York or London.	1921
St. Louis Fl. Scott & Wichita-1st M. (\$15,000 p. m.)		1880	1,000	(?)	7	A. & O.		Oct. 1, 1910
St. L. Han. & K1st M. conv. till '87 (\$12,000 p.m.)	85	1877	100 &c.		7	A. & O.	N. Y., Nat. City Bank.	Oct. 1, 1917
St. Louis Keokuk & N. W Stock (\$1,350,000 is pref.)	183		1,000	2,700,000		:		
1st mortgage, gold	135	1876	1,000	1,620,000	7 g.	J. & J.		Jan. 1, 1906
Income bonds	135	1876	1,000	1,080,000	7	J. & J.		Jan. 1, 1906

Saginaw Valley & St. Louis.—Dec. 31, 1882, owned from Saginaw to St. Louis, Mich., 39 miles. Opened January, 1873. Has a traffic guarantee from Michigan Central. Capital stock, \$264,804. In 1882, gross earnings were \$109.328; net \$35,225. Interest payments, &c., \$35,680. In July, 1879, management was transferred to the Detroit Lansing & Northern.

Lansing & Northern.

8t. Johnsbury & Luke Champlain.—July, 1882, owned from Lunenburg, Vt., to Maquam Bay, 120 miles. This was the Portland & Ogdensburg, Vermont Division, and was reorganized under this title in 1880. Preferred stock, \$1,298,500; common stock, \$2,550,000. Net earnings year 1880-1, \$51,667. In 1881-82, income. \$242,662 gross and \$43,166 net. (V. 33, p. 202, 327; V. 35, p. 182, 264.)

8t. Joseph & St. Louis.—St. Joseph, Mo., to No. Lexington, Mo., 76 miles. Present company is successor to the St. Louis & St. Joseph Railroad, sold in foreclosure February 8, 1874. Has no funded or floating debt. The 8t. Louis Kanasa City & Northern took a lease of the road for 99 years July 1, 1874. The terms of the lease are an annual payment of \$35,000 for five years and then 30 per cent of gross earnings, but \$25,000 guaranteed. Stock, \$100,000.

St. Louis Kansas City & Northern took a lease of the road for 99 years July 1, 1874. The terms of the lease are an annual payment of \$85,000 for five years and then 30 per cent of gross carnings, but \$25,000 guar anteed. Stock, \$100,000.

St. Joseph & Western.—Line of road: East Division—Merysville, Kan., to Marysville, Kan., 112 miles; West Division—Merysville, Kan., to Hastings, Neb., 115 miles; Hastings & Grand Island road, 25 miles. On the terms of the former St. Joseph & Denver City road, which went into the hands of a Receiver in 1874 and was sold in foreclosure in November, 1875. On the receiver in 1874 and was sold in foreclosure in November, 1875. On the receiver of the two divisions two companies were organized, the St. Joseph & Dear & Consolidate St. Joseph and the Kansas & Nebraska, with bounds of St. Joseph and the consolidate of the St. Joseph and the consolidate of 1884, 100,000. The street of 180,000 access was put in hands of trustees for the benefit of the holders of the old land serip of \$2.250,000. The road is controlled by the Union Pacific and the compons on bonds are not paid. The U. P. holds \$1.536,200 of the stock of \$1,100,000 and \$1,303,369 st. Joseph & Pacific 181 mortgage and \$1.14,661 Kansas & Nebraska 1st mortgage. In 1832 net earnings reported as \$11,651, against \$31,265 in 1831.

St. Louis Alton & Terre Haute—Dec. 31, 1882, owned from Terre Haute, Ind., to East St. Louis, 189 miles; branches, 19 miles; leased lines—Belleville & Southern III. RR, 56 miles; Belleville & Eldorado road, from Du Quoin to Eldorado, 50 miles; total, 314 miles. This company was a reorganization, February 18, 1861, of the Terre Haute Alton & St. Louis Railroad. The Belleville & Southern Hilmois is leased lines—Belleville & Southern III. Rs, 56 miles; Belleville & Eldorado road, from Du Quoin to Eldorado, 50 miles; total, 314 miles. This company was a reorganization, February 18, 1861, of the Terre Haute Alton & Terre Haute, Washing and the Clave, Co. Cinn. & Indianapolis dointy. Under this new last sease

8t. Louis Hannibal & Keokuk.—Dec., 1882, owned from Hannibal, Mo., to Gilmore, on Wab. St. L. & Pacific, 85 miles. Stock, \$1,636,000. Earnings for 1881, [\$34,094; net, \$5,040. In 1882 gross, \$51,651; net, \$31,070. W. W. Walker, President, Hannibal, Mo. (V. 35, p. 161; V. 36, p. 427.)

St. Louis Keokuk & Northwestern.—Dec. 31, 1882, owned from Keokuk, La., to St. Peters, 135 miles; leased Keokuk to Mt. Pleasant, 49 miles;

total operated, 184 miles. The Miss. Val. & Western RR. was sold April 14, 1875, and this company organized July 1, 1875. Road completed in autumn of 1879. Income bonds above were originally a part of \$2,750,000 first mortzage bonds, but by agreement they were changed into their present form. Gross earnings year ending Dec. 31, 1881, \$368,435; gross expenditures, \$488,132, including \$88,876 for new work, and \$30,821 loss by floods. In 1882 gross earnings, \$411,525; gross expenditures, \$460,939. (V. 33, p. 256.)

\$364,435; gross expenditures, \$488,132, including \$88,876 for new work, and \$30,821 loss by floods. In 1882 gross earnings, \$411,525; gross expenditures, \$460,339. (V. 33, p. 256.)

St. Lonis Salem & Little Rock.—Dec. 31, 1882, owned from Cuba, Mo to Salem, Mo., 42 miles, and branches, 13 miles; also 17 miles of branches controlled; total operated, 72 miles. Reaches \$£. Louis by \$£. L. & San F. RR. Stock is \$1,000,000. Earnings for 1881 on 52 miles were \$170,575; net. \$107,115. In 1882, on 54 miles, \$160,018 net, \$10^{\circ},057. St. Louis & San Francisco.—Dec. 31, 1882, owned from Pacific to Seneca (main), 292 miles; branches—Granby branch, 1½ miles; Orongo, Mo., to Joplin, 10½ miles; Girard to Galena, Kan, 47 miles; Carbon Branch, 3 miles; Peiree City to Wichita, Kan., 218 miles; Plymonth, Mo., to Fore Swith Ark., 132½ miles; Springfield to Ozark, Mo., 19 miles; total operated December 31, 1852, 725 miles. This company was organized Sept. 20, 1876, as successor to the Atlantic & Pacific RR. of Mo., which was consolidated with the Atlantic & Pacific RR. of Mo., which was consolidated with the Atlantic & Pacific RR. of Mo., which was consolidated with the Atlantic & Pacific received about 507,000 acres of land. The South Pacific lands showed 405,741 acres on hand at same date, and for those lands showed 405,741 acres on hand at same date, and for those lands (A. & P.) the second mortgage bonds, class B, are receivable in payment. The interest on bonds "B" and "C" is 5 for 1883 and 6 afterward. The trust bonds of 1880 are secured by deposit of 7 per cent mortgage bonds of the \$£ Louis Arkansas & Texas RR. and Jopin RR. The general mortgage of 1881 (supplemented by that of June, 1852, changing the rate of interest to 6 per cent) for \$30,000,000 is made to the United States Trust Company as trustee, and \$17,261,000 reserved to take up all prior debt. First preferred stock has prior right to 7 per cent (non-cumulative); then pref. entitled to 7 per cent; then common entitled to 7; then all classes share in any surplus.

River to a junction with the Souther The annual report for 1882 (CHRO Earnings—	NICLE, V. 56, 1 1880.	o. 310) had th 1881.	e following:
Passenger Freight Mail, express, &c	424,102	665,331	741,388
	2,180,333	2,342,610	2,648,383
	93,936	152,582	182,469
Total gross earnings	2,698,371	3,160,523	3,572,240
	1,506,169	1,617,966	1,625,781
Net earnings	1,192,202 ACCOUNT. 1880.	1,542,557 1881.	1,946,459 1882.
Receipts— Net earnings Other receipts.	1,192,202	1,542,557	1,946,459
	25,598	50,648	56,857
Total net income	1,217,800	1,593,205	2,003,316
Interest on debt and sinking fund	705,950	821,492	1,071,915
Int. accrued, not due, to Dec. 31.	101,254	109,865	49,026
Dividends.	157,500	315,000	315,000
Miscellaneous.	105,022	162,575	63,913
Total disbursements. Balance, surplus. -(V. 33, p. 528; V. 34, p. 62, 99,	1,069,726	1,408,932	1,499,754
	148,074	184,273	503,562

237. 266, 291, 333, 546, 577; V. 36, p. 18, 197, 301, 310, 44...)

St. Louis Vandalia & Terre Haute.—October 31, 1882, owned from East St. Louis to Indiana State line, 158 miles. Road opened July 1, 1870. It is leased to the Terre Haute & Indianapolis Railroad at a rental of 30 per cent of gross earnings. For the year ending October 31, 1882,

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

DESCRIPTION.	Miles	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Princi
For explanation of column headings, &c., see notes on first page of tables.		of	Par	Amount Outstanding		When	Where Payable, and by Whom.	Stocks—Last Dividend.
4. Louis Salem & Little Rock-1st mortgage		1872	\$	\$1,000,600	7	A. & O.	N.Y., Union Trust Co.	April 1, 1909
t. Louis & San Francisco.—Stock, common	725			10,500,000				
Preferred, 7 per cent, not cumulative			****	10,000,000				
1st preferred, 7 per cent, not cumulative		****	×00.0	4,500,000	312		N. Y., Company's Office.	Aug. 1, 1883
1st mortgage (South Pacific), gold, (land grant)	293	1868	500 &c.	7,144,500		J. & J.		July, 1888
2d mortgage bonds, A		1876	100 &c.	500,000		M. & N.		Nov. 1, 190
do do B, gold	293	1876	500 &c.	2,766.500		M. & N.		Nov. 1, 190
do do C, gold		1876	500 &c.	2,400,000		M. & N.		Nov. 1. 190
Mortgage on Mo. & Western RR., gold	0.4	1880	1,000	1,100,000		J. & D.		June 1, 189
Tweet bonds	100	1879 1880	1,000	1,350,000	6 g.	F. & A.	do do	Aug. 1, 191
Trust bonds. St. Louis Wichita & Western.	145	1879		2,000,000	6	F. & A.		1919
Gen. mort., gold, coup. or reg.	All	1881	1,000	5,000,000		J. & J.	N.Y., Company's Office.	July 1. 193
Rt. Louis Vandalia & Terre Haute—1st M. s. f. guar		1867	1,000	1,899,000	7 5.		N. Y., Third Nat. Bank.	Jan. 1. 189
2d mort., sink. fund (\$1,600,000 guar.)	158	1868	1,000	2,600,000	7	M. & N.	do do	May 1, 189
t. Paul & Duluth-Preferred 7 per cent stock	182	1000	1,000	5,121,700	312		N. Y., Fourth Nat. Bk.	July 1, 188
Common stock.	1 -00			4,055,407		J. 00 J.	H. I., Poulti Hat. Dk.	July 1, 100
1st mort, bonds, coup, or reg		1881	1.000	1,000,000	5	F. & A.	New York.	Aug. 1, 193
L Paul Minneapolis & Manitova-Stock	1,312		100	20,000,000	2	QF.	N.Y., J.S.Kennedy& Co.	Aug. 1, 188
2d M., and 1st on road from St. Paul to Watab		-1862	1.000	366,000	7	J. & J.	do do	1892
1st mort. land grant sinking fund, gold	656	1879	100 &c.	5,750,000	7 g.		New York and London.	1909
2d mort cold	. 656	1879	1,000	8,000,000	6 g.	A. & O	do do	Oct. 1. 190
Dak. Ext., 1st mort., gold (\$12,000 per mile)	413	1880	1,000	5,676,000	6 g.	M. & N	N. Y., 63 William St.	Nov. 1, 191
Consoi mort, gold (for \$50,000,000), coup. or reg	. 1,312	1883	1,000	10,574,000		J. & J.	do do	July 1, 193
Minneapolis Un. R 1st mort., gold, guar		1882	1,000	1,500,000		J. & J		July 1, 199
St. Paul & Northern Pacific.—1st mort., gold	. 152	1883	1,000	5,000,0 0		F. & A	New York and London.	Feb. 1, 19:
Sandusky Mansfield & Newark-Re-organized stock	116		50	1,074,832	2		1st N. Bk., Sandusky, O.	(?)
1st mortgage, new	. 116	1869	1,000	2,300,000		J. & J	N. Y., Union Trust Co.	July, 1902
San Francisco & North Pacific-Stock	. 93	****		3,750,000				
Savannah Florida & West.—Consolidated 1st mort		1867	500 &c.			J. & J		July, 1897
Southern Georgia & Florida, 1st mortgage	. 58	1869	1,000	464,000			New York, H. B Plant.	
do do 2d mortgage		1869	1,000	200,000		M. & N		May 1, 189
Savannah Griffin & N. Ala1st mortgage		1871	1,000	500,000		J. & J	Savannah, Cent. RR.Bk	July 1, 189
Schenectady & Duanesburg—1st M., guar. D. & H.	1412		100 &c.				Del. & Hud. Canal Co.	
	. 19	1	50	576,050	242	J. & J	Philadelphia, Office.	July 13, 188

INCO	OME ACCOUNT.		
Receipts— Net earnings Revenue from Land Departm't Other receipts.		1881. \$ 1,837,817 223,832 4,600	1882 \$ 3,113,916 860,677 34,259
Total income	2,135,984	2,066,249	4,008,852
Interest on debt	35,288	1,109,951	1,188,091 157,812
Dividends Sinking fund	597,672	223,832	$975,000 \\ 702,864$
Total disbursements Balance, surplus	1,580.194 555,790	1,333,783 732,466	3,023,767 985,085

-(V. 35, p. 23, 79,237, **264**, 374, 677, 706, 707, 737; V. 36, p. 427, 511, 643, 675, 731; V. 37, p. 100, 152.)

-(V. 35, p. 23, 79,237, 264, 374, 677, 706, 707, 737; V. 36, p. 427, 511 643, 675, 731; V. 37, p. 100, 152.)

St. Paul & Northern Pacific.—This company was incorporated in 1874 as the Western Railroad Company of Minnesota, and has been in operation since 1877 from Brainerd, 60½ miles, to Sauk Rapids. It is now being extended about 92 miles from Sauk Rapids to the city of Minneapolis. The terminal property comprises twenty acres at Minneapolis and 380 acres at \$t\$. Paul. The land grant of the company, amounting to about 244,000 acres, is tocated along the line of road between Brainerd and Sauk Rapids. The road, with its terminal property, is leased for 399 years to the Northern Pacific shall pay a net rental equal to 40 p. c. of the gros's receipts, which it guarantees shall never be less than the interest upon the bonds. There is a prior issue of \$673,000 bonds, provision for which has been made by the reservation of an equal amount of the above mortgage bonds by the trustee. The stock is all held in trust by the Farmers' Loan & Trust Co. (V. 37, p. 24.)

Sandusky Mansfield & Newark.—Dec. 31, 1882, owned from Sandusky, O., to Newark, O., 116 miles. A consolidation of several roads in 1856. Leased Feb. 13, 1869, to Central Ohio Railroad, guaranteed by Baltimore & Ohio, and new lease made February 23, 1880, extending to December 1, 1926, with option to the Balt. & Ohio Company to renew for terms of 20 years each. Rental is \$194,350 yearly till 1884; then \$199,350 for 1884 and 1885; then \$201.850 annually. It is operated as Lake Erie division of the Baltimore & Ohio system. In 1879-80 gross earnings \$847,221; net, \$208,853; in 1880-81, gross, \$999,751; net, \$112,373; in 1881-82, gross, \$940,769; net, \$234,701.

San Francisco & North Pacific.—Dec. 31, 1882, owned from Donahue, Cal., to Cloverdale, Cal., 56 miles; branches—from Fulton, Cal., to Guerneville, Cal., 16 miles; and San Rafael to Petaluma, 21 miles; total, 93 miles. This is a consolidation of several companies. Earnings were: In 1881, gross, \$446,972; net, \$206,220. In 1882, gross, \$505,771; net, \$222,987.

total, 93 miles. This is a consolidation of several companies. Earnings were: In 1881, gross, \$446,972; net, \$206,220. In 1882, gross, \$505,771; net, \$222,987.

Savannah Florida & Western.—Dec. 31, 1882, owned from Sav., Ga., to Bainbridge, Ga., 237 miles; branches—extension to Savannah wharves, 2 miles; Junction Branch. 4 miles; Dupont to Live Oak, Fls., 48 miles; Live Oak to Branford, 24 miles; Thomasville to Live Oak, Smiles; total, 373 miles. Also from Waycross to Jacksonville, under separate organizations, 75 miles. This was a consolidation in 1865 of the Savannah Albany & Gulf Railroad and the Atlantic & Gulf under the latter name. The Atlantic & Gulf road was sold in forcelosure of the second mortgage on November 4, 1879, subject to the consolidated mortgage and other prior liens amounting to about \$2,705,000. The eld sectional mortgages yet amount to about out \$226,500. The present company has a capital stock of \$2,109,000, and dividend of 7 per cent was paid in 1882. The report of earnings for 1881 gave \$1,321,428 gross and \$268,822 net. In 1882 gross, \$1,675,817; net, \$358,762. (V. 33, p. 200; V. 34, p. 147, 407; V. 35, p. 431; V. 36, p. 559.)

Savannah Griffin & North Alabama.—Oct., 1882, owned from Griffin, Ga., to Carrollton, Ga., G3 miles. Operated in connection with Central Railroad of Georgia. Capital stock, \$1,010,900. In 1880-81 gross earnings \$79,113; net, \$14,985; in 1881-82 gross, \$81,216; net, \$8,130.—(V. 33, p. 559; V. 35, p. 574.)

Schenectady & Duanesburg.—From Quaker Street Junction, N. Y., to Schenectady, N. Y., 14 miles. Formerly Schenectady & Susquehanna Railroad, and was foreclosed in 1873; reorganized and leased in perpetuity to the Delaware & Hudson Canal Company. Lease rental, \$30,000 per year, paying 6 per cent on bonds. Stock, \$100,500.

Schuyllkill Valley.—Dec. 31, 1882, owned from Palo Alto to Reevesdale, Pa., 11 miles; branches, 8; total, 19 miles. It is an old road, and was eased to the Phila. & Read. RR. from Sept. 1, 1861, at an annual rental of 5 per cent on the stock.

Seaboard & Roanoke.—March, 1883, owned from Portsmouth, Va., to Weldon, N. C., 80 miles. Road opened 1851. The company has paid dividends for a number of years. Of the stock, \$1,058,000 is common, \$200,000 is 1817 per cent guar., and \$44,200 is 2d guar. Owns a controlling interest in the Carolina Central RR. Net earnings 1879-80, \$236,452; 1880-81, \$232,495; 1881-82, \$178,587. (V. 33, p. 559; V. 37, p. 128.)

Shamokin Sunbury & Lewisburg.—Line from Shamokin to West Milton, Pa, with iron bridge over Susquehanna River at Sunbury. The road was built by Philadelphia & Reading for its coal traffic northward.—(V. 36, p. 561. 675, 699.)

Shamokin Valley & Pottsville.—Line of road, Sunbury, Pa., to Meunt Carmel, Pa., 27 miles; branch to Laneaster Colliery, 2 miles; total, 29

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DESCRIPTION.	Miles	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Princi
For explanation of column headings, &c., see notes on first page of tables.		of	Par	Amount Outstanding	Rate per Cent.	When	Where Payable, and by Whom.	pal, When Due Stocks—Last Dividend.
Scioto Valley—1st mort. (s. fund \$13,000 per year). 2d mortgage (sinking fund, \$5,000 per year) Consol. mortgage. General cousol. mortgage (for \$7,500,000)	98 93 130	1876 1879 1880	\$500&c. 1,000 1,000	\$1,294,000 177,000 603,000	7 7 7	J. & J. A. & O. J. & J.	N.Y., Adams & McHarg.	Jan. 1, 1896 April 1, 1894 July 1, 1910
Seaboard & Roanoke—Stock Shamokin Sunbury & Lewisburg—1st mort., coupon Shamokin Valley & Poltsville—Stock. 1st mortgage, gold, on road and lands.	80 31 29 28	1883	100 1,000 50 50 &c.	1,302,200 1,000,000 869,450 2,000,000	5 5 3 7 g.	F. & A.	Balt., Farm. & Plant. Bk. Phila., Phil. & Read. RR. Philadelphia, Treasurer.	May 1, 1912 Feb., 1883
Shenandoah Valley—1st mort. (\$15,000 per mile). General mort., gold (\$25,000 per mile). 3d mortgage income bonds, registered Shenango & Alleghany—1st mortgage.	144 239 239 57	1880 1881 1833	1,000 1,000 1,000	2,270,000 3,930,000 1,500,000	7 g. 6 g.	Feb.	N. Y., Clark Post & M. Philadelphia and N. Y Philadelphia Office	July, 1901 Jan. 1, 1909 April 1, 1921 Jan. 1, 1923
Shore Line (Conn.)—Stock. 1st mortgage. Sloux Olly & Pacific—1st mortgage.	50 50 102	1869 1880 1868	500 &c. 100 1000&c. 500 &c.	1,200.000 $1,000,000$ $200,000$ $1,628,000$	6	M. & S. J. & J.	N. Y. Nat. Park Rank	March, 1910
2d mortgage (Government subsidy) Somerset—1st mortgage, gold South Oarolina—Stock 1st mortgage, sterling loan	102 25 243 242	1871 1868	500 &c. 100 100 Various	$1,628,320$ $450,000$ $4,2^{-}4,160$ $729,975$	7 g.	J. & J.	U.S. Treas., at maturity	Jan. 1, 1898 July, 1891 Feb. 1, 1883 1883 to 1888
1st consol mortgage (for \$5,000,000) 2d consol mortgage Income mortgage bonds (not cumulative)	242	1868 1881 1881 1881	1,000 1,000 1,000	636,500 3,503,000 817,000 2,538,000	6	A. & O. J. & J.	N. Y., Nat. City Bank. N. Y., 76 Wall Street. do do N.Y., H. Talmadge& Co.	1883 to 1888 Oct. 1, 1920 Jan. 1, 1931
So. & No. Atabama—1st M., endorsed by Alabama. Sterling mort., s. fund, guar. by L. & N South Pacific Coast—Stock. South Pennsylvania—1st mortgage, gold	181 183 76 24	1870 1873	1,000 £200	391,000 4,872,310 1,000,000 625,000	8 g. 6 g.	M. & N.	N. Y., Drexel, M. & Co. London, Baring Bros.	Jan. 1, 1931 Jan. 1, 1890 May 1, 1903
Southern Cent. (N. 1.)—1st mort, interest bonds New consol. mortgage (for \$3,400,000) Southern Iowa & Cedar Ranids—1st mort., gold	114 114 87	1877 1892 1870	200 &c. 200 &c.	100,000 2,800,000 1,500,000	7 5 7 g.	M. & S. F. & A. F. & A. M. & N.	New York Agency.	Mar. 1, 1900 Aug. 1, 1887 Feb. 1, 1922 May 1, 1900
Southern Maryland—1st mortgage, gold. Southern Pac. of Arizona—1st mort., gold.ep. or reg. South. Pac. (Cal.)—1st mort., gold.land gr., cp. or reg. Monterey, 1st mortgage	384 815 15	'79-'80 '75-'82 1880	1,000 500 &c. 1,000	500,000 9,604,000 32,483,000 250,000	6 g. 6 g. 6 g.	J. & J. A. & O. A. & O.	New York City. N. Y., Mills Building.	Mar., 1909-10 1905 & 1912
Southern Pacific of N. Mexico—Mort., coup. or reg Southwestern (Ga.)—Stock, guarant'd 7 per annum	167 321	1881	1,000	4,180,000 5.031,700	6 g.	J. & J.	N. Y., Company's Office Savannah, Cent. RR. Bk.	April 1, 1900 Jan. 1, 1911 June 26, 1883

miles. The road was leased February 27, 1863, to the Northern Central Railway Company, with a guarantee of interest on the bonds and 6 per cent per annum on the stock. The yearly reports will be found in the Chronicle with the reports of the Northern Central Railroad. Geo. B. Roberts, President, Philadelphia.

Shenandoah Valley.—This road is completed from Hagerstown, Md., Southward to Waynesboro and thence to a connection with the Norfolk & Western road at Roanoke, 239 miles and branch 9 miles. A close contract for working and an exchange of stock for N. & W. stock has been made. (See N. & W. report V. 36, p. 194.) The general mortgage of 1881 is at \$25,000 per mile to retire the prior mortgages and to construct new road. The stock is \$5,636,00. A 3d income mortgage has been made in 1883 for \$2,500,000 to bear 6 per cent if carned. One dollar paid on preferred stock February, 1852. (V. 56, p. 511; V. 37, p. 49, 100.)

Shenango & Alleghany.—Jan. 1, 1883, owned from Greenville to

earned. One dollar paid on preferred stock February, 1852. (V. 56, p. 511; V. 37, p. 49, 100.)

Shenango & Alleghany.—Jan. 1, 1883. owned from Greenville to Hilliard, Pa., 47 miles; branches, 10 miles; total operated, 57 miles. The company made default in 1879, but the October coupons were paid Feb. 21, 1880. Stock, \$200, 000. Gross earnings in 1880-81, \$140,693; net, \$38,099. Gross 1881-82, \$171,176; net, \$73,355.

Shore Line (Conn.)—Line of road, New Haven, Conn., to New London, Conn., 50 miles. Leased to New York and New Haven Railroad Company in perpetuity November 1, 1870, at \$100,000 net per annum. Chartered as New Haven & New London Railroad; sold in foreclosure and reorganized under present title June 29, 1864. Dividends 3½ in Jan. and 4 in July. Operations and earnings for two years past were as follows: 1879-80, gross, \$349,111; net, \$154,486; 1890-81, gross, \$416,620; net, \$212,981. (V. 32, p. 559.)

Sioux City & Pacific.—Jan. 1, 1833, owned from Sioux City, Ia., to Fremont, Neb., 107 miles; leased—Fremont Ekhorn & Mo. Valley Rk., 305 miles; total line operated, 412 miles. For the year ending Dec. 31, 1882, the gross receipts were \$873,562 and deficit after paving interest and rentals, \$192,473. The capital stock is \$2,068,400, of which \$169,000 is preferred, receiving a dividend of 7 per cent per annum. Gee balance sheet V. 36, p. 220.) A majority is owned by Cedar Rapids & Missouri Railroad Campany. Oliver Ames. President, North Easton Mass. (V. 34, p. 679; V. 35, p. 71, 182, 291, 451; V. 35, p. 220, 427.)

Somersel.—West Waterville, Me., to Auson, Me., 25 miles. Capital stock, \$377,573. In July, 1853, the bondhol lers took possession and prepared to reorganize the company. Gross earnings in 1881-82, \$27,792; net, \$5,070.

prepared to reorganize the company. Gross earnings in 1881-82, \$27,792; net, \$5,070.

South Carotina.—Dec. 31, 1882, owned from Charleston to Augusta. S. C., 137 miles; branches to Columbia, 63 m., and to Camden, 38 m.; total main line and branches, 243 m. A receiver took possession in Sept. 1877, at the suit of 2d morrgage bondholders. The sale was made July 28, 1881, and the road purchased by W. H. Brawley for the committee, for \$1,275,000 over the first mortgage debt, and the company was reorganized with stock and bonds as above.

The average gross earnings per year for twelve years past have been \$1,250,435, and the average net earnings \$194,634, being 37½ per cent. The company had in its treasury Jan. 1, 1883, for improvements, new first consol. mort. bonds, \$0,000; new second, \$483,000; new third income, \$462,000. The trustees also held to take up prior liens \$1,447,000 of first consol. mort.age and \$170,000 of second consol. Earnings for five years past were as follows:

Years.

Miles.

Gross Earnings. Net Earn'gs.

1879.

243 \$1,011,861 \$371,631
1879.

243 \$1,012,023 337,745
1880.

243 \$1,217,756 341,962
1881.

243 \$1,233,901 500,951
1882.

243 \$1,313,520 501,190

(V. 34, p. 222, 345, 509; V. 35, p. 638; V. 36, p. 82, 220.)

South & North Alabama.—June 30, 1832 owned from Decatur, Ala, to Montygnary, Ala, 187, other with a prepared for the contraction.

-(V. 34, p. 222, 345, 509; V. 35, p. 638; V. 36, p. 82, 220.)

South & North Alabama.—June 30, 1832 owned from Decatur, Ala., to Montgomery, Ala., 182 indies, with a branch of 6 miles from Elmore to Wetumpka. The road is controlled by the Louisville & Nashville RR. Co., which owns a majority of the stock and the whole of a 2d mort, bond issue of \$2,000,000, due 1910, which are pledged with the Union Trust Co. as security for the L. & N. bonds, d ted June 1, 1880 500,000 acres of land in Alabama, largely mineral, nave been transferred to the Louisville & Nashville Co. Com non stock, \$1,469,032; preferred stock, \$2,000,000. In 1881-82 gross earnings were \$1,314,115, and net, \$312,214, against \$221,26 in 1880-81. Disbursements included \$240,199 for construction and \$185,25 for "Seligman Judgment," leaving a deficit after all payments of \$39,7420 for the year. Amount due Louisville & Nashville RR. Co., \$1,276,045. (V. 35, p. 162.)

South Pacific Ooas!—December 31, '881, owned from Newark Junction (Felton), Cal. 45 miles; leased -Alameda Point to Newark 25 miles; Felton to Santa Cruz. 6 miles; total, 73 miles. There are bonds but unfunded debt of \$1,913.330. Gross earnings 180, \$38469; deficit. \$91,023; gross in 1881, \$569.965; net, \$25,993. A. Davis, President, San Francisco.

South Pennsylvania Railroay & Mining Company.—South Pennsylvania Junction to Richmond, Pa., 21 miles, with a branch from Richmond to Ore Banks, 2 miles. Leased for 1 '9 years from March 1, 1870, to Cumberland Valley Railroad Company. Road originally organia

under the name of Southern Pennsylvania Iron & Railroad Company, but was sold by foreclosure of second mortgage December, 1872, and reorganized under present name. Capital stock, \$800,000. (V. 37, p. 49.)

one was sold by toreclosure of second mortgage December, 1872, and reorganized under present name. Capital stock, \$800,000. (V. 37, p.49.)

Southern Central (N. Y.)—Sept. 30, 1882, owned from Fairhaven, N.Y., to Pennsylvania State Line, 114 miles. Road forms an extension into New York State for Lehigh Valley Railroad. Default was made Feb. 1, 1882, and the bonds and coupons were exchanged for new consols at par, the \$400,000 of guaranteed 2ds being paid by the Lehigh Valley Co., which received new 5s for them. The new 5s are convertible into stock at option of holders within ten years. Capital stock paid in its \$1,790,23. In 1879-80, gross earnings were \$455,467; net, \$149,237; in 1880-81 gross \$526,429; net, \$141,141. (V. 34, p. 178; V. 36, p. 427.)

Southern Iowa&Oed. Rapids.—In progress. Ottumwa to Ced. R., Iowa. Southern Maryland.—The Southern Maryland Railroad is designed to extend from Point Lookout, at the mouth of the Potomac River, to Washington, where it will make connection with the Baltimore & Potomac Branch of the Baltimore & Ohio Road. The length will be 77 miles. John Van Riswick, President, Washington, D.C. (V. 36, p. 445.) Southern Pacific of Arizona.—This is the connecting line of the Southern Pacific of The Southern from Youna to New Mexico boundary, 384 miles. The stock is \$19,995,000. Operated under lease to Central Pacific till Nov. 1, 1885, at \$135 per mile per month. Rental for 1882, \$66,43,55.

384 miles. The stock is \$19,995,000. Operated under lease to Central Pacific till Nov. 1, 1885, at \$135 per mile per month. Rental for 1832, \$6:4.3.55.

Southern Pacific of California.—Dec. 31 owned in Northern Division San Francisco, to Tros Pines, 100½ miles; Canadero Junction to Soledad, 60½ miles; and leased line, Castroville Junction to Monterey, 15 miles; total in Northern Division, 176 miles. Southern Division, Huron via Goshen to Colorado River, 529 miles; Canadero Jivision, 510 miles; total Southern Division, 523 miles; total Southern Pacific, m Cal., 730 miles. At Goshen the Southern Div. meets the San Joaquin Branch of the Cent. Pac., by which it reaches San Francisco and the main line of Central Pacific. The line Monave Junction t. Cal rado River, 278 miles, was finlshed in 1883. (V. 34, p. 172.) The Southern Pacific, at its terminus at Yuma, connects with the Southern Pacific Railroad of Arizona, an independent but closely affiliated company, some 385 miles, to a junction with the New Mexico Division of 171 miles more to El Pase. Thence the line runs over the Galveston Harrisburg & San Antonio Extension to San Antonio, and so on to New Orleans. In Feb., 1883, a Southern Pacific syndicate purchased the entire interest in Morgan's La. & Tex. roads and steamships, inc uding a control of Hous. & Tex. Cen. stock. The bonds above are in series A, B, C. D and E, of which A Incindes \$15,000,000 and B, C, D and E each \$5,000,000; there are also two other series, F of \$5,000,000 and G of \$6,000,000; there are also two other series, F of \$5,000,000 and E each \$5,000,000 and E e

37, p. 68.)

Southern Pacific of New Mexico.—Road extends from Arizona State
Line to the Rio Grande at El Paso, Texas, 167 miles. Operated under
lease to Central Pacific till Nov. 1, 1845, at \$135 per mile per month.
Rental in 1882 was \$285,638. Stock, \$6,888,800.

Southwestern(Ga.)—From Macon, Ga., to Eufaula, 144 miles; has 177
miles of branches, the main one being from Fort Valley to Columbus, 71
miles. A lease was made Aug. 1, 1869, to the Central RR. of Georgia
which assumes the liabilities and guarantees 7 per cent on the stock,
but 8 per cent is to be paid if 10 per cent is paid on Central stock.
In June, 1881, \$32 per share in 6 per cent debt certificates was declared
by Central Georgia Railroad.

Southwest Pennsylvania.—Greensburg. Pa., to Fairchance P. 44 miles

Southwest Pennsylvania.—Greensburg, Pa., to Fairchance, P., 44 miles. Opened April 1, 1873, and leased to Pennsylvania Railroad, which operates it at cost, paying net earnings as rental. In 1881 gross earnings were \$710,595 and net earnings, \$409.038. Interest on bonds and 9 per cent on stock were paid out of net earnings of 1882. 5 per cent paid on stock, March, 1883.

Spuylen Duyvel & Port Morris.—Road is 6 miles in length and connects the New York Central & Hudson with the New York & Harlem. Leased to New York Central November 1, 1871. Rental is 8 per cent on capital stock of \$989,000. Operations are included in lessee's returns.

State Line & Sullivan —January, 1883, owned from Monroeton, Pa., to Berenice, Pa., 25 miles Originally organized as Sullivan & Eric Coal

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DESCRIPTION.	Miles	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Princi-
r or explanation of column headings, &c., see notes on first page of tables.	of Road.	of Bonds	Par	Amount Outstanding	Rate per Cent.	When	Where Payable, and by Whom.	
Southwest Pennsylvania—Stock	44		\$	\$546,150	5	M. & S.	n	March, 1883
1st mortgage		1877	1,000	962,000	7		Phila. and Greensburg. New York.	Feb., 1917
Spuyten Duyvil & Port Morris-Stock.	6	1878	100	989,000 205,000	4 7	J. & J.	N. Y., Union Trust Co.	July, 1883 Jan. 1, 1899
State Line & Sullivan-1st M., conv. (red'ble aft.'88) Staten Island-1st mortgage.	24 13	1873	1,000	300,000	7	1 8 0	N.Y., Company's Office.	April 1, 1893
Sterling Mountain (N.Y.)—1st mort., income, guar.	734	1831	1,000	475,674	7	Feb.	New York.	July 7. 1895
Stockton & Copperopolis—1st mort., (guar. by C. P.)		1875	500 &c.	500,000	b		N Y., Central Pacific.	January, 1905
Summil Branch (Pa.)—Stock	20	1	50	4,010,350	3	F. & A.		Feb. 16, 1876
1st mortgage bonds.	20	1874	1.000	1.300,000	7	J. & J.	do do	Jan. 1. 1904
Sunbury & Lewistown-1st mortgage	4312	1876	500	500,000	7		Phila., Guar. T. & D. Co	
Suspension Bridge & Erie Junction-Stock	23	2010		500,000	7	0. 20 11.		Yearly.
1st mortgage	23	1870	1,000	1,000,000	7	J. & J.	N. Y. Lake Erie & West.	July 1, 1900
Syracuse Chenango & New York-Funded debt	43	1877	50 de.	261.400	7	F. & A.	Syracuse Savings Bank.	Aug. 1, 1907
Suracuse Binghampton & N. YStock	81	1875	100	2,500,000	(%)	F. & A.	N.Y., D. L. & W. RR. Co.	Aug., 1883
2d mortgage (now first)	81	1867	1,000	270,000	7	J. & D.	do do	June, 1887
Consol. mortgage (guar. D. L. & W.)	81	1876	1,000	1,750,000	- 7	A. & O.	do do	Oct. 1, 1906
Syracuse Geneva & Corning-1st mortgage	57	1875		955,600	7	M. & N	N.Y., Farmers' L.& T.Co.	Nov. 15, 1905
2d mortgage		1899		600,000	5	M. & S		Mar. 1, 1909
Terre Haule & Indianapolis-Stock	101		50	1,988,150	4	F. & A.	N.Y., Farmers L.& T.Co.	Aug. 1, 1883
Bonds of 1873		1873	1,000	1,600,000	7	A. & O.	do do	1893
Terre Haute & Logansport.—Stock	116	1050	50	- 500,000	6	T " T	N N Daniel C m C	*****Tès
1st mortgage, guar. by Terre Haute & Ind'napolis	93	1879	1,000	500,000 2,145,000		J. O. J.	V.Y., Farmers'L.& T.Co.	1910
Texas Central-1st mortgage, gold	143	1879 1881	1,000	1,254, 00	7 g.	M. & N.	N. Y., J. J. Cisco & Son.	Nov. 1, 1909
New mortgage, gold (2d on 143 miles)	84	1881	1,000	2,500,000		J. & J.	uo	May 1, 1911
Texas-Mexican-1st mortgage, gold (\$15,000 p. m.).		1875	1,000	1,620,000	6 g.		N. Y., 54 Exchange Pl.	July 1, 1921 Aug. 1, 1905
Texas & N. Orleans of '74-1st mortg. land gr., coup	1,391	12000	100000000000000000000000000000000000000	32,191,500		·	IN. I., O'T Exchange FI.	Aug. 1, 1900
Texas & Pacific—Stock	524	1875	1,000	3,969,000	6 g.	MAS	Phila., N. York & London	March 1 1905
1st mortgage, gold, coup. (E. Div.)	524	1875	1,000	9,131,000		J. & D.		June 1, 1905
Income and land mort., E. Div., reg	524	1875	1,000	8.6-2.000	7 5.		New York& Philad'phia	Jan. 1. 1915
Scrip for int. on inc. mort. (red'mable in st'k or land)		1880-1		890,090		o day .	TOW Z WILLOU I INTERNAL DILLO	0 0011 24 2020
1st mort., gold, land grant, Rio Grande Division.	521	1880	1.000	13,028,000	6 2.	F. & A.	N.Y., Mercantile Tr. Co.	Feb. 1, 1930
New Orleans Pacific, 1st mortgage	336	1880	1,000	6,720,000	6 g.	J. & J.	do do	July 1, 1920
Texas & St. Louis in Mo. & Ark1st mort., gold		18-1	1,000	4, 40,000	6 g.	M. & S	N.Y., Nat.Bk.of Com'rce	Oct. 1, 1911
2d mortgage, income		1881	500	4,740,00)	6	March.		Oct. 1, 1911
1st mer gage, gold, in Texas	266	1880	1.000	2,128,000	6 g.	J. & D.	N'Y , Nat. Bk. of Com'ree	June 1, 1910

RR. Co., which was sold in foreclosure Oct. 14, 1874, and a new company formed December 2, 1874, under the present name. Stock, \$990,000 (par \$50). The mortgage covers 5,000 acres coal lands. In 1881-82 gross arnings were \$171,343, and net earnings, \$36,428.

Staten Island.—Local road on Staten Island, Stapleton to Tottenville, 13 miles. Road was purchased by present owners in 1874, and is operated in connection with Staten Island Ferry Company. Capital Btock, \$210,000. Earnings, 1879-80. \$291,656; net. \$71.388 In 1880-81 gross, \$304,000; net, \$80,000. \$1 dividend paid August, 1883. (V. 34, p. 107; V. 36, p. 724.)

Sterling Mountain (N. Y.)—Road runs from Sterlington on the Eric Ry. to Lakeville, about 8 miles. Bonds guar. by Sterling Iron & Railway Co. Stock, \$80,000. Earnings 1881-82, \$45,505. (V. 33, p. 359.)

Stockton & Copperopolis.—Present company is a consolidation, made November 17, 1877, of the Stockton & Copperopolis and the Stockton, \$40 miles. Leased to Central Pacific Railroad Company for thirty years from December 30, 1874. By the terms of the lease the lease agrees to pay principal and interest of the bonds. Capital stock, \$234,500. The company previously made default July, 1874, and the \$1,000,000 of old bonds were exchanged for the present issue guaranteed.

Summit Branch (Pa.)—This company operated the Lykens Valley RR. through the Northern Cent. RR. Co., and it has a small branch of its own to Summit Mines, \$4 of a mile. Traffic is almost exclusively coal. Gross receipts in 1882, including coal, \$1,365,929; net, \$193,293; interest and advances, \$186,188. (V. 33, p. 125.)

Sunbury & Levistown.—Selinsgrove Junction to Lewistown, Pa., 43 miles. Leased to Pennsylvania RR. for net earnings, which in 1880 were \$95,577; in 1881, \$119,240; in 1882, \$120,065. Stock, \$500,000 and dividends of 12 per cent were paid for two years and 7 in first half of 1883.

Suspension Bridge & Erie Junction.—East Buffalo Junction to Niagara Falls and Suspension Bridge, 23¹⁴ miles. Road opened January, 1871.

\$95,577; in 1881, \$119,240; in 1882,\$120,065. Stock,\$500,000 and dividends of 12 per cent were paid for two years and 7 in first half of 1883.

Suspension Bridge & Erie Junction.—East Buffalo Junction to Niagara Falls and Suspension Bridge, 234 miles. Road opened January, 1871. It is leased to New York Lake Erie & Western Railroad Co. at 30 per cent of gross receipts, which are guaranteed to be not less than \$105,000 per annum. Loss to lessees in 1880-81, \$17,901. In 1881-32, loss, \$18,296. Lessees own all stock except 297 shares.

Syracuse Chenango & New York.—Sept. 30, 1882, owned from Syracuse, N. Y., to Earlville, N. Y., 43½ miles. The Syracuse & Chenango Valley Railroad was sold in foreclosure and a new company organized March 14, 1873, under the name of Syracuse & Chenango Railroad. April 15, 1877, road was again sold in foreclosure and present company organized, which also became embarrassed and passed into the hands of Mr. James J. Belden, January, 1879, as Receiver. In January, 1880, the road was sold to the Boston Hoosac Tunnel & West. syndicate, and litigation ensued. Stock, \$500,000 common and \$301,400 pref. Earnings in 1880-\$1, \$90,173; net, \$3,915. In 1881-2, gross earnings, \$94,111; deficiency after charging out interest account, \$26,413. (V) 33, p.178, 716, 736.)

**Syracuse Binghampton & New York.*—Sept. 30, 1882, owned from Gedde 3, N. Y., to Binghampton, N. Y., 81 miles. Chartered as Syracuse & Bin nampton and opened Oct. 23, 1854; foreclosed and reorganized April 50, 1857, and leased to Delaware Lackawanna & Western. In 1880-81, gross earnings, \$1.061,489; net, \$539,7915; interest on bonds, \$141,400; dividend, \$440,280. In 18-18-2 gross earnings, \$1.128,269; net, \$538,270; interest, \$141,400; dividends, \$250,000. (V. 36, p. 141., Syracuse Geneva & Corning.*—Sept. 30, 1882, owned from Corning, N. Y., to Geneva, N. Y., 57 miles. This road was opened Dec. 10, 1879, and is leased to the Fall Brook Coal Co. Stock is \$1,200,000. In 1880-81 gross earnings were \$513,591; operating expens

loss on St. L. V. & T. H., \$14,054; balance of income, \$61,807.

Terre Haute & Logansp.—Oct. 31, 1882, owned from Logansport, Ind., to Rockville, Ind., 94 miles; leased, Rockville to Terre Haute, 22 miles. Total operated, 116 miles. Formerly Logansp. Crawfordsv. & Southw., which was sold in foreclosure Sept. 10, 1879, and reorganized under present name. Leased by Terre Haute & Indianapolis Railroad for 25 per cent of gross earnings, and first mortgage bonds guaranteed by that company. Rental, 1280-81, \$64,649; in 1881-82, \$80,013.

Texas Central.—Line of road from Ross, in McLennan Co., to Albany. Texas, 177 miles; Garrett to Roberts, 52 miles; total, 229 miles. Gross earnings on 143 miles in 1880-81, \$247,707; net, \$128,670. In 1881-82 on 180 miles, gross. \$269,542; net, \$121,679. Stock, \$1,500,000. C. A. Whitney, Pres., N. O. (V. 35, p. 373; V. 36, p. 675.)

Teras-Mexican —Owns from Corpus Christi, Tex., to Laredo on the Rio Grande, 165 miles. Charter covers 1,400 miles in all. Under same con-

trol as the Mexican National. W. J. Palmer, President. Land grant, 16 sections per mile. Stock authorized \$12,000,000. (V. 33, p. 528.)

sections per mile. Stock authorized \$12,000,000. (V. 33, p. 528.)

Texas & New Orleans (of 1874).—Houston, Tex., to Orange (Sabine River), 106 miles. In August, 1881, this company acquired the La. & Western from Vermillionville, La., to Orange, Texas, 112 miles. In Aug., 1882, it was voted to increase the stock to \$5.000,000, for the ourpose of acquiring the Sabine & East Texas road. This was a reorganization, 1874, of the old Texas & New Orleans RR. The stock is \$3000,000, and a controlling interest was reported sold to C. P. Huntington, of the Southern Pacific. Gross earnings, 1831, \$763,361; net, \$399,593, 1882, gross, \$816,510; net, \$425,186. John T. Terry, Pres., N. Y. (V. 33, p. 75, 218; V. 35, p. 237.)

\$399,593, 1882, gross, \$816,510; net, \$425,126. John T. Terry, Pres., N. Y. (V. 33, p. 75,218; V. 35, p. 237.)

Texas & Pacific (See Map, Page xIv).—June 30, 1882, operated from Texarkana to Fort Worth, 253 miles; Texarkana to Fort Worth via Sherman, 244 miles; Marshall to Shreveport, 40 miles; total eastern division 537 miles. Fort Worth to Sierra Blanco, 524 miles; Sierra Blanco to El Paso (joint track), 92 miles; total Rio Grande division, 616 m; total of both 1,153 miles. N. O. Pac., Shreveport to N. O., 336 miles when all built. Total of all, 1,489 miles. The eastern division ends at Fort Worth. and Rio Grande division begins there; the N. O. Pac. terminates at Shreveport.

The Texas & Pacific was built under act of Congress of March 3, 1871, and other acts in 1872 to '74, and the laws of Texas. This company succeeded to the right of the Memphis El Paso & Pacific Railroad and other companies. By a contract made in January, 1880, with the Pacific Railway Improvement Company, the road was extended towards El Paso on the Rio Grande, to meet the Southern Pacific of California, with \$25,000 in bonds and \$25,000 in stock per mile of road. The Fidelity Insurance Trust & S. D. Co. of Philadelphia are Trustees of the Rio Grande Div. mortgage. The stock authorized is \$50,000,000. A consolidation with New Orleans Pacific, share for share, was voted in May, 1881. From the State of Texas the company received 10,240 acres of land per mile, and by building east of Fort Worth earned 4,666,845 acres (yet unsold), on which the income bonds are a lien, as also a 3d mortgage on the road east of Fort Worth. The railroad lands in Texas, however, do not lie adjacent to the line of the roads owning them, and these are located in part in counties along the Rio Grande division, which would have amounted to about 5,375,000 acres if located.

The interest scrip is payable only in stock or in land and interest at 7

these are located in part in counties along the Rio Grande division. The R. G. Div. bonds were a mortgage on the lands earned by building that division, which would have amounted to about 5,375,000 acres it located.

The interest scrip is payable only in stock or in land and interest at 7 per cent is allowed on it only when turned in in payment for land.

The report for 13 mooths ending June 30, 1882, was in the CHRONICLE, V. 35, p. 319, which should be referred to; the earnings were only made on the eastern division, and amounted to \$\frac{1}{2}}\$ 438,978 gross and \$\frac{1}{2}\$90, 125 net. For the year 1882, see balance sheet. V. 36, p. 423. Gross earnings in 1882, \$\frac{1}{2}}\$, \$\frac{1}{2}\$, see balance sheet. V. 36, p. 423. Gross earnings in 1882, \$\frac{1}{2}}\$, \$\frac{1}{2}\$, 1313, 291. (V. 33, p. 48, 102, 117, 155, 178, 256, 386. 404. 461, 470. 561, 623, 687, 716; V. 34, p. 205, 202; V. 35, p. 52, 162, 313, 319, 517; V. 37, p. 49, 68.)

Texas & St. Louis in Missouri and Arkansas.—Narrow-gauge road from Birds Point, Mo., opnosite Cairo, Ill., to Texarkana, Tex., 419 miles, and thence by the "Texas & St. Louis Rk. in Texas" to Gatesville, 304 miles; total, main line, 723 miles; branches. Paw Paw to New Madrid, 6 miles; McNeil to Magnolia, 6 miles; total, 735 miles, Capital stock is \$\frac{1}{2}\$, \$\frac{1}{2}\$,

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

DESCRIPTION.	Miles	Date	Size, or		IN'	PEREST	OR DIVIDENDS.	Bonds-Principal, When Due.
For explanation of column headings, &c., see notes on first page of tables.		of	Par	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by Whom.	Stocks—Last Dividend.
Texas & St. Louis in Mo. & Ark.—(Continued)— 2d mort., income bonds, 1st mort. on land. General 1st mort., gold, in Tex General 1st mort. land grant and income bonds. Texas Western (N. G.)—1st mortgage. Tioga RR.—1st mortgage, due 1882 and extended Consolidated mortgage. Extension bonds. Toledo Ann Arbor & Grand Trunk—1st mort., gold. Toledo Canada Southern & Detroit—Stock. Toledo Cincunati & St. Louis—Stock. 1st mortgage, gold.	190 54 54 61 55 465 270	1880 1881 1881 1882 1852 1876 1881	\$500 1,000 500 1,000	\$2,128,000 1,817,000 1,817,000 12,000 p. m. 239,500 125,000 265,000 1,260,000 1,547,662 15,000,000 3,000,000	6 6 g. 6 7 7	J. & D. M. & S. F. & A. M. & N. A. & O. J. & J.	New York. N.Y., Bk. of N. America. N.Y., Farmers' L.&Tr.Co	June 1, 1920 Aug. 1, 1921 Aug. 1, 1931 Feb. 1, 1922 Nov. 1, 1896 Oct. 1, 1905 Jan. 1, 1921
2d mortgage, income, not cumulative. Tol. Del. & B., 1st mort., Tol. to Kok do 2d M., inc., non-cum., Tol. to Kok do 1st mort., Dayton Div., inc., non-cum. do 1st mort., Tol. terminal trust "A". do 1st mort., gola, Southeastern Div do Income bds, Southeast. Div., non-cum. do Cincinnati Div., 1st mort., gold. do do income, non-cum. Equipment bonds. do Iron RR., 1st mortgage.	270 181 181 102 102 180 22	1881 1880 1880 1880 1880 1881 1881 1881	500 &c. 1,000 1,000 1,000 1,000 1,000 1,000 500 &c. 1,000 1,000	3,000,000 1,250,000 1,250,000 1,000,000 1,000,000 2,250,000 2,250,000 2,250,000 2,000 2,000 2,000 2,000 2,000 2,000 2,000 2,000	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	J. & J. A. & O. J. & J. A. & O.	N.Y., G. W. Ballou & Co. do do do do do do do do do New York and London. N.Y., G. W. Ballou & Co. do do do do do	
do do incomes Tonavanda Valley & Ouba—1st mort. Troy & Boston—1st mortgage, consolidated. New mortgage bonds (for \$1,000,000) Tyrone & Clearfield—Stock. Ulster & Delavare—1st mortgage. 2d mortgage income bonds. Union Pacific—Stock. 1st mortgage, gold, on road and equipment. 2d mortgage currency (Government subsidy). 3d do on road (2d on land), sinking fund. Land grant bonds on 10,514,789 acres.	1,820 1,038 1,038 1,038	1881 1881 1874 1878 1876 1875 1866-9 1874 1867-9	1,000 1,000 1,000 1,000 1,000 100 &c. 100 1,000 1,000	500,000 500,000 1,380,000 865,000 1,900,000 1,342,600 60,854,105 27,229,000 27,236,512 13,861,000 4,670,000	6 6 7 7 31 ₂ 7 7 13 ₄ 6 g. 6	Jan. 1. M. & S. J. & J. A. & O. F. & A. J. & J. F. & A. Q.—J. J. & J. J. & J.	do do New York Office. N. Y., Nat. B'k of Com. do do Phila., 233 South 4th. Rondout, Co.'s Office. do do New York and Boston. do U.S. Treas., at matwrity. New York and Boston.	1911 Sept. 1, 1931 1924 1903 Aug. 15, 1883 1906 July 1, 1905 July 2, 1883 1896 to 1899 1896 to 1899

ated by Canada Southern. The bonds were exchanged into Canada Southern first mortgage bonds at 70 per cent of face value. (V. 32, p.

Toledo Cincinnati & St. Louis.—This is the consolidated line (narrow gauge) of the Toledo Delphos & Burlington and Toledo Cincinnati & St. Louis. Owns from Toledo to St. Louis, Mo., 451 miles; branch, Delphos to Dayton and Shanesyille br., 102 miles; Southeastern Division, 128 miles; Cincinnati Division, 17 miles; Iron RR., 24 miles; total, 757 miles June, 1883. In November, 1882, the company needed funds, and a plan was made in Boston to raise \$800,000 by subscription of parties interested, they taking 8 per cent debenture bonds as security. The interest coupons due in 1883 and 1884 on the first mortgage bonds, in April, 1883, were being funded into 6 per cent scrip due Oct., 1891. It was proposed to exchange all income bonds for preferred stock, in shares of \$50 each, and a considerable amount was so exchanged. In July, 1883, Mr. E. E. Dwight was appointed receiver, the company being embarrassed. (V. 35, p. 162, 267, 313, 339, 374, 431, 538, 577, 658, 763; V. 36, p. 18, 340, 399, 480, 561, 591, 652, 699; V. 37, p. 49, 100, 128, 152, 176.)

Tonawanda Valley & Cuba.—Sept. 30, 1882, owned from Attica, N. Y.

763; V. 36, p. 18, 340, 399, 480, 561, 591, 652, 699; V. 37, p. 49, 100, 128, 152, 176.)

Tonawanda Valley & Cuba.—Sept. 30, 1882, owned from Attica, N. Y. to Cuba, N. Y., 60 miles. Stock \$598,200. [Securities listed at N. Y. Stock Exchange December, 1882. Of the above bonds \$130,000 are reserved to redeem a prior issue. R. G. Taylor, Buffalo, N. Y., President. (V. 35, p. 706.)

Troy & Boston.—September 30, 1882, owned from Troy, N. Y., to Vermont State line, 35 miles; leased: Southern Vermont 6 miles; Troy & Bennington, 5 miles; Vermont State line to North Adams, 7 miles; total operated, 53 miles. The 1st consol. bonds are used to redeem 1st and 2d mortgages, and 2d consol. to redeem floating debt. Stock, \$1,623,110. In 1881-2 surplus was \$31,144. Operations and earnings for three years past were as follows:

Years. Miles. Mileage. Freight (ton) Gross Net Div'd Years. Miles. Mileage. Earnings. Earnings. p. ct. 1879-80. 53 6,246,817 24,778,236 498,719 182,206 ... 1881-82... 53 7,315,713 24,979,263 523,547 213,766 ... (V. 36, p. 170.)

Tyrone & Clearfield.—East Tyrone Pa., to Curwensville, Pa., 44 miles; branches, 20 miles; total, 64 miles. This company was organized April 1, 1867, after sale in foreclosure. Road completed in 1872. It was leased to the Pennsylvania Railroad in 1878; rental was \$73,500. J. N. Du Barry, President, Philadelphia, Pa.

Ulster & Delaware.—Sept. 30, 1882, owned from Rondout (Hudson River). N. Y., to Stamford, N. Y., 74 miles. This was the Rondout &

Ulster & Delaware.—Sept. 30, 1882, owned from Rondout (Hudson River), N. Y., to Stamford, N. Y., 74 miles. This was the Rondout & Oswego in 1876; reorganized May 28, 1872, as New York Kingston & Syracuse, and again, after foreclosure, May 1, 1875, as Ulster & Delaware. The stock is \$1,152,100. In 1880-81 the gross earnings were \$237.166; net earnings \$25.619 In 1881-82, gross, \$269,751; net, \$\$36,346, Thos. Cornell is President, Rondout, N. Y.

earnings are not included are the Central Branch. 383 miles; Manhattan Alma & Burlingame, 28 miles; Manhattan N. W., 4 miles; and Nevada Cent., 93 miles. Of the 2,359 miles of branch roads on which the gross earnings were, as above, \$7,540,043, there is no detailed information in the preport except that the President says: "The earnings of these lines, after the expenses of maintenance and operation were deducted, amounted to \$2,211,099," and this is credited in the U. P. income account as the amount received from stocks and bonds of the auxiliary companies.

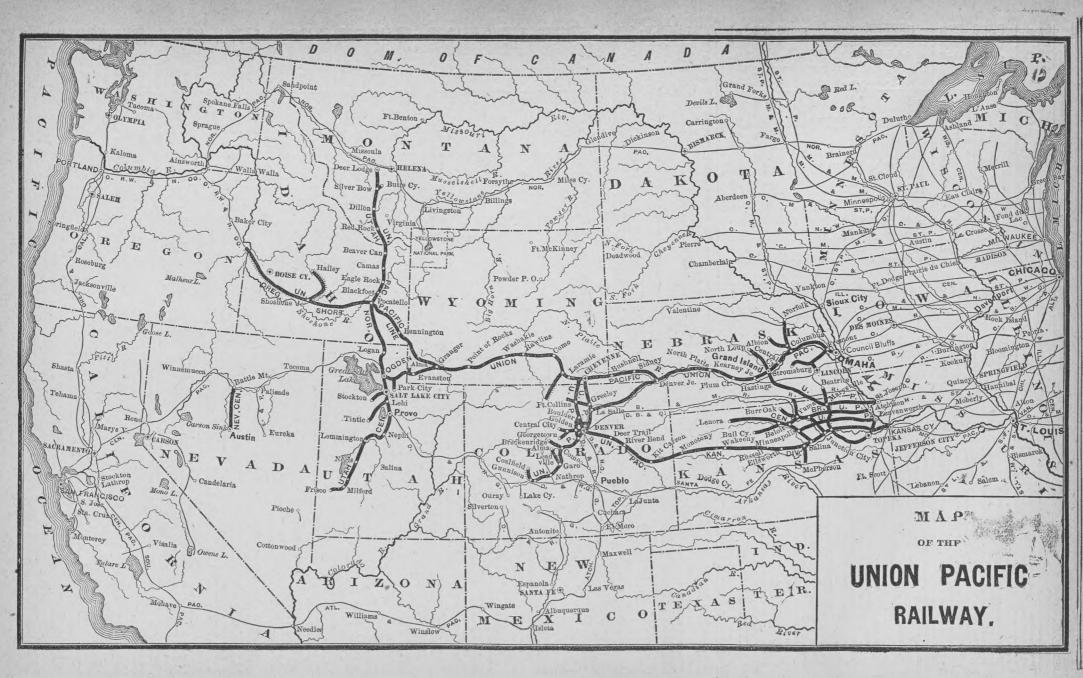
The annual report for 1882 was published in V. 36, p. 282 The earnings, expenses, income account and balance sheet were as follows, but the earnings cover only the 1,820 miles of main road in the three years

EARNINGS AND EXPENSES.

,		1880.	1881.	1882.
	Earnings— Passenger—Cash	5,171,115	4,922,711	5,054,344
	Government.	234,010	208,860	143,386
	Freight-Cash	13,406,910	15,075,515	13,543,841
í	Government	469,025	484,013	361,648
	Company	1,342,572	1,503,599	1,496,678
	Mail, express, &c	1,831,502	2,064,119	2,223,987
	Total gross earnings	22,455,134	24,258,817	22,823,884
	Operating Expenses—	\$ 3	\$	\$
	Maintenance of way	1,964,773	2,179,071	2,082,492
,	Equipment and motive power	1,109,676 $4,424,871$	1,700,426 5,185,906	556,143 4,733,832
9	Transportation expenses	2,132,692	2,482,588	2,392,499
	Taxes	439,908	394,011	487,786
	General	473,199	538,341	474,297
	Total (including taxes)	10,545,119	12,480,343	10,727,049
	Net earnings	11,910,015	11,778,474	12,096,835
	Per ct. of op. exp. to earnings	46.96	51.45	47.00
		OME ACCOUNT.		
	Receipts -	\$ 010	\$ 474	******
	Net earnings Interest and dividends	11,910,015 1,010,153	11,778,474 1,332,678	12,096,835 2,211,099
	Other receipts	284,249	1,332,078	2,211,099
	Total income	13,204,417	13,111,152	14,307,934
	Interest on debt	5.174.473	4.819.128	4.976,204
	Discount, int'st, premiums, &c.	114,315	117,196	191,645
	Dividends	3,045,738	4,076,134	4,260,788
	Do per cent	6	7	7
	Sinking funds. Due U. S. on year's business.	$\frac{434,000}{1,779,811}$	307,000 1,653,359	442,000 2,097,190
	Dac o. S. on year's business	1,779,811	1,000,009	2,097,190
	Total disbursements	10,548,337	10,972,817	11,967,827
	Balance, surplus	2,656,080	2,138,335	2,340,107
	GENERAL BALANCE A		ACH FISCAL Y	EAR.
	Landa	1880.	1881.	1882.
	Assets	154 542 600	1=0 070 000	150010005
	Road, equip't, &c	154,743,629	156,878,669	156,949,005

Stock is \$1,152,100. In 1880-81 the gross earnings were \$237,166; the tearnings \$25,657 In 1881-82, gross, \$26,9751 ; nt. \$36,356. Thos. Cornell is Precident, Rondout, N. Y.

Union Pacific Railbung (See Map Page Ixvi.)—December 31, 1882, main line—Council Blaffs to Ogden, 1,037 miles; branches—Ogden to Junction Central Pacific, 5 miles; kansas City to Denver, 638; Denver to Cheyenne, 106; Leavenworth to Lawrence, 34; total owned, 1,820 miles; controlled—Gmaha & Repub. Valley RR., 160 miles; Dunaha N. & Black Hills RR., 54; Colorado Central Rk., 327; Echo & Park City RR., Black Hills RR., 54; Colorado Central Rk., 327; Echo & Park City RR., Black Hills RR., 54; Colorado Central Rk., 327; Echo & Park City RR., Black Hills RR., 54; Colorado Central Rk., 327; Echo & Park City RR., Black Hills RR., 54; Colorado Central Rk., 327; Echo & Park City RR., Black Hills RR., 54; Colorado Central Rk., 327; Echo & Park City RR., Black Hills RR., 54; Colorado Central Rk., 327; Echo & Park City RR., Black Hills RR., 54; Colorado Central Rk., 327; Echo & Park City RR., Black Hills RR., 54; Colorado Central Rk., 327; Echo & Park City RR., Black Hills RR., 54; Colorado Central Rk., 327; Echo & Park City RR., School Revenue Colorado Central Rk., 327; Echo & Park City RR., School Revenue Colorado Central Rk., 327; Echo & Park City RR., School Revenue Colorado Central Racity Revenue Colorado Central Revenue Colorad



DESCRIPTION.	Miles	Date	Size, or		IN'	TEREST	OR DIVIDENDS.	Bonds-Prin	
For explanation of column headings, &c., see notes on first page of tables.		of	Par	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by Whom.		
Union Pacific—(Continued)—					1				
Omaha bridge bds, st'g, (s.f. about \$65,000 yrly).	****	1871	£200	\$1,888,000			London, L. & S. Fr. Bk.	April, 189	
Collateral Trust bonds		1879	\$1,000	4,918,000			N. Y., Union Trust Co.	July 1, 190	
Collateral trust bonds of 1882, gold		1882	1,000	5,000,000	6	J. & D.	Boston, N. Engl'd Tr.Co.	Dec. 1, 190	
Kans. Pac., cons. M.,g. (for \$30,000,000),cp.orrg.	::::	1879	1,000	15,640,005	6 g.	M. & N.	N. Y., 195 Broadway.	May 1, 191	
do 1st M., g, cp., on 140m. west Mo. Riv.	140	1865	1,000	2,240,000		F. & A.	do do	Aug. 1. 18	
do 1st mort., gold, 140th to 393d mile	253	1866	1,000	4,063,000		J. & D.		June 1, 18	
do 2d M.(to U.S.Gov.) on 394m.W. Mo.R.	394	1865-7		6,303,000	6	Payable	by transportation.	1895 to '97	
do 1st,394th to 639th m., l.g., 3,000,000 acs	245	1869	1,000	6,323,000	6 g.	M. & N.	N. Y., Lond. & Frankf't.	May 1, 18	
do 1st mort., coup., (Leavenworth Br.)	34	1866	1,000	67,000			New York, 195 B'way.	Jan 1, 18	
do Income bds, coup., 3d M.on 427 miles	427	1866	50 &c.	882,400	7	M. & S.	N. Y., Bk. of Commerce	July 1, 19	
Inited N. J. RR. & Canal Companies-Stock	430		100	21,090,400	212		Phila. and N. Y. Offices.	July 10, 18	
Gold bonds		1883	1,000	1,824,000	4	F. & A.	Philadelphia Office.	Feb. 1, 19	
General mortg., gold and currency, coup		1871	1,000	5,669,000	6 g.	M. & S.	do do	Mch. 1, 19	
United Co.'s mortgage, sinking fund, registered		1871		2,000,000		A. & O.	Phila., Pennsylv'a RR.	Oct. 1, 18	
do sterling loan mortgage, sinking fund	****	1871		1,846,000		M. & S.		Mch. 1, 18	
do do do do do		1871		1,800,000		M. & S.	do	Mch. 1, 18	
do dollar loan, mortgage		1871		154,000	6	F. & A.		Feb. 1, 18	
do gold loan, reg		1878		841,000		M. & S.		Sept. 1, 19	
Joint Co.'s plain bonds		1854		866,000		J. & D.		Jan. 1, 18	
do consol. mort. (sink'g fund after 1880)		1862		5,000,000		M. & N.	Philadelphia Office.	Nov. 1, 18	
N. J. RR. & T. Co., 3d loan due State of N. J		1868		100,000			N. Y., B'k of Commerce.	Overdue.	
tah Central—Stock	280		100	4,225,000	112	QJ.	N. Y., 195 Broadway.	(?) 1882	
1st mortgage, gold	3612	1870	1,000	1,000,000	6 g.	J. & J.	do do	Jan. 1, 18	
Utah Southern, 1st mortgage, coupon	75	1871	1,000	1,000,000		J. & J.	do do	July 1, 18	
do general mortgage (for \$1,950,000)	105	1879	1,000	1,456,000	7	J, & J.	do do	July 1, 19	
Utah South. Exten., 1st M., Juab to Frisco	138	1879	1,000	1,950,000	7	J. & J.	do do	July 1, 19	
tah & Nevada-Stock	37			555,860	****				
tah & Northern.—1st mortgage	415	1878	1,000	5,543,000	7		New York,195 Br'dway.	July 1, 19	
tah & Pleasant Valley-1st mortgage, gold	62	1879	1,000	900,000		M. & N.	New York Office.	1904	
tica & Black River-Stock	180		100	1,772,000	2	M. & S.	Utica.	Sept. 30, 18	
Mortgage bonds	87	1871		1,112,000	7	J. & J.	N.Y., Nat.Bk.of Com'ce.	July, 1891	
Black River & Morristown, 1st mortgage	36	1874	500 &c.	500,000		J. & J.	do do	Jan. 1, 18	
Clayton & Theresa, 1st mortgage, guaranteed	16			200,000	7	J. & J.	do do	July 1, 18	
tica Chenango & Susquehanna Valley-Stock	98		100	4,000,000	3	M. & N.	N. Y., D. L. & W. RR.	May 1, 188	
tica Clinton & Binghamton-1st mortgage	31	'66-'72	500 &c.	790,000	6 & 7	J. & J.	N. Y., Cont. Nat. Bank.	1886 & 189	

The land department reports the following for 1882:
Net proceeds, Union Pacific land grant 1882.
Net proceeds Kansas Pacific land grant 1882.
Net proceeds of other lands, lots and income, 1882. \$910,683 Total net proceeds for the year. \$1,346,770
Deduct interest paid on consol. bonds. 258,275 Leaves net proceeds.......\$1,088,495

United New Jersey RR. & Canal Companies.—Lines of road, New York to Philadelphia and branches, 125 miles; Camden to Amboy and branches, 225 miles; Trenton to Manunka Chunk and branches, 89 miles; total operated, 430 miles. Delaware & Raritan Canal, 66 miles. The United New Jersey Railroad & Canal Companies were leased in May, 1871, to the Pennsylvania Railroad-for 999 years, at a rental of 10 per cent on the stock, besides interest on bonds. The smaller leased roads were taken with their several contracts. The Belvidere Delaware was leased to the Pennsylvania Railroad March 7, 1876, and since January 1, 1877, has been operated as the Belvidere Division of United New Jersey Railroad system. The net earnings are paid over to the lessors in full as rental. The lease has not been profitable in cash receipts to the Pennsylvania Railroad, and the net loss in 1879 was \$939,889, and in 1880 \$1,035,308, and \$302,864 in 1881; but the connection with New York was indispensable. Operations and earnings for five years past (including the canal) were as follows:

Years. Miles.		Freight (ton) Mileage.	Gross Earnings.	Net Earnings.	Div. p. ct.
1878 373	139,245,413	255,027,095	\$8,398,534	\$2,895,592	10
1879 373	146,914,158	332,298,977	9,784,843	3,283,981	20
1880	171,055,377	381,885,409	11,544,681	3,329,473	16
1881	197,366,974	480,995,398	13,022,864	4,211.500	10
1882 429	227,938,390	521,869,010	14,231,458	4,062,363	10
-(V. 36, p. 17	(0.)				

Utah Central.—Dec. 31, 1882. owned from Ogden, Utah, to Frisco, 280 miles. This was a consolidation July 1, 1881, of the Utah Central, Utah Southern and Utah Southern Extension. Stock is \$4,225,000. In 1882 gross receipts \$1,531,486; net, \$897,949. Sidney Dillon, President.—(V. 33, p. 687; V. 34, p. 509; V. 35, p. 162, 229; V. 36, p. 358.)

Utah & Nevada.—Dec. 31, 1882, owned from Salt Lake City, U. T., to Terminus U. T., 37 miles. The Utah Western made default January I, 1878, and the road was held by trustees for the bondholders, and was foreclosed Nov. 3, 1880, and this company organized. (V. 32, p. 356.)

Utah & Northern.—Completed from Ogden, Utah, north into Montana Territory to Déer Lodge, near the line of Northern Pacific near Helena. Mon., 462 miles. Stock \$5,543,000. The road is built and mainly owned by the Union Pacific as a feeder to that line. For the year 1881, gross earnings, \$1,359,583; net, \$602,619; in 1882, gross, \$2,210,688; net, \$905,308. (V. 35, p. 431.)

Utah & Pleasant Valley.—Line of road Provo, Utah, to Pleasant Valley, Utah, 60 miles. Road opened in 1879. Bonds sold in New York in 1880. Road sold in foreclosure June 12, 1882, to Denver & Rio Granda West. RR.. which extended it to Salt Lake City, 50 miles. (V. 34, p. 688.)

Utica & Black River.—Sept. 30, 1882. owned from Utica, N. Y., to Philadelphia, N. Y., 87 miles; leased lines to Morristown, N. Y., to Ogdensburg, to Sackett's Harbor and to Clayton, 93 miles in all; total operated, 180 miles. The company has paid its rentals and moderate dividends for a number of years. The general account, September 30, 1882, was as follows, condensed:

Liabilities.

\$1,772,000 Road and equipment... \$2,983,005

	Bonds 1,112,000 Sundry accounts 55,820 Surplus fund 423,624	Sundry accounts. Les'd lines, stks, bds, &c. Cash.	3,122 258,415
1	Total	Total	\$3,363,444
	Net income, all sources. Interest. Rentals Dividend, 5 per cent	\$81,340 73,057	\$346,344 - 242,997
	Balance, surplus Add surplus, Sept. 30, 1881		\$103,346 320,277
I	Surplus, Sept. 30, 1882		\$423,624
	The surplus is chiefly represented Ogdensburg extension is doing well ment. Operations and earnings for Passenger Frei	, and promises to be a g	good invest- follows:

Years. Miles Mileage. Mileage. Starnings. 1879-80... 180 5.836.600 9.204,745 \$590,760 1880-81... 180 7,377,199 12,918,373 693,170 1881-82... 180 8.599,023 15,224,870 766,463 -(V. 32, p. 205; V. 34, p. 113; V. 35, p. 762.) \$315,771 246,780 323,011

Utica Chenango & Susquehanna Valley.—Sept. 30, 1882, owned from Utica, N. Y., to Green, N. Y., 76 miles; branch to Richfield Springs, 22 miles; total, 98 miles. Road opened October, 1872. Leased to Delaware Lackawanna & Western at 6 per cent on stock. Has no bonded debt. Gross earnings, 1879-80, \$544,616; net earnings, \$261,873; dividend payments, \$240,000. Gross earnings, 1880-81, \$721,882; net, \$317, 478; dividends, \$240,000.

Utica Clinton & Binghamton.—Sept. 30, 1882, owned from Utica, N.Y., to Smith's Valley, N. Y., 31 miles. Opened June 22, 1872, and leased to New York & Oswego Midland Railroad. The lease was transferred to the Delaware & Hudson Canal Co., which pays the rental of \$75,000 per annum. The road was operated by the Del. Lack. & West. till April 1, 1883. Gross earnings in 1880-81, \$123,409; net, \$58,003; gross in 1881-82, \$144,469; net, \$69,085, Capital stock, \$636,285. Isaac Maynard, President, Utica, N. Y. (V. 36, p. 366.)

Utica Ithaca & Elmira.—Sept. 30, 1882, owned from Elmira, N. Y., to Cortland, N. Y., 71 miles; leased, Elmira to Horseheads, 5 miles; total operated, 76 miles. This company was organized May 11, 1873, as successor, of the U. I. & E. R.R. Co., which was foreclosed April 30, 1878. Stock is \$2,000,000. Gross earnings 1880–81, \$142,989; net, \$20,963; gross, 1881-82, \$160,200; net, \$5,328. Geo. Jas. Rice, President, Horseheads, N. Y.

dent, Horseheads, N. Y.

Valley (N. Y.) Railroad.—Sept. 30, 1882, owned from Binghamton, N. Y., to State line of Pennsylvania. 12 miles. Opened October, 1871. Leased to Delaware Lackawanna & Western. In 1880-81, gross, \$330, \$41; net, \$187,744. Dividends paid, \$60,000. Rental in 1881-82, \$63,958. Samuel Sloan, President, New York City. (V. 32, p. 92).

Valley (Ohio).—Dec. 31, 1882, owned from Cleveland, O., to Wheeling Junction, O., 76 miles, and 9½ miles of small branches. The temporary debt and car trust amount to \$663,541. Earnings in 1881, \$275,673; net, \$116,798. In 1882, gross, \$367,737; net, \$176,494. Stock, \$1,042,302. (V. 34, p. 605; V. 35, p. 707.)

Valley (Va.)—Sept. 30, 1882, owned from Harrisonburg to Staunton, Va. 26 miles, in operation, and being extended to Lexington, 36 miles, further. Operated by Baltimore & Ohio. Earnings, 1881-82, \$56,772; net, \$13,412. Of the 1st mort. for \$1,000,000, there were delivered to the B. & O. \$206,000, and the balance remain unissued. (V. 32, p. 687; V. 33, p. 178, 562; V. 34, p. 577; V. 35, p. 603.)

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

DESCRIPTION.	Miles	Date	Size, or		IN'	TEREST		Bonds-Principal. When Due.
For explanation of column headings, &c., see notes on first page of tables.		of	Par	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by	Stocks—Last Dividend.
Utica Ithaca & Elmira-1st mortgage, gold		1880	\$	\$600,000	5	J. & J.		Jan. 1, 1911
Valley (N. Y.) - Stock	12			750,000	4		N. Y., D. L. & W.	1883
1st mortgage		1881		400,000	5		do do	Aug. 1, 1911
Valley (Ohio)-1st mortgage		1879		1,600,000	7	J. & D.		1906
Consol morrogoe	The state of the s	1881		600,000	6	M. & S.		1921
Valley (Va.)-1st mortgage	26	1881	1,000	206,000	6	A. & O.		Oct. 1, 1921
Vermont & Massachusetts-Stock			100	3,050,000	3	A. & O.	Boston, Office.	April 7, 1883
Convertible bonds.		1872	1,000	150,000	7	J. & J.	Boston, Fitchburg RR.	July 1, 1885
Bonds of 1883 (guaranteed by Fitchburg RR.)		1883	4 000	1,000,000	5	M. & N.		May 1, 1903
Vermont Valley of '71-1st mortgage	24	1880	1,000	800,000	5		Bost., Safe Dep. & Tr.Co	
Vicksburg & Meridian-1st mortgage	140	1881		1,000,000	6	A. & O.		April 1, 1921
2d mortgage	140	1881	****	1,000,000	3 to 6	M. & N.		May 1, 1921
3d mortgage, income (not cumulative)	140	1881	100	1,920,000	7		do do	June 1, 192
Virginia Midland - Stock		1881	100	6,000,000		1	2.21	35
Bonds, 1st series				599,958	6	M. & S.	Baltimore.	Mar. 1, 1906
do 2d series		1881		1,898,895	6	M. & S.		Mar. 1, 1911
do 3d series		1881		1,062,545 $921,820$	5 & 6	M. & S.		Mar. 1, 1916
do 4th series		1881		1,773,828	5-4-5	M. & S.		Mar. 1, 1921
do 5th series		1881		1.310,000	4 & 5	M. & S. M. & S.		Mar. 1, 1926
do 6th series	The second second	1882	1,000	3,503,000	6	M. & S.	N.Y.Cent.Tr.or Alex'd'a	Mar. 1, 193
Virginia & Truckee-1st M. (pay'ble \$100,000 a year	54	1874	1,000	700,000	10			
Wabash St. Louis & Pacific—Stock, common	9 9 4 9		100	27,409,200	1		San Fran., Bank of Cat.	Aug. 1, 1889
Preferred stock, 7 per cent, (not cumulative)	0,040		100	23,034,200	110	QF.	N. Y., Co.'s Agency.	N 17 100
		1880	1.000	16,000,000	6 g.	J. & D.	do do	Nov. 15, 1881
General mortgage, gold (for \$50,000,000) Collateral trust bonds (for \$10,000,000)		1883	1.000	(?)	6 8.	M. & N	do do	June 1, 1920 1913
1st mort, bonds on Champaign Hav. & West	131	1880	1,000	1.210,000		T & D	N. Y., Met. Natl. Bank,	Dec., 1910
do 1st pref., convertible		1879	100 &c.		7	J. & J	do do	July 1, 1909
1st mort, bonds on Chicago & Strawn		1880	1.000	4.500,000		J. & J		July 1, 1910
1st mort, gold, on Cairo Division		1881	1,000	3,857,000		J. & J		Oct. 1, 1930
		1881	1,000	1,853,000	6 g.	J. & J		July 1, 1921
1st mort., gold, Detroit Division		1881	1,000	2,000,000	6 g.	J. & D		Jan. 1, 1921
Indianapolis Peru & Chic., 1st mortgage		1001	1,000	275,000		J & D	N. Y., Metrop. Nat. Bk.	June 1, 192
Hav. Rantoul & East. 1st mortgage			77.0	300,000		J. & J		1897
1st mort., gold, Iowa Division.		1881	1.000					Mar. 1, 192
Wabash, 1st mort, (Toledo & Illinois)		1853	1.000			F. & A	do do	Aug. 1, 1890
wanash, 18t mort, (101600 & Illinois)	1 10	, 1000	, 1,000	1 000,000		T. WA	ii do do	1 mug. 1, 100

Vermont & Massach iselfs.—Line of road, Fitchburg to Greenfield, Mass., 56 miles; branch, 3 miles. The road is leased to the Fitchburg RR. for 999 years at 6 per cent. (V. 36, p. 212, 652.)

Vermont Valley of '71.—March 31, 1883, owned from Bellows Falls to Brattleboro, Vt., 24 miles, and by purchase of stock the Sullivan County RR. from Bellows Falls to Wine'sor, Vt., 26 miles; total, 50 miles. Controlled by Connecticut River RR. The Sullivan County RR. stock is deposited as collateral security for the above mort. bonds. Net revenue of both roads year ending March 31, 1883, was \$159.882. Dividends are paid on the stock of \$1,000,000, and in June, 1883, 3 per cent celared.

Viksburg & Meridian.—Line of road—Vicksburg to Meridian. Miss. The company was unable to earn full interest, and reorganization was made in 1881 with bonds as follows: \$1,100,000 of first mortgage for cent, f-rty years, gold bonds; \$1,100,000 of second mortgage bonds, with interest at 3 per cent for two years, 4 per cent for two years, 5 per cent for one year and 6 per cent for thity-five years; \$1,920,000 of hird mortgage income bonds, with interest at 7 per cent, if earned; and preferred stock, \$1,937,189; common stock, \$3,957,100. Is mainly owned and controlled by the Alabama New Orleans Texas & Pacific Junction Co. Gross earnings for year ending March 31, 1883, were \$495,851; net, \$141,324. (V. 34, p. 205; V. 35, p. 20; V. 37, p. 69.

***Yuginia Midland.—December, 1882, owned from Alexandria to Gordonsville, 88 miles; Warrenton Branch, 9 miles; Charlottesville to Lynchburg, 60 miles; Lynchburg to Danville, 66 miles; Pittsville Branch, 9 miles; Manassas Junction to Harrisonburg, 114 miles (of which 49 miles leased to Balt. & Ohio); Front Royal Branch, 1 mile; total owned, 347 miles. Leased, Orange C. H. to Charlottesville, 28 miles; Pittsville to Rocky Mt., 30 miles; total leased, 58 miles. Total owned and leased, 405 miles, of which 51 miles, Strasburg Junction to Harrisonburg, is leased to the Baltimore & Ohio, leaving 354 miles operated. The Washington City Virginia Midland & Great Southern was a consolidation (Nov., 1872) of the Orange Alexandria & Manassas was a consolidation (June 1, 1867) of the Orange & Alexandria and the Manassas Gap. The Washington City Virginia Midland & Great Southern was put into the hands of a receiver July 1, 1876, interest being in default, and was sold in foreclosure May 13, 1880, and after litigation sold again Dec. 20, 1880. Reorganized as Virginia Midland, and bonds and stock issued as above.

The Baltimore & Ohio had large claims against the company for coupons, and after reorganization that company and the Garretts sold their large interest, announting to \$3,000,000 in stock, to the Richmond & Danville Syndicate, the last payment being made in January, 1883.

Of the above bonds, the first series is a first lieu between Alexandria and Bond Gordonsville including lease of the between the company and the garretts and Gordonsville including lease of the between the company and the garretts and gordonsville including lease of the between the company and the garretts and gordonsville including lease of the between the company and the garretts and gordonsville including lease of the between the company and the garretts and gordonsville including lease of the between the company and the garretts and gordonsville including lease of the company company and the garretts and gordonsville including lease of the compa

mond & Danville Syndicate, the last payment being made in January, 1883.

Of the above bonds, the first series is a first lieu between Alexandria and Gordonsville, including lease of Charlottesville & Rapidan Railroad and the Warrenton Branch; the second series is a second lien between Alexandria and Gordonsville, including Warrenton Branch and lease of Charlottesville & Rapidan RR., and a first lien between Charlottesville and Lynchburg; the third series is a third lien between Alexandria and Gordonsville, including Warrenton Branch and lease of Charlottesville & Rapidan RR., and a second lien between Charlottesville and Lynchburg; the fourth series is a fourth lien between Alexandria and Gordonsville, including Warrenton Branch and lease of Charlottesville & Rapidan RR., and a third lien between Charlottesville and Lynchburg; the fifth series is a first lien between Manassas Junction and Harrissonburg, including Front Royal Branch and lease of road from Strasburg to Harrissonburg to the B. & O. RR., and a fifth lien between Alexandria and Gordonsville, including Warrenton Branch and lease of Charlottesville & Rapidan RR., and a fourth lien between Charlottesville and Lynchburg; the sixth series is a first lien between Lynchburg and Danville, including Pittsville Branch and lease of Franklin & Pittsylvania RR., and a sixth lien on lease of Charlottesville & Rapidan Railroad.

The \$\frac{4}{3}.000.000 \text{ income bonds were issued to retire 1st and 2d preferred stock, every 10 shares of preferred to be entitled to exchange for 10 shares of common and a \$1,000 \text{ mone bond. The company issued additional common stock, making the total \$6,000,000.

The annual report for 1882, in Vol. 36, p. 138, showed the following balance sheet Sept. 30, 1882:

mainee sneet sept. 30, Capital stock Mort. and inc. bonds. Bills payable Accounts payable Pay-rolls (Septemb'r).	\$6,000,000 11,070,047 217,152 41,009	Supplies on hand	\$17,086,048 197 86,376 243,066 35,078
Interest unclaimed Connecting line, &c	22,157	Cash with agents, &c. Profit and loss	
	\$17,544,131		\$17,544,131

Earnings for the years ending September 30 were:

	Miles.	Gress earnings.	Operat'g exp'ses.	Net earn'gs.
1881		\$1,361.679	\$765,714	\$595,982
1882		1,515.746	945,116	570,629
-(V. 34, p. 2	65, 292;	V. 35, p. 449, 764;	V. 36, p. 138, 14	0, 332.)

275,000 7 J. & J. do do do Mar. 1, 1921
0 2300,000 7 J. & J. do do do Mar. 1, 1921
0 2300,000 7 F. & A. do do do Mar. 1, 1921
0 2300,000 7 F. & A. do do do Mar. 1, 1921
0 2300,000 7 F. & A. do do do Mar. 1, 1921
0 2300,000 7 F. & A. do do do Mar. 1, 1920
1 Mar. 1, 1920

Virginia & Truckee—Reno. Nev., to Virginia, Nev., 52 miles; branch line, Silver Junction to Silver City. 2 miles; total, 54 miles. Road opened November, 1869. The bonds are payable \$100,000 per year. Gross earnings in 1881 were \$914,271; ent. \$394,564, against \$449,-746 in 1880; dividend payments, \$240,000. The per cent paid is not stated, and while the nominal stock is \$6,000,000 the reports say that the amount of paid-up capital is not known in consequence of the destruction of the books by fire several years ago. D. O. Mills, President Wabash St. Louis & Pacific.—(See Map Page xIvi.)—A consolidation of the Wabash Railway with the St. L. Kans. C. & North., Nov. 1, 1879. Miles of road operated, Dec. 31, 1882; East of the Miss. River—Toledo to E. St. Louis, 436 miles; Decatur to Camp Point, 129; Camp Point to Quiney, 22; Buffs to Hannibal, 48; Maysville to Pittsfield, 6; Clayton to Elvaston, 35; Edwardsville to Edwardsville Crossing, 10; Detroit to Logansport, 214; Michigan City to Indianapolis, 161; Attica to Covington, 15; West Lebanon to Leroy. 76; P. & D. Junction to St. Francisville, 109; Vincennes to Cairo, 158; Bates to Gration, 71; Champaign to Kokoku, 222; Hamilton to Warsaw, 5; La Harpe to Burlington, 20; 10; Chana to Havana, 102; White Heath to Decatur, 30; State Labo
to Kookuk, 222; Hamilton to Warsaw, 5; La Harpe to Burlington, 20; 10; Chana to Havana, 102; White Heath to Decatur, 30; State Labo
to Kookuk, 222; Hamilton to Warsaw, 5; La Harpe to Burlington, 20; 10; Centralia to Columbia, 22; Glasgow to Salisbury, 16; Moberly to Ottumwa, 131; Branswick to Council Bluffs, 224; Roseberry to Clarinda, 21; N. Lexington to St. Joseph, 77; West Quiney to Trenton, 136; Keekuk to Humeston, 131; Relay to Albia, 24; Des Moines to Fordia, 1

ROAD AND EQUIPMENT. 1880. 2.479 1882. 3.518 3.348 Total miles operated ... 1882. 4,251,393 166,198,560 2:373 ets. 5,911,012 1,247,611,320 0:951 ets. 3,944,520 11,885,226 1,021,943 Total gross earnings.... Total operating exp'ses 12,428,112 7,787,34914,467,789 10,792,943 16,851,689 11,664,752 Net earnings.... 4,640,763 3,674,846 5,186,937 Per ct. of expens to earn 62.65 69.22

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DESCRIPTION.	Miles	Date	Size, or	TO THE STATE OF	IN	TEREST	OR DIVIDENDS.	Bonds-Prine
or explanation of column headings, &c., see notes on first page of tables.	of Road.	of	Par	Amount Outstanding	Date -		Where Payable, and by	pal, When Du Stocks Las Dividend.
Vabash St. Louis & Pacific—(Continued.)—								
Wabash, 1st mort. (Lake Erie, Wab. & St. L.) do 1st mort. (Great Western of 1859)	167	1853	\$1,000	\$2.500,000	7	F. & A.	N. Y., Met. Nat. Bank.	Aug. 1, 189
do 1st mort. (Quincy & Toledo)	180	1863	1,000	2,496,000	7	F. O. A.	IN. Y. Nat Black Coming	A 100
	33	1865	1,000	500,000	7	M. & N.	N. Y., Met. Nat. Bank.	Nov. 1. 18
do 1st mort. (Ill & So. Iowa) extended do 2d mortgage (Toledo & Wabash)	29	1862	500 &c.		6	F. O. A.	IN Y N. BE of om'rea	Arrow T TO
do 2d mortgage (Wabash & Western)	75	1853	250 &c.	1,000,000	7	M. O. N.	N. Y., Met. Nat. Bank.	May 1, 18
do 2d mortgage (Wabash & Western)do	167	1858	100 &c.	1,500,000	7	INT. OF IN.	do do	May 1, 18
	180	1865	1,000	2,500,000	7 7	M. & N.	do do	May 1, 18
	490	1867	1,000	2,610,000		QF.	N.Y. Nat. Bk. of Com'co	Feb., 1907
	109	1869	1,000	2,700,000	7	r. & A.	do do	Aug., 1889
		1877	500 &c	2,938,453	6 & 7	F. & A.	do do	Feb. 1, 19
		1879	1,000	1,600,000	7 g.	4. & O.	do do	April 1, 19
Hannibal & Naples, 1st mortgage.	50	1879	1,000	500,000	7	J. & D.	do do	June 1, 19
St. L. K. C. & No., 1st mort. (North Missouri)	354	1865	1,000	6,000,000	7	J. & J.	do do	
	354	1874	1,000	3,000,000	7	M. & S.	do do	July 1, 18
do 1st & 2d M.on St. Char. Bridge, coup.or rg		1878	1,000	1,388,500	6 & 7 g.	A. & O.	do do	Sept. 1, 18 1903-1908
do 1st M., Omaha Div., gld, s. f., coup.or rg	146	1879	1,000	2,350,000		A. & O.	do do	April 1, 19
do 1st mort., gold, Clarinda Branch	22	1879	1,000	264,000	6 g.	F. & A.	do do	Aug. 1, 19
Toledo Peoria & West., 1st mortgage	237	1880	1,000	4,500,000	7	QJ.	N.Y., Metropolit'n N.Bk	Oct. 1, 19
		1880	1,000	1,190,000		J. & J.	do do	
do 2d pref. income bonds		1880		385,000	7		ao ao	*******
Quincy Mo. & Pacific, 1st mort., gold (int. guar.).	136	1879	1,000	1,204,000	6 g.	J. & J.	N.Y., Metropolit'n N. Bk	Oct. 1, 19
Peoria Pekin & Jacksonville, 1st mortgage	83	1864	500 &c.	1,000,000	7	J. & J.	N. Y., Imp. & Trad. B'k.	July 1, 18
Centrev. Moravia & Alb. RR., 1st mortgage	24			400,000	6	J. & J.	N.Y., Metropolit'n N.Bk	omy 1, 10
Chicago Cincinnati & Louisville, 1st mortgage	73	1867	500 &c.	1,000,000	7	J. & J.	N.Y., Farmers' L.&T.Co	Jan., 1887
are River—Stock (guaranteed)	49		100	750,000	312	J. & J.	Boston, Bost. & Alb. RR.	July 1, 18
arren (N.J.)—Stock.	18	1855	100	1,800,000	312	A. & O.	N.Y., Del., L. & W. RR.	April, 1883
2d mortgage, now 1st	18	1870		750,000	7	A. & O.	do do	April 1, 19
1st consol. mortgage	18	1875		600,000		M. & S.		March 1, 19
asatch & Jordan Valley-Gold bonds				884,000		M. & N.		
ashington City & Pt. Lookout-1st M. bonds, gold	12	1873		540.000		J. & D.	Baltimore, Balt. & O.RR.	1903
1st mort., gold (for \$2,000,000).		1880		1,000,000	6	0. 00 2.	Burellioro, Bareta O.1616.	Nov. 1, 190
est Jersey—Stock.	172		50	1,375,800		F. & A	Phila., Pa.RR.Co. Office	Mar. 15, 18
1st mortgage loan	38	1866	500&c.	1,000,000		J. & J.	do do	Jan., 1896
1st do consolidated	63		500 &c.	1,000,000		A. & O.	do do	Oct., 1899
Consolidated mortgage	128	1879	500 &c.	456,500		M. & N.	do do	Nov., 1909

I	NCOME ACCOUN	т	1
	1880.	1881.	1882.
Receipts-	\$	\$	\$
Net earnings	4,640,763	3,674,846	5,186,937
Other receipts	33,601	277,245	328,760
Total income	4,674,364	3,952,091	5,515,697
Disbursements-	\$	\$	\$
Rentals paid	483,255	1,009,079	987,608
Interest on debt Taxes, rent of cars, &c	2,657,360	3,447,627	4,302,006
Dividends	514,569	637,504 1,329,918	809,105
Total disbursements	3,655,184	6,424,128	6,098,719
Balance, surplus or deficit			
			def.583,022
GENERAL BALANCE SHEET (CO			FISCAL YEAR.
Assets-	1880.	1891.	1882.
RR., b'idings, equipm't, &c.	83,923,952	107,658,815	112 005 000
Securities & prop'ty on hand	286,119	435,862	113,285,929 8,667,637
Materials, fuel, &c	873,875	1,212,245	700,404
Construction, &c., for year	3,116,529	11,578,866	3,044,013
Income account		1,452,858	2,035,881
Total	88,200,475	122,338,616	127,733,924
_Liabilities—	\$	\$	\$
Stock, common	21,614,500	26,921,500	27,140,500
Stock, preferred	20,453,000	23,033,200	23,031,200
Funded debt (see Sup'ment) Bills payable	42,094,858 336,703	66,291,858 355,466	70,937,854
Loans payable	330,703	1,500,000	239,057 3,037,000
Sundry balances*	2,682,234	4,236,622	3,345,313
Income account	1,019,180		***************************************
Total liabilities	88,200,475	122,338,646	127,733,924

* Includes audited vouchers, interest accrued, interest not due, unpaid taxes, &c.

"Includes audited vouchers, interest accrued, interest not due, unpaid taxes, &c.

The trustees of the general mort for \$50,000,000 are the Central Trust Co. of N.Y. and James Cheney of Indiana. It provides for taxing up all the old bonds as they mature, or by exchange at any time the holders offer them, and reserves \$33,000,000 for that purpose; and the bonds so taken up are not canceled but remain in the hands of the trustees as the property of the trust. The mortgage may be foreclosed after six months default of interest, if a majority in value of all the bondholders so request the trustees. First mortgage on St. Charles Bridge is for \$1,000,000, and is 6 per cent now, running absolutely till 1905.

The amount of funded debt bonds of 1877, due 1907 as above given, includes the serip certificates for coupons funded and deposited in trust, which certificates amounted January 1, 1883, to \$1,014,453, and are exchangeable into the bonds. If not exchanged the certificates fall due with the principal of the bends from which coupons were cut.

The old Toledo & Wabash equipment bonds of 1862 (\$600,000) were decided in March, 1883, to be a lien against this company, with interest since 1874, making about \$1,000,000; but this is yet in litigation. The collateral trust bonds of 1833 (\$10,000,000) were issued for floating debt, &c., and \$1,000,000 reserved to take up car trust certificates as they mature.

Preferred stock has a prior right to 7 per cent, (non-cumulative); then

collateral trust bonds of 1883 (\$10,000,000) were issued for indicated debt, &c., and \$1,000,000 reserved to take up car trust certificates as they mature.

Preferred stock has a prior right to 7 per cent (non-cumulative); then common to 7; then both share in any surplus.

The Toledo Peoria & War. company made default Dec., 1873, and was operated by a Receiver until sold in foreclosure on Jan. 20, 1880. If was purchased by a committee of bondholders for \$6,000,000, and reorganized as Toledo Peoria & Western. This company made a lease for the term of its charter to the Wabash St. Louis. & Pacific on terms as follows, viz.: That the Wabash Pacific guarantee 7 per cent on the \$4,500,000 first mortgage bonds of the Toledo Peoria & Western. The \$2,900,000 income bonds to be guaranteed at 4 per cent and to be convertible at par for Wabash St. Louis & Pacific common stock. The \$1,000,000 second preferred income bonds were also convertible into Wabash preferred stock, share for share. The stock of the Toledo Peoria & Warsaw was scaled 25 per cent common, 30 per cent second preferred and 50 per cent first preferred, each shareholder receiving this amount in new stock of the Toledo Peoria & Western stock (\$3,000,090) was changable into Wabash common stock, three shares for one. (V. 35, p. 52, 95, 266, 706, 763, 764; V. 36, p. 254, 304, 327, 338, 400, 427, 445, 561, 724.)

Ware River.—Palmer, Mass., to Winchendon, Mass., 49 miles, 14 to

Ware River.—Palmer, Mass., to Winehendon, Mass., 49 miles. It is leased for 999 years to the Boston & Albany Railroad at a rental of 7 per cent per annum. J. A. Rumrill, President, Springfield, Mass.

Warren, N. J.—Line of road, New Hampton Junction to Delaware Bridge, N. J., 18¹4 miles. The road is leased to Delaware Lackawanna & Western at 7 per cent on stock and bonds. Gross earnings, 1881, \$593,234: net, \$345,274; 1882, gross, \$481,985; net, \$255,194. (V. 32, p. 611.)

44 miles. In 1878 the Brigham Canon & Camp Floyd was merged in this, and it is stated that there are mortgages prior to the above. For three years, 1876-7-8, the average net earnings were \$131,186 per annum. Stock is \$1,100,000. Lately bought by Denver & Rio Grande Western. C. M. Scofield, President, N. Y. City. (V. 35, p. 104.)

Washington City & Point Lookout.—Hyattsville, Md., to Shepherd, Md., 13 miles, and to be extended. This road was opened in 1873. It is leased to the Baltimore & Ohio for \$36,000 gold per annum. The stock paid in is \$1,000,000. Same officers as Baltimore & Ohio Railroad

West Jersey.—Dec. 31, 1832, main line and branches—Camden to Cape May, Bridgeton, Riddleton and Sea Isle, 117 miles; leased lines, 35 miles; West Jersey & Atlantic RR., 34 miles; total, 186 miles operated. The annual report for 1882 was published in the CHRONICLE, V. 36, p. 534. Income account for two years:

	Total gross earnings.	1881. \$988,525	1882. \$1,109,410
9	Net earnings	427,572 3,074	454,667
13	Total income	\$430,646	\$454,667
1 000	Rentals paid. Interest on debt. Net earn'gs of W. J. & Atl. and P. & O. C. RRs. Dividends. Rate of dividend.	\$33.034 175,726 53,034 54,390 4 p.c.	\$33,034 177,118 57,775 82,807 6 p. c.
7703	Total disbursements. Balance surplus. -(V. 35, p. 52, 71, 339; V. 36, p. 170, 313, 53	\$316,184 114,462 34 .)	\$350,734 103,933

West Jersey & Atlantic.—Newfield, N. J., to Atlantic City, N. J., 34 miles. Opened June 17, 1880, and operated by West Jersey Rallroad on a joint traffic agreement and 25 per cent of gross receipts on West Jersey from traffic of this road to be applied to any deficit in interest and then as smking fund for bonds purchasable at 105, or drawn if over that. In 1882 net earnings were \$57,408. Stock is \$552,200.

Western Alabama.—Line of road—Selma to Opelika, Ala., 116 miles; branches, Opelika to West Point, 22 miles; total, 138 miles, of which 50 miles is leased to Louisville & Nashville for \$52,000 per annum. Was a consolidation in 1870 of Montgomery & West Point and Western of Alabama. Sold May 10, 1875, in foreciosure and purchased jointly by the Georgia Railroad and Central Railroad of Georgia. The old stock and income bonds were wiped out in the foreclosure, and the property is represented by the bonded debt and \$346,000 due each of the above companies. There are also \$32,000 second mortgage Ss of Montgomery & West Point RR. due May 1, 1888. The gross and net earnings have been as follows:

	Miles.	Gross Earnings.	Expenses and Taxes.	Net Earnings
1876-77	167	\$467,597	\$367,072	\$100.524
1877-78	167	544,107	367,454	176,652
1878-79	167	579,492	395,498	183,994
1879-80	150	679,746	402,797	276,949
1880-81	117	692,911	376,757	316,154
1881-82	88	442,539	290,302	152,237
-(V. 36, p. 332.)				

Western & Atlantic.—Atlanta, Ga., to Chattanooga, Tenn., 138 miles. Built by State of Georgia and opened in 1850, and by an act of October 24, 1870, was leased to a company for twenty years at a monthly rental of \$25,000. In 1881 gross earnings were estimated at \$1,500,000, and net, \$600,000; rental, \$300,000; surplus, \$300,000 (V. 32, 184; V. 34, p. 317; V. 35, p. 133, 291.)

Western Maryland.—Line of road—Baltimore to Williamsport, Md., 90 miles; Emmitsburg Branch, 7 miles; Edgemont to Shippensburg, Pa., 34 miles; total, 131 miles. The capital stock is \$682,050. The company was largely assisted by the city of Baltimore, and was unable to pay all; its interest. A compromise was made with the preferred second mortgage bondholders for funding coupons.

The Baltimore & Hanover RR. was completed to its connection with this road in 1880. The Western Maryland operations for five years have been as follows. but in 1878-79 the construction account was closed and all expenses charged to operating expenses, on which basis net earnings have since been relatively decreased.

Passenger Freight Gross Not particular decreased.

Passenger Freight Gr	iss net
Miles. Mileage. Mileage. Earni	ngs. Earnings.
1877-78 93 7,411,061 5,180,982 \$347,	202 \$129.927
1878-79 93 8,502,388 5,469,519 347,	442 73,095
1879-80 93 10,705,925 6,645,328 397,	564 88,278
1880-81111 12,277,592 7,278,431 461,	871 85,952
1881-82124 13,401,848 9,172,272 540,	148 175,657
-(V. 34, p. 85; V. 35, p. 457.	

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

DESCRIPTION.	Miles	Date	Size, or		IN'	TEREST		Bonds-Principal, When Due.
For explanation of column headings, &c., see notes on first page of tables.		of Bonds	Par	Amount Outstanding	Rate per Cent.	When Payable	Where Payable, and by	
West Jersey & Atlantic-1st mortgage	34	1880	\$1,000	\$500,000	6		Phila., Fidelity I. T. Co.	Sept. 1, 1910
Western (Ala.)-Western KR. bonds, before consol	44	1868		600,000	8		N. Y., Nat. City Bank.	Oct. 1. 1888
2d mort., guar. by Cent. of Ga. and Ga. RR. & B. Co.	160	1870	1,000	1,158,000	8	A. & O.		Oct. 1, 1890
Western & Atlantic (Ga)—Income bonds	138	1873	1,000	598,000	10	Q-J.	Atlanta, Co.'s Office.	Oct. '79 to '91
Western Maryland-1st mort., endorsed Balt. City	90	1858	100 &c.		6		Balt., N. Mechanics' B'k	Jan. 1, 1890
1st mortgage, unendorsed	90	1858	500 &c.		6	J. & J.		Jan. 1, 1890
2d do endorsed by Baltimore	90	1867	500 &c.		6	J. & J.	do do	Jan., 1895
2d do endorsed by Washington County	90	1867	500 &c.		6	J. & J.		Jan., 1895
2d preferred mortgage, unendorsed	90	1868	500 &c.		6		Balt., N. Mechanics' B'k	Jan., 1895
3d mortgage, endorsed by Baltimore	90	1870	500 &c.	875,000	6	J. & J.	do do	Jan., 1900
4th do endorsed by Baltimore	90	1872	500 &c.	1,000,000	6	J. & J.		Jan., 1902
Funded coupons		1880		544,626	6		do do	1890
Western Minnesota-1st mortgage	60	1877	1,000	500,000	7	M. & N.	N. Y., Northern Pacific.	*******
Wesiern North Carolina-1st mortgage	130			850,000	7			May 1, 1890
Consol mortgage.	189	1881	1,000	3,100,000	6	J. & J.		Jan. 1, 1911
Western Pennsylvania—1st mortgage		1863	500 &c.	800,000	6	A. & O.	Philadelphia, Penn. RR.	April 1, 1893
1st mortgage, Pittsburg Branch	28	1865	100 &c.	1,000,000	6	J. & J.	do do	Jan. 1, 1896
General mortgage.				1,200,000	7	A. & O.	do do	Oct. 1, 1901
White Water-Stock (\$325,000 of it pref.)	65			1,300,000				
Wheeling & Lake Erie.—1st M., gold (\$15,000 p. m.)		1879	1,000	2,550,000	6 g.	M. & N.	N. Y., C. K. Garrison.	Nov. 1, 1909
2d mortgage		1882	/	2.280.000	7	M. & S.		1912
Wilmington Columdia & Augusta-Stock				960,000	3	J. & J.	Baltimore.	July 10, 1883
Tet martenes		1880		1.600,000	6	J. & D.		June, 1910
1st mortgage	79	1000		1,278,050			************	ounc, rore
Wilmington & Weldon-Stock.	180		100	2,082,400	3	J. & D.		July 16, 1883
Sterling bonds	, 100			221,400	7 g.	M. & N.	London.	1886
Sinking fund bonds, gold				936,000	7 g.	J. & J.	N.Y., Bost., Lond., Frank	1896
Wisconsin Central—Consol. mort., land grant, pref.	326	1879		400,000	5	M. & N.	Boston.	5 p. ct. yearls
1st series.	326	1879		3,800,000	2 to 5	J. & J.		1909
2d series, income		1879		5,700,000	2 to 7	J. & J.		1909
Worcester & Nashua—Stock	46	1010	100	1,789,800	112	J. & J	Worcester, Office.	July 2, 1883
Bonds, mortgage			100 &c.	275,000	5	Various		May 1, 1887
Bonds, mortgage		1873	500 &c.	250,000	5		Bost., Globe Nat. Bank.	April 1, 1893
Ponda montgage			1000&c.		5	F. & A.	do do	Feb. 1, 1898
Bonds, mortgage Nashua & Rochester—Stock	48	1010	Constitution of the same	1,305,800	119	A. & O.		July 2, 1883
do do 1st m., guar. (for \$700,000)		1874	500 &c.		5		Bost., Globe Nat. Bank.	April 1, 1894
10 00 186 m., guar. (10f \$700.000)	40	1014	600.	100,000		121. 00 0.	Dose, Globe Ital. Dalla.	April 1, 1094

Western Minnesota.—Sauk Rapids, Minn., to Brainerd, Minn., 61 miles. Road opened Nov. 1, 1877. Leased to the Northern Pacific Railroad May 1, 1878, for 99 years. Stock, \$800,800. In addition above bonds, there are \$76,000 7 per cent land bonds. The land grant is 537,842 acres. George L. Becker, President, St. Paul, Minn.

Western North Carolina.—March 31, 1882, owned from Salisbury, N. C., to Paint Rock, Tenn. State line, 190 miles; Asheville to Pigeon River, 20 miles; total, 210 miles. The road was financially embarrassed, and was purchased April 17, 1875, by commissioners for the State of North Carolina, and subsequently finished by the Richmond & Danville Terminal Railway Company. It is proposed to complete the road to Cleveland, Tennessee. In 1881-82 gross earnings, \$218,934; net, \$28,505. Stock, \$4,000,000. (V. 34, p. 179, 366; V. 35, p. 103, 298, 374.)

Western Pennsylvania.—The road runs from Blairsville to Alleghany City, Pa., 63½ miles; branch to Butler, Pa., 21 miles; total, 8½ miles; Completed in 1865 and branch in 1870. A new lease to the Pennsylvania Railroad for 30 years was made in 1883. The Pennsylvania Railroad, lessee, owns \$993,050 stock out of the total amount of \$1,022,450, \$288,000 of branch bonds, and all of \$1,200,000 general mortgage bonds: In 1881 net earnings were \$166,954; in 1882, \$216,965. (V. 35, p. 393; V. 36, p. 611.)

White Water.—Valley Junction, O., to Cambridge City, Ind., 65 miles. This was formerly the White Water Valley, sold in foreclosure May 2, 1878, and reorganized under this title. Gross earnings in 1882-83, \$104,234; deficit, \$5,979. Elijah Smith, President, Boston, Mass.

Wheeling & Lake Erie.—Road under construction—Wheeling. W. Va., to Toledo, O., 205 miles, and branch, Norwalk to Sandusky, O., 21 miles. In May, 1883, 168 miles in operation. Bonds offered in New York, July, 1880 by N. Y. New England & Western investment Co. 8tock, \$\frac{1}{2}590,000. (V. 34, p. 52; V. 35, p. 23, 71, 103, 162; V. 36, p. 560.)

Wilmington Columbia & Augusta.—Sept. 30, 1832, owned from Wilmington, N. C., to Columbia, S. C., 189 miles. Leased jointly, Lane, S. C., to Sumter, S. C., 38 miles. Total operated, 227 miles. In 1880-81 there was expended \$42,000 out of earnings for locomotives. Paid 3 per cent dividends for 1880 and 1881.

Road was sold in foreclosure, October, 1879, for \$560,500, and reorganization is in progress. The scheme of reorganization (which was carried out) provided that a new corporation should be created, with a capital stock of \$960,000 and \$1,600.000 in thirty-year first mortgage bonds. The holder of \$2,000 of the old oonds, together with the certificates for funded interest, received a \$1,000 bond of the new company, and in addition six shares of stock. The plan adopted provided only for the first mortgage bondholders, and cut off income bonds, \$600,000; certificates of debt, \$336,000; floating debt, \$879,022, and the capital stock of the old commany, \$200,000. Earnings have been:

Vears

Years.		Gross Earn'gs.	Net Earn'gs.
1879-80		\$547,446	\$145,423
1880-81		640,956	135.917
			139,592
-(V. 33, p. 686; V	35, p. 657.)		

Wilmington & Northern.—Dec. 31, 1882, owned from Wilmington Del., to Reading, Pa., 72 miles; branches, 7 miles; total owned 79 miles Has bonds amounting to \$112,700. Earnings in 1881 \$325.012; net, \$66,764. In 1882, gross, \$339,092; net, \$75,064. (V. 36, p. 591.)

Wilmington & Weldon.—Road extends from Wilmington to Weldon, N. C., 163 miles; branch to Tarboro, 17 miles; total, 180 miles. Was leased November, 1872, to Wilmington Columbia & Augusta Railroad for 99 years. The lessees made default December, 1877, and the lease was surrendered April 13, 1878. For three years, 1879-81, 3 per cent yearly dividends were paid. The earnings and expenses for five years have been:

Years. 1877-78 1878-79 1879-80 —(V. 33. p. 6	505,978	175,693 221,698	1880-81 1881-82		Net Earnings. \$303,833 209,472
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- (V. 33, p. 685; V. 35, p. 657.)

Wisconsin Central.—Dec. 31, 1882, owned main line and branches Stevens Point to Menasha, 65 miles; do. to Ashland, 186 miles; do. to Portage City, 70 miles: branches, 7 miles; total owned, 327 miles. Leased from Neenah to Schleisingerville, 65 miles; operated under contract, Milwaukee to Schleisingerville, 32 miles. Total operated, including feeders, 440 miles. The lease of Mil. & North. was surrendered Aug., 1882. In Jan., 1879, the Wis. Cent. Road was taken possession of by the trustees for bondholders, who still operate it. There is a land-grant of over \$00,000 acres, and on March 1, 1882, proposals were invited for \$100,000 bonds to be sold to the sinking fund and paid for with proceeds of land and stumpage sales. The plan of reorganization has been practically accomplished. This embraced the issue of a new consolidated mortgage to cover \$400,000 5 per cent preferred bonds; \$3,800,000 first series bonds, bearing 2 per cent for three years from July 1, 1880, and 5 per cent afterward; and \$5,700,000 second series bonds, to draw interest if earned (but not cumulative), 2 per cent for three years, and 7 per cent thereafter. Interest on the second series is payable J. and J., but dependent each time on the net earnings of the half year ending six months before. The stock of \$11,500,000 remains, \$2,000,000 of it preferred and \$9,500,000 common, and is all deposited in trust with Stewart and Abbot, Trustees, to be voted on until all interest is being earned and paid on new bonds, and in the judgment of the trustees is likely to continue so to be. Trustees' certificates for new stock (without voting power) have been issued to the old stockholders, which pass as a delivery on sales. In March, 1882, the Trustees and company leased for 99 years the Milwaukee & Winnebago Railroad, from Neenah to Schleisingerville, which was completed in December, 1882; the rental is 37½ per cent of gross earnings up to \$175,000 per year, all surplus to go equally to lessor and lessee, and the bonds ar

	Passenger	Freight (ton)	Gross	Net
Years. Miles.	Mileage.	Mileage.	Earnings.	Earnings.
1879 455	6,385,319	30,920,076	\$851,090	\$193,090
1880 460	8,746,766	41,550,726	1,146,352	- 265,748
1881 461	10.466,444	47,766,777	1,365,967	272,108
1882 440			1,388,490	252,468
-(V. 34, p. 147,	317, 522, 655;	V. 35, p. 23,	298, 313, 374	, 405, 578,
707. 737 : V. 36.				

Worcester & Nashua.—Sept. 30, 1882, owned from Worcester to Nashua, 46 miles; leased, Nashua & Rochester, 48 miles; total operated, 94 miles. Paid regular dividends of 10 per cent for some years before 1874-5. In 1875-6 the leased line charges (Nashua & Rochester, 48 miles) first appear in the accounts, and the Worcester & Nashua paid only 5½ per cent dividends in that year. The rental charge being plainly too heavy, an agreement was made in 1879 to reduce the interest on bonds to 5 per cent, and the dividends on Nashua & Rochester stock to 3 per cent per annum. The interest on Worcester & Nashua bonds was also reduced to 5 per cent, and surplus earnings in any year above requirements for interest and 3 per cent on each stock are to be apportioned between the stock of each company according to the relative number of shares. In addition to above there are \$37,000 5 per cent W. & N. bonds. Five years' operations were as follows:

o per come		Passenger	Freight	Gross	Net
Years.	Miles.	Mileage.	Mileage.	Earnings.	Earnings.
1877-8		5,703,761	9,961,740	\$473,240	\$168,351
1878-9		6,168,871	12,123,444	473,081	165,495
1879-80 .		6,784,960	14,995,020	553,592	167,033
1880-81 .	94	7,222,999	16,153,062	588,770	155,196
1881-82	. 94	7,467,524	16,999,008	640,162	165,174
-(V. 33, 1	o. 580 : V	7. 36, p. 139.)			

Subscribers will confer a great favor by giving immediate notice of any error discovered in th

DESCRIPTION.	Miles	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Princi
For explanation of column headings, &c., see notes on first page of tables.	of	of Bonds	Par	Amount Outstanding	Rate per Cent.		Where Pavable, and by	pal, When Dus Stocks—Last Dividend.
For explanation of column headings, &c., see notes on first page of tables. Albermarle & Chesapeake—Stock Mortgage bonds Chesapeake & Delaware—Stock 1st mortgage (originally \$2,800,000). Chesapeake & Ohio—Stock Maryland loan, sinking fund Guaranteed sterling loan Bonds having next preference. Delaware Division—Stock, (Conv.into L.C.&N.stck.) 1st mortgage (extended 20 years in 1878). Delaware & Hudson—Stock 1st mortgage, registered do do Debenture loan of 1894, coup and reg. 1st M., coup. & reg., on Penn. Div. (\$10,000,000). Lehigh Coal & Navigation—Stock Loan, conv., coup., gold (assumed L. & W. Coal Col 1st mortgage, registered. 1st mortgage, registered, railroad. Mort. loan, g. (\$2,810,000 assumed by other co's.) Consolidated mortgage loan. Greenwood 2d mortgage, reg. Extended, 1877. Scrip. Morris—Stock, consolidated Preferred stock New mortgage (for \$1,000,000) Boat loan Preferred stock serip dividend Pennsylvania—Stock. General mortg., interest guar'd by Penn. RR. Schwalkill, Navigation—Stock, common	Canal. 14 14 184 184 184 184 184 184 189 148 148 148 148 148 148 148 148 148 148	1879 1856 1858 1869 1871 1877 1869 1871 1874 1867 1867 1871 1872 1876 1867	Par	\$1,500,000 500,000 2,078,038 1,993,750 3,851,593 2,000,000 6,74,950 800,000 20,000,000 5,549,000 4,829,000 5,000,000 12,151,950 771,000 2,000,000 2,451,500 2,470,750 643,000 2,470,750 643,000 2,470,750 643,000 1,175,000 700,000 1,175,000 1,175,000 1,175,000 1,175,000 1,175,000 1,175,000 1,175,000 1,175,000 1,175,000 1,175,000 1,175,000 1,175,000 1,175,000 1,175,000 2,900,000 1,175,000 2,900,000 2,900,000 1,916,000 2,900,000 1,916,000 2	Rate per Cent. 7 6 6 5 6 2 6 134 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	When Payable J. & J. J. & D. J. & J. D. J. & J. &	Where Payable, and by Whom. N. Y., Union Trust Co. Philadelphia, Office. do Bait., A. Brown & Sons. London. Balt., A. Brown & Sons. Phila., 258 So. 3d st. do do N. Y., Bk. of Commerce. do do do New York, Office. do Philadelphia, Office. do do do do do do do do do do do do do do do do d	pal, When Due Stocks—Last Dividend. July 1, 1902 July, 1886 1870 1890 1885 Aug. 15, 1883 July 1, 1893 June 11, 1883 1884 1891 June 6, 1883 1894 1897 June 6, 1883 1894 1897 June 1, 1911 1892 1883–84 Aug., 1883 Aug., 1883 Aug., 1885 Feb., 1885 Feb., 1885 July, 1910 June 8, 1883
Schuylkill Navigation—Stock, common. Preferred stock. 1st mortgage, extended. 2d mortgage. Mortgage bonds, coup. (payable by P. & R.) Improvement bonds. Boat and car loan	108		50	2,984,000 695,900 3,282,550 1,709,380 3,990,390 1,200,000 228,000 756,650	35c. 70c. 6 6 6		Phila., 233 So. 4th St. Philadelphia, Office. do	June 8, 1883 June 8, 1883 March, 1897 1882 to 1907 1895 May, 1880
Boat and car loan Susquehanna—Maryland loan, 2d mortgage. Susquehanna Canal, common bonds, 3d mort do pref. bonds, 1st mort do pref., 1st T. W. priority b'ds. do bonds of 1872, 4th mort Union—1st mortgage.		1864 1839 1859 44-'64 41-'64 1872	1,000 1,000 500 500 1,000	628,100 1,000,000 1,324,000 227,500 97,810 250,000 3,000,006	7 6 6 6 7	M. & N.	do do do Phila. and Baltimore. do do do do do do do Philadelphia, Office.	May, 1913 May, 1915 Jan., 1885 Jan., 1894 Jan., 1894 Jan., 1902 May 1, 1883

Albermarle & Chesapeake.—Securities placed on New York Stock Exchange list February, 1880. Prest., Marshall Parks, Norfolk, Va. Chesapeake & Delaware.—Delaware City to Chesapeake City, Md.

Chesapeake & Delaware.—Delaware City to Chesapeake City, Md. Chesapeake & Ohio.—In a suit against the company the Court (January 1881) declined to appoint a Receiver, but ordered the company to report at stated times its receipts and payments.

Delaware Division.—Leased to Lehigh Coal & Navigation Co. at interest on bonds and 4 per cent a year on stock. In 1882 \$958,400 was converted into Lehigh Coal & Nav. stock, leaving \$674,950 unconverted.—(V. 36, p. 193.)

Delaware & Hudson.—This company, which is among the largest miners and carriers of coal, leases the Alb. & Susq. and Rensselaer & Saratoga railroads. Also endorses bonds of N. Y. & Canada RR. The stock is to be increased to \$30,000,000 to pay off bonds maturing in 1884 and 1891. To shareholders of May 24, 1883, there was allotted 35,000 shares to be paid for at par. The annual report for 1882 was given in V. 36, p. 193.Comparative statistics for four years:

	INCOME AC			
	1879.	1880.	1881.	1882.
Receipts—	\$	\$. \$	\$
Sales of coal	5,764,477	7,210,524	9,328,763	8,993,540
Canal tolls	41,025	42,810	58,400	60,007
Miscellaneous profits	91,408	93,516	243,537	187,363
Coal on hand (Dec. 31)	535,264	727,283	345,075	492,924
Railroad earnings in Penn.	595,663	561,948		812,455
Profit on leased lines		******		8,465
Interest on investments	326,635	312,243	301.858	249,497
Balance	630,643			
Total	7,985,118	8.948.327	11,083,547	10.894.251
Disbursements—	\$	\$	\$	\$
Coal on hand Jan. 1	673,651	535,264	727,284	345,675
Mining coal	3,003,893	3,171,369	3,985,304	4,422,213
Coal trarsportation, &c	641,951	596,827	755,331	
Canal freight and exps	1,764,195	1,568,245	1,737,979	1,680,192
Interest	1,234,449	1,343,973	1,374,784	1,312,083
Taxes and miscellaneous.	350,916	366,578		
Loss on leased railroads	316,059	14,642		
Balance		1,351,429		1,838.201
Total	7 005 110	9 049 907	11 0.9 547	10 004 051

Loss on leased ramoads	310,039	14,642		
Balance		1,351,429		1,838.201
Total	7,985,118	8.948.327	11,083,547	10.804.251
GENERAL BALAN			FISCAL YEA	
	1879.	1880.	1881.	_ 1882.
Assets-	\$	\$	8	8
Canal, &c	6,339,210	6,339,210	6,339,210	6,339,210
Railroad and equipment	6,220,669	6,414,759	6,456,258	
Real estate	8,795,657	8,846,316	9,027,804	
Mines and fixtures	2,699,590	2,713,957	2,729,311	2,751,236
Coal-yard, barges, &c	720,487	746,791	690,397	683,185
Lack. & Susquehanna RR.	1,022,293	1,022,938	1,022,938	1,022,938
Albany & Susquehanna			1,074,808	1,008,787
New York & Canada RR	3,597,074	3,597,074	3,597,074	3,597,074
Cherry Val. & Sharon RR.	300,000	300,000	300,000	300,000
Mechan. & Ft. Edward RR			16,146	48,296
Schen. & Mechan. RR			200,773	210,922
Coal on hand Dec. 31	535,264	727,283	345,075	492,924
Advances to leased lines	368,773	608,894		637,605
Advances on eoal royalties	605,326	613,181	615,514	625,073
Miscellaneous assets	4,480,701	4,294,706	2,985,349	*3,658,429
Telegraph and Car Co	69,410	69,410	69,410	69,410
Supplies on hand	878,000	962,130	1,148,322	1,408,449
Cash and bills receivable	3,140,116	3,785,656	3,884,088	2,609,203
Profit and loss	1,208,726			
m-4-1	1000-			

Wilkesbarre Coal Company assumes \$500,000 of the gold loan due 1897 and \$771,000 (all) of the convertible gold loan due 1894. The Board of Managers' report has the following statement of receipts and disbursements:

RECEITS. Railroads and Nesquehoning Tunne Lehigh Canal. Water Powers Lehigh Canal. Delaware Division Canal. Net profit on Lehigh Coal. Royalty on coal mined by lessees Revenue from rents Miscellaneous receipts.	$egin{array}{lll} & 108,666 \\ & 19,755 \\ & 90,176 \\ & 185,626 \\ & 6,076 \\ & 33,728 \\ \end{array}$	55,830 18,947 74,044 240,742 7,573 35,660	55,699 21,065
Total	\$1,609,676	\$1,875,592	\$1,939,212
General and legal expenses. Rent and taxes Nesquehoning Val.R Rent and taxes Delaware Div. Can Taxes chargeable to canais.	R 97,050 al 125,438	97,050 120,330	\$62,89 2 97,050 102,35 6
Taxes chargeable to coal & coal land Taxes on capital stock	ds 42,983 22,725	70,147	74,648
Taxes on landed property & impr't Interest account	s. 12,876 932,231	915,039	942,973

Earnings in '82, \$381,035; het, \$127,207, loss, 78,694; earnings in 1881, \$370,405; net, \$107,793; interest, &c., \$185,115.

Schuylkill Navigation.—Leased from June 1, 1870, to Philadelphia & Reading for 999 years. Rental received in 1882, \$357,085. In 1880 the Reading for 999 years. Rental received in 1882, \$357,085. In 1880 the Reading for 999 years. Rental received in 1882, \$357,085. In 1880 the Reading for 999 years. Rental received in 1882, \$357,085. In 1880 the Reading for 999 years. Rental received in 1882, \$357,085. In 1880 the Reading for Phila. & Reading RR. to purchase coupons and dividends on certain terms were carried out. In March, 1883, the proposal from Phila. & Reading to merge this company by giving one share of Phil. & R. stock for two of S. N. preferred and one share of P. & R. for four of S. N. common was rejected. (V. 34, p. 202; V. 36, p. 194, 332.)

Susquehanna.—Leased and operated by Philadelphia & Reading Railroad for interest on bonds and half of net earnings. The stock is exchanged for Phila. & Reading, two of canal stock for one of Reading. Dec. 31, 1882, the floating debt was 507,684. (V. 36, p. 561.

Union.—Stock, \$2,909,850.

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

DESCRIPTION.	Data	Size, or	Amount	INT	TEREST	OR DIVIDENDS.	Bonds—Prince
explanation of column headings, &c., see notes on first page of tables.	of Bonds	par		Rate per Cent.	When Pay'ble	Where Payable, and by Whom.	Stocks—Last Dividend.
dams Express—Stock		\$100	\$12,000,000	2	Q-M	N. Y., Company's Office.	June 1, 188
ner. Tel. & Cable-Stock (\$20,000,000) guar. 5 by West. U		100	14,000,000	210	Q-M.	N. Y., West. Union Tel.	
merican Coal (Maryland)—Stock		25	1,500,000				Sept. 10, 187
merican District Telegraph—Stock		100	2,400,000		12.2	zii zi, zzo zzoudii dij i	20pti 10, 101
merican Express—Stock		100	18,000,000	3	J. & J	N. Y., Company's Office.	July 2, 188
unkers' & Merchants' Telegraph—Stock			300,000	6	0. 00 0.	in 1., company a onice.	Sept. 10, 188
oston Land—Stock		10	800,000				DOP 1. 20, 200
oston Land—Stock. oston Water Power—Stock.		50	4.720.815	10 s.		Boston, Office.	Nov. 12, 187
Mortgage bonds (for \$2,800,000)	1874	1.000	2,148,000	7	J. & D.	do	June, 1884
anton Improvement—Stock		100	717.875		0. 00 2.	40	ounc, roor
Sterling bonds (sinking fund one-fifth of land sales)	1873	£200	495,000	6 g.	J. & J.	London, Brown S. & Co.	Jan. 1, 190
Mortgage bonds, gold, sixes (for \$2,500,000)	1874	1.000	539,000		J. & J.	New York or London.	Jan. 1, 190
entral New Jersey Land—Stock		100	2,400,000	7 scrip.		2.017 2012 Of Bolidon,	Jan., 1875
entral & South American Telegraph—Stock		100	4,000,000			***********	01111, 1010
olorado Coal & Iron—Stock		100	10,000,000				
1st consol, mortgage, gold	1880	1.000	3,500,000	6 g.	F. & A.	N.Y., Office, 47 William St	
onsolidation Coal of Maruland—Stock		100	10,250,000	2		N.Y., Co.'s Office, 71 B'v	Jan. 27, 18
1st mortgage (convertible) 1st mortgage, consolidated, convertible.	1864	1,000	270,000	7	J. & J.	do do	Jan., 1885
1st mortgage, consolidated, convertible	1872	1,000	752,000		J. & J.		Jan. 1, 18
umberland Coal d Iron—Stock		100	500,000	6	A. & O.	New York, Office.	Oct. 15, 18
ternational Ocean Telegraph-Stock			3,000,000	3	J. & J.	N. Y., West. Union Tel.	July 1, 18
wa RR. Land CoStock.		100	4,437,000	1	QF.	Boston, Treas. Office.	July 1, 18 May 1, 18
nva RR. Land Co.—Stock. on Steamboat Company—Bonds.	1881	500	500,000	6	J. & J.	N. Y., Mercantile Tr. Co.	July 1, 19
ariposa Lana & Mining-Stock		100	10,000,000				-, -,
Freierred stock		100	5,000,000				
Mortgage bonds	1875	1,000	250,000		J. & J.	New York.	Jan. 1, 18
aryuna Coal—Stock		100	4,400,000	112			Jan. 1, 18
Bonds		1,000	161,000	7			Nov. 1, 19
exican Telegraph—Stock		100	1,194,000	4	J. & J.	N.Y., Company's Office.	
utual Union Telegraph—Stock, guaranteed		100	2,500.000	3			(?)
1st mortgage bonds, gold, guar, by West, Union	1881	1,000	5,000,000	6	M. & N.	New York, 1st Nat. Bk.	May 1, 19
ew York & Texas Land (Limited)—Stock		50	1,500,000				2200
ew York & Texas Land (Limited)—Stock Land scrip receivable 75 per cent for lands			6,000,000				
Debentures, registered	1		322.515	7			1900

Adams Express .- No reports; no information.

American Telegraph & Cable Co.—Owns two cables between Sennon Cove, England, and Dover Bay, Nova Scotia. The stock of \$10,000,000 was partly paid up, and in April, 1882, a poolin arrangement was made with the other cable companies for 38 years, by which this company receives 22½ per cent of combined revenues while both its cables are working and 12½ per cent if only one is working. Then this company's cable was leased to Western Union for 50 years, with a guaranty of 5 per cent per annum on the stock, increased to \$14,000,000. There is also a reserved stock of \$6,000,000 in trust to be issued if a cable is laid between Brazil and the United States. (V. 34, p. 548, 662; V. 35 p. 373.)

373.)

American Coal.—There are mortgage bonds for \$200,000. No annual report has recently been published. The annual report for 1880 gave the following information:

Total assets December 31, 1880—Lands and real estate at mines, \$1,542,365; real estate at Jersey City, \$100,710; mine improvements, \$15,019; cash, \$35,414; wharf improvement at Jersey City, \$6,315; personal property at mines, \$31,219; personal property at wharves, \$36,00; bills receivable, \$16,323; accounts, \$107,177; canal boats, \$17,000; value of coal on hand, \$24,712; office furniture, \$513; Chesspeake & Ohio Canal bonds, \$8,000; C. & P. Railroad stock, \$1,000; G. C. & C. Railroad stock, \$160,000; total, \$2,069,377. Directors: James A. Alexander, John P. Moore, Sidney Wintringham, Gardiner Lloyd, Benjamin Williamson, Richard S. Grant, William J. Boothe, A. J. Akin, David Stewart. Gardiner P. Lloyd, President; George Sherman, Secretary and Treasurer. (V. 32, p. 287.)

American District Telegraph.—No information has been furnished by this company. Notice was given of an increase in stock to \$3,000,000, the par of shares to be raised to \$100. (V. 34, p. 203, 230, 459, 573; V. 35, p. 455.)

35, p. 455.)

Bankers' & Merchants' Telegraph—Organized March 23, 1881, under laws of New York State. Authorized capital. \$1,000,000. Route from New York City to Washington, via Philadelphia. Net income reported about \$30,750. Wm. W. Maris, Pres't, Philadelphia. (V. 35, p. 706; V. 37, p. 151, 167.)

Boston Land.—The capital stock of 80,000 shares of the par value of \$10 each, or \$800,000. Operations of the company and assets Jan 1, 1883, shown in the annual report in V. 36, p. 107. (V. 34, p. 175.)

1, 1883, show V. 36, p. 107.

Boston Water Power.—The shares have strictly no par value. There are \$5,833 shares called "proprietary" shares, or the number into which the property of the company is divided. The assets consist mainly of lands on and near "Back Bay," in Boston, put in the company's report at a valuation of \$4,428,141. (V. 34, p. 488.)

Canton Improvement.—The annual report for the year ending May 31, 1882, is in V. 35, p. 130. A brief history of the company was in V. 30, p. 117. The company owned the stock of the Union RR. Co. and guaranteed its bonds, but sold this stock (\$600,000) to the Northern Central RR. in April, 1882, for \$594,000. The Union RR. sinking fund of \$689,885 remains the property of Canton Co. (V. 33, p. 99; V. 34, p. 196, 520; V. 35, p. 130.)

Central New Jersey Land Improvement.—The statement for two year ending December 31, 1881, showed total receipts in 1880 of \$72,666 and in 1881 of \$94,255. The balance sheet December 31, 1881, gave the following values of lands owned: Newark lands, \$375,738; Bergen, \$575,850; Elizabeth, \$164,950; Westfield, \$26,307; Fanwood, \$478,408; Plainfield, \$339,456; Duncllen, \$346,148; Somerville, \$77,861; Clinton, \$4,780; Bloomsbury, \$26,345; Phillipsburg, \$1,088; total, \$2,416,935. Bonds and mortgages, \$33,890; land contracts, \$12,282.

Central & South Am. Telegraph.—Line from Vera Cruz, Mexico, to Lima, Peru, with branches, 3,160 miles of cable and 300 miles of land lines. Completed November, 1882. Connects at Lima with West Coast Tel. Co. of America, having 1,700 miles of cable to Valparaiso, and at Vera Cruz with Mexican Telegraph Co. Stock is \$5,000,000, no bonds. James A. Scrymser, Prest., N. Y.

James A. Scrymser, Prest., N. 1.

Colorado Coal & Iron.—This company, with headquarters at Colorado Springs, Col., was a consolidation Dec. 13, 1879, of the Central Colorado Improvement Co., the Colorado Coal & Steel Works, and the Southern Colorado Coal & Iron Co. The company is controlled by Denver & Rio Grande Railroad parties. Stock is non-assessable. Gross receipts in 1882 were \$4,111,522; net, \$445,785, not including land sales. A report was in the Chronicle, V. 36, p. 650. President, W. J. Palmer.—(V. 34,p. 487,; V. 35, p. 486; V. 36, p. 650..)

Consolidation Coal.—The annual report for '82 contained the following: The gross receipts from mines, railroads, resits, 1881. 1882. &c., (incl'g value of st'ck of coal on hand) were. \$2,417,794 \$1,714,213 Tot. expen's of every kind (excl. of int. & sink. fd., but incl. steel rails & all extraordin'ry outlays) 1,982,458 1,637,601

pany guarantees also 2d mortg, bonds of the Cumberland & Pennsyl vania, and assumes \$135,000 of the Union Mining Co.'s bonds. The total bonded debt on lands and railroads is \$2,522,500. (V. 34, p. 290.)

International Ocean Telegraph Co.—The Western Union Co. operates the line by contract for 99 years from Jan. 1, 1882, paying 6 per cent per year on stock.

Iowa Railroad Land.—The total land owned was 65,328 acres March 31, 1883. (V. 35, p. 78; V. 36, p. 707)

Iron Steamboat Co.—Property consists of seven iron steamboats Bonds and stock listed in June, 1882. Stock, \$2,000,000.

Mariposa Land & Mining.—There are outstanding only 15,000 shares the balance being owned by company. Litigation is in progress. (V. 34 p. 291.)

Maryland Coal Co.—See annual report for 1882 in Chronicle, V. 36, p. 705.

p. 705.

Mexican Telegraph.—Galveston to Tampico and Vera Cruz; land line, Vera Cruz to Mexico City. Has exclusive right for 50 years for all foreign telegrams to Mexico, except telegrams to and from a neutral zone on the U. S. border 156 miles wide, between the Gulf and Pacific Ocean. Jas. A. Scrymser, Prest., N. Y. (V. 36, p. 140.)

Mutual Union Telegraph.—Organized under New York State laws. Stock was \$600,000 and afterward increased to \$10,000,000. In Feb., 1883, a lease to Western Union for 99 years was agreed to at 1½ per cent yearly dividends on the stock and interest on the bonds. May 5, 1883, it was voted to reduce the stock to \$2,500,000 with 6 per cent per annum dividends. (V. 34, p. 205 231 292, 336, 366, 604, 637; V. 35, p. 22, 189, 393, 516, 545, 576, 637, 658; V. 36, p. 30, 162, 197, 252, 358, 399, 510, 537.)

New York & Texas Land—This company owns the lands granted to the International and Houston & Great Northern railroads, about 5.000,000 acres, which were given in settlement to the holders of convertible and second mortgage bonds. Each holder of a \$1,000 second mortgage or convertible bond and unpaid coupons, or purchasing committee certificates, of the International and Houston & Great Northern railroad receives \$300 stock and \$1,200 land scrip of this Company. (V. 36, p. 536.)

New Central Coal (Md.).—The annual report for 1882 was published in the Chronicle, V. 36, p. 706, showing net profits of year, \$12,425; and balance to credit Dec. 31, 1882, \$274,914. (V. 36, p. 706).

New York & Straitsville Coal & Iron.—Has \$300,000 bonds. The stock admitted to New York Board April, 1880.

Northwestern Telegraph.—This company owns 8,000 miles of wire and is leased to Western Union for 99 years, with guaranteed dividends of 4 per centat first, rising one-eighth per cent a year to 6 in 1897 and afterward. The bond interest is guaranteed. (V. 33, p. 358.)

Oregon Improvement Co.—This compary owns \$3,000,000 stock of the Seattle Coal & Transp. Co.; \$575,000 stock of the Columbia & Puget Sound RR.; \$1,969.000 stock of the Pacific Coast S. S. Co.; 170,000 acres of land, and other real estate. (V. 36, p. 253.)

Pacific Mail Steamship.—In February, 1880 an agreement was made between this company and the Pacific Rullroads, by which the railroad company gave to the steamship company a monthly subsidy of \$110,000. In November, 1881, it was terminated, and in Feb., 1882, the amount was made \$95,000 per month, and six months' notice is required to terminate the agreement. On April 30, 1883, the company's liabilities were \$1,295,288, which included \$1,013,528 loans due to Panama RR. Co. Report for 1882-83 in V. 36, p. 621.

The following is a statement of the earnings and expenses for the years ending April 30, 1881, 1882 and 1883:

EAI	RNINGS.		
Atlantic Line	1880-81. \$745,344 1,950,507	1881-82. \$693,065 1,675,777	1882-83. \$799,76 7 1,844,462
Victoria Line	80,887 973,472 307,073 203,550	1,058,370 334,870 208,931	715,732 353,200 173,980
Cent. Am. & Mexican subsidies. British Columbia subsidy. Hawaiian Government subsidy. Interest and divs. on investm'ts. Miscellaneous. Exchange.	99,416 4,222 3,000 12,897 18,225 4,050	90,463 8,000 13,663 37,698 3,876	5,500 17,941 27,766 61,616
Total Expenses	\$4,402,647 3,172,705	\$4,124,713 3,223,036	\$4,102,764 3,190,507
Net earnings	\$1,229,942	\$901,677	\$912,257

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

DESCRIPTION.	Date	Size, or		IN	TEREST	OR DIVIDENDS.	Bonds-Princi
For explanation of column headings, &c., see notes on first page of tables.	of Bonds	Par	Amount Outstanding	Rate per Cent.	When	Where Payable, and by Whom.	pal, When Due, Stocks—Last Dividend.
New York & Straitsville Coat & Iron—Stock.		\$100	\$5,000,000	2			Jan. 15, 1881
New York & Strausville Coal & Iron-Stock		100	1,500,000	1	M'nthly	Now Vont	Amen's TOOO
Northwestern Tetegraph—Stock		50	2,500,000	2	J. & J.	N. Y., West. Un. Tel. Co.	Jan. 1, 1883
Bonds, interest guaranteed		****	1,180,000	7 g.	J. & J.	do do	Jan. 1, 1904
1st most gold sinking fund	1000	100	5,000,000	312			Mon 15 1000
Paritie Mail Steamahin Stock	1880	1,000	4,946,000	6 g.	J. & D.	N.Y., Farmers' L.&T.Co	Dec. 1, 1910
Oregon Improvement Co.—Stock 1st mort., gold, sinking fund Pacific Mail Steamship—Stock Pennsylvania Coal—Stock	****	100	20,000,000	3 4		*********	Sept., 1868
Pullman Palace Car—Stock.		100	5,000,000 12,574,400	4	QF.	N. Y., 111 Broadway.	May 1, 1883
Ronds 3d series	1070	1.000	445,000	2 8	QF.	N. Y., Farm L. & T. Co.	Aug. 15, 1883
Bonds, 3d series. Bonds, 4th series.	1979	1.000	820,000	0	Q.—F. Q.—F.	do do	Feb. 15, 1887
Bonds, debenture	1878	1,000	941,000	8 7	A. & O.	ob cb	Aug. 15, 1892
Bonds, debenture. Bonds, sterling debenture. convertible till April, 1881	1875	£100	49,500	7 g.	A & O.	Lond'n, J.S.Morgan&Co	Oct. 15, 1888
Quicksilver Mining—Common stock		100	5,708,700	40c.		Lond II, J.S. Morgana Co	April 1, 1885
Preferred 7 per cent stock, not cumulative		100	4,291,300	\$6			May, 1882
Railroad Equipment Co.—Stock (for \$1,500,000). Coupon bonds. (See remarks below.)		100	900,000	212	QF.	N, Y., Clark, Post & M.	May, 1882
Coupon bonds. (See remarks below.)	Var's.	1.000	4,102,000	6	Quar'ly	do do	May, 1883 Various.
St. Louis Bridge & Tunnel RR.—Bridge stock, common		100	2,500,000				
1st preferred stock, guar		100	2,490,000	210	J. & J.	N. Y., Drexel, M. & Co.	July 1, 1883
2d preferred stock, guar:		100	3,000,000	1-2	J. O. J.	do do	July 1, 1884
1st mortgage, new, sinking fund. :	1879	1,000	5,000,000	7 g.	A. & O.	New York and London	April 1 1000
Tunnel RR. of St. Louis, stock, guar	2010		1,250,000	3	J. & J.	N. Y., Drexel, M. & Co.	Jan. 1, 1884
Southern & Atlantic Telegraph—Guaranteed stock		25	948,000	212	A. & O.	N.Y., West. Union Tel.	April, 1883
Spring Mountain Coal-Stock, guar. 7 per ct. by L. V		50	1,500,000	312	J. & D.	N. Y., Company's Office.	June 11, 1883
Sterling Iron & Railway.—Stock Mortgage bonds, income, series "B"	2222	50	2,300,000				
Mortgage bonds, income, series "B"	1880	500 &c.	418,000	7	Feb.	New York.	April 1, 1894
Plain income bonds.	1876	1,000	495,575	6			Oct. 1, 1896
Sutro Tunnel—Stock.	1879	10	18,920,000			*********	
Mortgage bonds (for \$2,000,000)	1879	****	600,000			London.	Jan. 1, 1891
United States Express—Stock United States Rolling Stock—Stock	****	100	7,000,000	1	QF.	New York, Office.	Aug. 15, 1883
Wells, Fargo & Company Express—Stock.	****	100	5,000,000	114	M. & S.	New York and London.	(3)
Western Union Telegranh-Stock	****	100	6,250,000 80,000,000	134	J. & J.		July 16, 1883
Western Union Telegraph—Stock. Real estate bonds, gold, sinking fund. Bonds, coup. or reg., conv. till May, '25, sink. fd. 1 p. ct.	1970	1.000	1,373,000	7.6	QJ.	New York, Office.	July 16, 1883
Bonds, coup, or reg. conv. till May '85 sink fd 1 n et	1975	1,000	3,920,000	7 g.	M. C. N.	N. Y., Union Trust Co.	July 15, 1902
Sterling bonds, coupon (sinking fund 1 p. ct. per annum)	1875	£100&c	941.382	6 g.	M. & O.	N. Y., Treasurer's Office	July 16, 1900
- Company of the state of the s	1010	210000	041,004	og.	m. & 5.)	London, Morton, R.& Co	march 1, 1900

	Sterling bonds, coupon (sinking fun	d 1 p. ct. per	rannum) 1	875 £1008	6 g. M. & S. London, Morton, R. & Co March 1, 1900
,	Pennsylvania Coal.—Liabilities at a Pullman Palace Cur.—For extensi par to stockholders in 1881, and stockholders of record on Feb. 18, 11 when all issued. Annual report V. 35 three years was as follows:	on of work \$2,523,600 882, making	s stock wa more was g total stock	s issued at offered to	eision at first in favor of the Western Union, the stock dividend was afterward in November, 1882, declared illegal by the General Term of the New York Superior Court; actions were subsequently begun to restrain the payment of dividends, &c. For the details of the litigation see references to the CHRONICLE below. In March, 1882, Jay Gould and associates obtained, a majority of the
	Revenue— Earnings (leased lines included) Proportion of earnings other assoc'ns. Patent royalties and manuf. profits Profit and loss	527,903 14,022	1880-81, \$ 2,355,267 481,573 145,547 13,109	1881-82. \$2,815,986 582,231 339,321	Mutual Union Telegraph stock of \$10,000,000, and so stopped its opposition, but disegreement followed until, in Feb., 1883, a lease was agreed upon. The Western Union also leased the American Cable, with a guarantee of 5 per cent per annum on its \$10,000,000 stock, raised to \$14,000,000. The statement for the quarter ending July 1, 1883 (partly estimated), was as follows, compared with the actual figures for same quarter in
	Total revenue. Disbursements— Operat'g expenses (leased lines incl'd) Maintenance of upholstery, &c. Prop'n of expenses, &c., other assoc'ns Rental of leased lines. Coupon interest on bonds. Dividends on capital stock. Profit and loss.	636,777 139,134 179,136 264,000 168,979 472,876	2,995,496 768,310 175,499 132,600 264,000 191,867 482,166	3,737,538 917,308 207,156 148,427 264,000 169,043 870,937 20,995	1882: Net revenues
	Total disbursements Net result Balance of account for rebuilding, &c.	1,860,902 774,566	2,014,442 981,054	2,597,866 1,139,672 128,136	Surplus for quarter \$348,709 Add surplus April 1 1,315,531 Surplus June 30 \$1,664,240 \$3,743,792
	Balance of surplus for the year	740,943	981,054	1,011,536	From the annual report published in the CHRONICLE, V. 35, p.

Paid 1^{1}_{2} per cent extra dividend Oct. 1, 1882. (V. 34, p. 20, 62, 115, 147; V. 35, p. 298, **319**.)

Quicksilver Mining.—Bonds paid off July, 1879. The preferred stock is entitled to 7 p. ct. per annum, not cumulative, and any surplus goes to the common and preferred equally. (V. 32, p. 336; V. 33, p. 178.)

Railroad Equipment Co.—This company leases equipment to railroads on the "Car Trust" plan, taking obligations of the railroad companies running not over ten years at the utmost, which cover the principal and interest of the special series of bonds issued by the Equipment Co. running for similar periods. The title remains in the lessor till last payment is made, and then vests in the purchasing railroad. In the meantime the title is held in trust for bondholders and the bonds are virtually a mortgage on the rolling stock, till paid off.

virtually a mortgage on the rolling stock, till paid off.

St. Lovis Bridge & Tunnel Railroad.—The railroad and tunnel were sold under the mortgage of 1873, July 1, 1878. Foreclosure under the first and second mortgages on the bridge was made Dec. 20, 1878. On July 1, 1881, the bridge and Tunnel Railroad were leased to the Mo. Pacific and Wabash St. Louis & Pacific for the term of their corporate charters. Of the stock \$2,490,000 is 1st preferred, which is guaranteed 5 per cent till January, 1885, and then 6 per cent, \$3,000,000 2d preferred, which is guaranteed 3 per cent per annum, the first semi-annual payment being July 1, 1884; and \$2,500,000 common. The common stock was held by the London Reorganization Committee., and under the lease was transferred to Mercantile Trust Company of N. Y. with power to vote thereon. The Tunnel Railroad stock is guaranteed 6 per cent per annum. (V. 34, p. 86.)

Spring Mountain Coal Co.—This is guaranteed 7 per cent per year till porate charters. Of the stock \$2,490,000 is 1st preferred, which is guaranteed 5 per cent till January, 1885, and then 6 per cent; \$3,000,000 2d preferred, which is guaranteed 3 per cent per annum, the first semi-annual payment being July 1, 1884; and \$2,500,000 common. The common stock was held by the London Reorganization Committee, and under the lease was transferred to Mercantile Trust Company of N. Y. with power to vote thereon. The Tunnel Railroad stock is guaranteed 6 per cent per annum. (V. 34, p. 86.)

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

Sterling Iron & Railway.—The property of this company, in Orange County N. Y., (and a few acres in Rockland) consists of 25,000 acres of land, with furnaces, &c., having a capacity of 15,000 tons of pig iron per year, and 8½ miles of railroad, houses, &c. The company endorses the \$471,674 bonds of the Sterling Mountain RR. A. W. Humphreys, Sutro Tunnel.—Tunnel on Comstock Lode for facilitative with the stock of the company, for each year from June 30, 1866, Miles of Miles of No. of Nies of No. of Nies of No. of Nies o

Sutro Tunnel.—Tunnel on Comstock Lode for facilitating mining operations. (V. 30, p. 249; V. 34, p. 452; V. 36, p. 358.)

ations. (V. 30, p. 249; V. 34, p. 452; V. 50, p. 556.)

United States Express.—No reports.

United States Rolling Stock Co.—The assets, Dec. 31, 1881, amounted to \$4.058,470 in locomotives and cars, and total including shops, &c., \$5,635,496. The net income in 1881 was \$329,771 over all charges.

Wells, Fargo & Company Express.—An increase in capital to \$6,250,000 was made in 1879.

Western Union Telegraph.—On the practical consolidation with the Atlantic & Pacific in 1878 the Western Union had a monopoly of telegraphing business in the United States. In 1879 the American Union opposition line was started under the auspices of Mr. Jay Gould. The Western Umon Co. dividedap its surplus stock, making a scrip dividend of 17 per cent to stockholders of record June 20, 1879. On Jan. 19, 1881, was dated the grand consolidation, in which the Western Union raised its stock to \$80,000,000, giving par. or \$15,000,000, for the stock and bonds of the American Union; 60 per cent for old Atlantic & Pacific stock was given in new Western Union; and a stock distribution of 38 per cent to Western Union shareholders. An injunction was obtained against the stock distribution and litigation ensued, and after a defect

Net revenues. 18. Net revenues. \$107,211 Sinking funds. \$20,000-	\$1,675,692	\$106,700 29,000— 126,700
Net income for quarter	\$1,548,481	\$1,598,300
Dividends, 1½ in 1882 & 1¾ in 1883	1,199,772	1,399,750
Surplus for quarter.	\$348,709	\$198,550
Add surplus April 1	1,315,531	3,545,242
Surplus June 30	\$1,664,240	\$3,743,792

From the annual report published in the Chronicle, V. 35, p. 405, the following was given for the fiscal year ending June 30, 1882.

The revenues, expenses and promis were as	s ionows:	
 Surplus at beginning of yearGross revenues of the years end'g June 30.	1881-82. \$\$127,258 17,114,165	1880-81 \$403,255 14,060,806
Total income Expenses (including leased line rentals and	\$17,241,423	\$14,464,061
taxes)	9,996,095	8,420,165
Net income	\$7,245,328	\$6,043,896
For dividends. For interest on bonds. For sinking fund appropriations.	\$4,798,473 427,091 40,097	\$3,732,633 427,455 40,005
Total	\$5,265,662	\$4,200,094
Leaving. Const'n new lines & wires, teleg. stocks, &c.	\$1,979,666 315,425	\$1,843,802 1,716,542
Balance	\$1,664,241	\$127,260

oo o time o	0, 1001.					
 Years. 1865-66 .	Miles of Line. 37,380	Miles of Wire. 75,686	No. of Offices. 2,250	No. of Messages Sent.	Receipts.	Net Receipts.
1866-67 1867-68 1868-69 1869-70	46,270 50,183 52,099 54,109	85,291 97,594 104,584 112,191	2,565 3,219 3,607 3,972	5,879,282 6,404,595 7,934,933 9,157,646	6,568,925 -7,004,560 7,316,918	2,624,919 2,641,710 2,748,801
1870-71 1871-72 1872-73	56,032 62,033 65,757	121,151 137,190 154,472	4,606 5,237 5,740	10,646,077 12,444,499 14,456,832	7,138,737 7,637,448 8,457,095 9,333,018	2,227,965 2,532,661 2,790,232 2,757,962
1873-74 1874-75 1875-76 1876-77	71,585 72,833 73,532	175,735 179,496 183,832	6,188 6,565 7,072	16,329,256 17,153,710 18,729,567	9,262,653 9,564,574 10,034,983	2,506,920 3,229,157 3,399,509
1877-78 1878-79 1879-80	76,955 81,002 82,987 85,645	194,323 206,202 211,566 233,534	7,500 8,014 8,534 9,077	21,158,941 23,918,894 25,070,106 29,215,509	9,812,352 $9,861,355$ $10.960,640$ $12,782,894$	3,140,127 3,551,542 4,800,440
1880-81	110,340 131,060	327,171 374,368	10,737 $12,068$	32,500,000 38,842,247 6,688; V. 35	14,393,543 17,114,165	5,833,937 5,908,279 7,118,070
421. 427 . 358, 427.	546, 558	1, 699, 7	37, 764;	V. 36, p.	82, 162, 197	, 254, 313,

COMPANIES.	C	APITAL.	Surplus	1			Div	IDEND	Q.
Mkd. thus(*)			at latest		THE		DIV	IDEND	0.
ere not Natl.	Par	Amount.	dates.t	Pe	erio	d.	1881.	1882.	Latest.
		\$ 3,000,000 5,000,000 250,000 1,000,000	\$						
America*	100	3,000,000	1,788,400	J.	&	J.	7 7	8 7	July, '83. 5 May, '83. 34 July, '83. 5 July, '83.10
Am. Exch	100	250,000	241 400	M.	&	J.	10	10	May, 83. 5
Bowery Broadway	25	1.000,000	1.438.500	J	&		16	18	July, '83.10
Entch's'&Dr	25	300,000	307,100	J.	&	+	7	8	July, '83. 4
Central	100	2,000,000 300,000 450,000 300,000 600,000 1,000,000	560,400	J.	8	J.	8	10	July, '83. 4
Uhase	100	300,000	267,700	J.	de	J.	8	8	July, '83. 4
Chatham	100	450,000	207,100	J.	de,	J.	100	100	Sent '83. 5
Chemical Citizens'	25	600,000	240 200	T	A-	T.	7	7	July, '83. 31
City	100	1.000,000	1.803,200	M.	. &	N.	15	10	May, '83.10
Commerce	100	5,000,000	3,212,900		00	0.	8	8	July,'83. 4
Continental					&	J.	7	9	July, '83. 31
Corn Exch.	100	1,000,000	1,017,600	F.	&	A.	10	10	Aug., 85. 5
Tith Ward	25	100,000	43 100	T	8	J.	1		July, '83. 4
Fifth.	100	150,000	138,200	J.	&	J.	6	6	July, '83. 4 July, '83. 4 July, '83. 4 July, '83. 4 July, '83. 5 Sept., '83.15 July, '83. 3 May, '83.31 July, '83. 3 July, '83. 3 July, '83. 4 July, '83. 4 July, '83. 4 July, '83. 4
Corn Exch.* East River. 11th Ward. Fifth	100	100,000	138,200 387,200						
FITSU						J.	40	40	July, '83.10 July, '83.4
Fourth	100	3,200,000	1,349,200	J.	OZ.	J.	712	8 7	July,'83. 4 May,'83. 31 Apr.,'83. 5
Fuiton	50	1 000,000	897.900	A	8	0.	8	10	Apr., '83. 5
Garfield	50	3,200,000 600,000 1,000,000 200,000 750,000	28,900	J.	&	J.			
Germ'nAm.	75	750,000	174,800	E.	OU	A.	0	6	Aug.,'83 3
Germ'n Ex.	100	200,000	140,400	1	May	- T	8	8	Aug.,'83 3 May,'83.10 May,'83. 4 May,'83. 3 July,'83. 3
Germania*. Greenwich*	$\frac{100}{25}$		155,500				6	7	May, 83. 3
Hanover	100	200,000	46,400 550,400	J.	· &	J.		7	July, '83. 31
Hanover Home Imp.& Trad	1200	1,000,000	122,300)					
Imp. & Trad	. 100	1,500,000	2,657,100	J.	&	J.		14	July, '83. 7 July, '83. 4 July, '83. 5
Frving	.1 50	500,000	193,000) J.	OZ			8	July, '83. 4
Leather Mfr			463,700	J.	E	J.	10	10	July, '83. 5
Lincoln Madis'n Sq*	100	300,000	24,900 4,500	1					
Manhattan	* 50	2.050,000	11.078.400	NF.	&	A.	7	712	Aug.,'83. 4 July, '83. 4
Marine	. 100	400,000	170,400	J.	de	J.	8	8	July, '83. 4
Market Mechanics'	. 100	0.00000	355,200	J.	O	J.	8	8	Aug., 83. 4 July, '83. 4 July, '83. 4 July, '83. 3
Mechanics'	25	2,000,000	1,181,800	100	&	J.	8	8	July, '83. 4 July, '83. 3
Mech. & Tr Mercantile.	100	200,000	51,100	T	- &	J	3	6	July, '83. 3
Merchants'	50	2,000,000	238,400 700,200 190,100	J.	&	J	1 7	6	July, '83. 3
Merch. Ex.	50	1,000,000	190,100	J.	8	J	6	6	July, '83. 3
Metropolis*	. 100	300,000	148,700	JJ.	de	J		7	July, '83. 3
Metropoliti		3,000,000	1,564,900	J.	&	J	10	10	July, '83. 5
Mt. Morris* Murr'y Hill	* 100	100,000	122,700	T	8-	T	6	9	Tuly '83 6
Maggan*	100	500.000	63.200	IM	. &	N	6	9 7	July, '83. 6 May, '83. 4
New York .	. 100	2,000,000	1,063,790	J.	&	J	. 8	8	July, '83. 4
New York . N. Y. Count N. Y. N. Ex	y 100	3,000,000 100,000 500,000 2,000,000 200,000 300,000	52,900) J.	8	J	8 7 7 6	8 7 7	May, '83. 4 July, '83. 4 July, '83. 4 Aug., '83. 3
N. Y. N. Ex	. 100	300,000	92,000) F	. 8	A	1 7	1 %	Aug.,'83. 3 July,'83. 3
Ninth N. America	. 10	100,000					6	6	July, '83. 3 July, '83. 3 July, '83. 4 July, '83. 5 Aug., '83. 2
North Riv'r	* 30	240,000	78.100		&		7	71	July, '83, 4
Oriental*	. 2:	300,000	78,100 254,900	J.	. &	J	. 8	10	July, '83. 5
Pacific * Park	. 50	422,700	233,500	0 0	2	F.	10	10	Aug.,'83. 2
Park	. 100	2,000,000	78,100 $254,900$ $233,500$ $1,227,900$ $117,700$ $269,900$	J.	. de	J		0	July, '83. 5 July, '83. 5 July, '83. 3 July, '74. 3
People's*	. 2	0 1,000,000	269,900	O T	. de			10	July, '83. 3
Produce*	1 5	125,000	5.000						July, '74. 3
Republic	. 10	0 125,000 $0 1.500,000$	876,000	0 F	. &	A	. 8	8	July, '83. 3 July, '74. 3 Aug., '83. 4
St. Nicholas	* 10	0 500,000	3.15,70	0 J	. &	J	. 7	7	Aug.,'83. 4 July,'83. 4
Seaboard* .		500,000	18,500	0					
Seventh W'			81,100	UJ	. &		6 15	3 20	Jan., '82. 3 July, '83.10 July, '83. 4 July, '83. 4 May, '83. 4
Second	r 10	0 300,000	3 914 90	OIT	R.		0	8	July, '83, 4
Shoe & L'th Sixth State of N.Y	. 10	500,000	50,100 466,700 340,200 298,900 733,900	OJ	. &	J	6	G	July, '83. 4
State of N. Y	* 10	0 800,00	1 466,70	ON	I. &	N	7 7	71	2 May, '83. 4
	110	0 1,000,00	340,20	0 J	· de	J	. 7	7	July, '83. 3
Tradesmen	8 4	01.000.00	298,90	0 1	. d	J	. 8	17	May, '83. 4 July, '83. 3 July, '83. 3 May, '83. 5
Union U. States .	110	01,200,000 $500,000$	139,50	O IV	L. Q	N	. 10	10	May, '83. 5
	5. 5								

INSURANCE	STOCK	LIST

COMPANIES.	CA	PITAL.	Net Surplus,	DIVIDENDS.						
COBIT RATES.	Par.	Amount.	July 1, 1883.*	1880.	1881.	1882.	Last Paid.			
		8	8							
Americanf	50	400,000	610,482	10	10	812	July, '83. 5 July, '83. 5 July, '83. 5 Aug., '83. 7 July, '83. 7 July, '83. 5 July, '83. 5 July, '83. 3 July, '83. 3 July, '83. 3 July, '83. 3 July, '83. 3 July, '83. 3			
Amer. Exch.	100	200,000	61,566	10	10	10	July, '83. 5			
Bowery	25	300,000	374,986 332,398	10		20	July, 83. 6			
Broadway	25 17	200,000	199,648	16		14 20	Aug., 63. 7			
Brooklyn (‡). Citizens'†	20	153,000 300,000	444,377	20	10	10	July '83 5			
City	70	210,000	173,854	10	10	10	Ang. '83. 5			
Clinton	100	250,000	173,854 129,885	10		10	July, '83. 5			
Commercial .	50	200,000	28,637	10	10	10	July, '83. 31			
Continental †		1,000,000	129,885 28,637 1,641,032	13.77		14.70	July,'83.7.7			
Eagle	40	300,000	077,192	15	15	15	Apr., '83. 71			
Empire City.		200,000	49,015	17	7	7	July, 83. 3			
Exchange	30 50	200,010 200,000		15	10	8 ¹ ₂ 12	July. '83. 6			
Farragut Firemen's	17	204,000		7	812	6	July, '83, 5			
Firemen's Tr.		150,000	11.304	10	10	10	Jan., '83. 5			
Franklin& E.	100	200,000	122,955 1,597,897 750,546	11	11	12	Aug., '83. 34 July, '83. 6 July, '83. 5 Jan., '83. 5 July, '83. 6 July, '83. 7 July, '83. 5			
German Am.	100	1,000,000	1,597,897	10	12	12	July, '83. 7			
Germania	50	1,000,000	750,546	12	10	10	July, '83. 5			
Globe	50	200,000	110,473	10	10	10	July, '83. 5			
Greenwich	25 100	200,000		612	30	30 51 ₂	July, '83. 71			
Guardian Hamilton	15	200,000 150,000		1210	1242	10	July, '82. 3 July, '83. 5			
Hanover	50	1,000,000		10	10	10	July, '83. 5			
Home	100	3,000,000	1.749,292	10	10	10	July, '83. 5			
Howard		500,000	1,749,292 71,580	10	10	5	July, '83. 71 July, '82. 3 July, '83. 5 July, '83. 5 July, '83. 5 July, '83. 3 July, '83. 21 Mar., '83. 5			
Irving	100	200,000	10,390 278,283 195,247	7	10	none.	July, '83. 21			
Jefferson t	30	200,010	278,283	10	10	10	Mar.,'83. 5			
Kings Co.(‡)	20	150,000	91,188	20	20		July, 00.10			
Knick'bock'r	1 40 50	210,000 150,000		10	none.	none.	July, 83. 3 July, 83. 5 July, 83. 5 July, 83. 3 July, 83. 3 July, 83. 5 July, 83. 5			
Lafayette (‡) Long Isl.(‡) .† Lorillard	50	300,000			10	10	July, '83. 5			
Lorillard	25	300,000	20.877	8	none.	3	July, '83. 3			
Man.& Build.	100	300,000	153,499 125,731	12	12	3 7	July, '83. 3			
Mech. & Trad	25	200,000	120,731	12	14	11	July, '83. 5			
Mech'nics' (‡)	50	250,000	143,436	114	10	10	July, '83. 5			
Mercantile	50	200,000		10	8	2	July, '83. 3 Jan., '82. 5			
Mercantile Merchants' Montauk(‡)	50	200,000	71,059	10	10	10	July, '83. 5			
Nassau(‡)	50	200,000	154,490	14	14	14	July, '83. 5			
National	3712	200,000	70,156	10	10	10	July, '83. 5			
N.Y. Eg'table	35	210,000	344,068	10	10	812	July, '83. 6			
N.Y. Fire	100	200,000	64,122	110	10	10	Aug.,'83. 4			
Niagara	50	500,000	441,528	13	14	14	July, '83. 5			
North River	25	350,000	95,186	8	20	16	Apr.,'83. 4 July.'83. 7			
Pacific		200,000	82,276	12	12	12	July, '83. 5			
Peter Cooper		150,000	204,94	18	20	16	July, '83. 6			
People's		200,000	100,724	11	10	10	July, '83. 5			
Phenix(1)		1,000,000	609,963	3 10	10	10	July, '83. 5			
Phenix(t) Rutgers'	. 25	200,000	155,018	3 20	14	114	Aug.,'83. 5			
Standard	. 50	200,000	133,85	12.46		7	July, '83. 3			
Star	100	500,000	18,129	7 7-	9	none	July, '81. 4 Aug '80. 3			
Sterling	25	350,000	22,10	3 10	none.	10	July, '83. 5			
		1 200,000	120,100	110		140	0 413, 00. 0			
Stuyvesant.		250,000	236.949	9 10	10	110	July, '83, 5			
Unit'd States Westchester	25	250,000	236,94	10	10	10	July, 83. 5 July, 83. 6 July, 83. 7 July, 83. 7 July, 83. 6 July, 83. 6 July, 83. 5			

^{*} Over all liabilities, including re-insurance, capital and scrip.

The following companies have been omitted from the above Wall Street. 50 500,000 103,500 J. & J. 512 July, 83. 312 table, viz.: Importers' & Traders', Manhattan, and Tradesmen's. These 1 June 22, 1883, for National banks and June 23, 1883, for State banks.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Alabama Great Southern— 1880	\$ 55,401 58,509	\$ 51,227 63,546	\$ 47,829 62,499	\$ 45,344 58,259	\$ 44,145 52,304	\$ 40,821 51,731	\$ 47,525 57,982	\$ 58,701 68,187	\$ 62,541 70,326	\$ 67,563 80,875	\$ 61,155 78,257	\$ 61,669 86,897	\$ 643,921 789,372
1882	60,575 84,131	66,732 81,768	68,885 85,822	57,005 72,625	54,853 77,781	54,496 72,176	61,041 73,301	73,794	77,793	88,674	98,097	94,779	856,724
1880. (1.167 to 1.540 m.) 1881. (1.540 to 1.789 m.) 1882. (1,789 to 1.820 m.) 1883. (1.820 m.)	481,103 743,268 1,076,790 961,255		654,090 902,303 1,203,073 1,284,120	948,479 1,164,335	1,046,125 1,183,761	1,197,550 1,153,479	1,006,633 1,117,003	674,229 1,000,640 1,251,663	806,730 1,155,869 1,329,113	1,263,023	903,728 1,303,385 1,349,312		8,556,975 12,584,508 14,773,304
Burlington Cedar Rap. & No.— 1880 (492 to 564 m) 1881 (564 to 589 m) 1882 (620 to 690 m) 1883 (690 m)	252,823	225,630	188,325 148,551 224,107 252,913	141,652 184,680 178,304 218,252	149,504 165,639 199,278 208,672		198,276	160,160 209,112 224,920	179,804 221,801 261,439	204,991 221,748 300,155	189,330 202,180 278,429	193,419 232,812 246,062	2,259,036
Central Pacific 1880 (2,361 to 2,586 m.) 1881 (2,586 to 2,775 m.) 1882 (2,882 to 3,167 m.) 1883 a. (3,199 to 2,941 to 3,083 m.)	1,602,907 1,839,469	1,454,218	1,709,637 1,969,737	1,872,370 2,054,687	2,091,411 2,342,298	2,159,311 2,229,105	8,899,346 2,075,648	2,088.519 2,350,557	2,185,303	2,507,857	2,199,466 2,297,971 2,139,359	2,225,179	20,508,112 24,094,099 25,662,757
(Chesapeake & Ohio—1880	202,335 162,540 208,746	198,681 184,389 179,053	222,762 228,481 215,445	221,559 227,343 267,454 293,630	199,443 252,235 257,040	214,255 241,135 271,382	238,236 225,096 316,787	259,110 262,858 381,454	247,303 247,144 332,219	211,820 236,396 351,310	240,795 235,585 300,732	218,009 203,562 253,356	2,706,76%
Chicago & Alton— 1890.	499,120	517,897	529,915 588,700	558,190 564,860	616,128 548,556 559,577 646,730	635,860 617,251	702,635		767,349 774,70) 912,692	771,844	696,776 672,380 749,915	543,723 646,812 701,066	7,557,741
Chicago Burlington & Quincy— 1886. (1,857 tc 2,772 m.). 1881. (2,772 to 2,924 m.). 1882. (2,921 to 3,229 m.). 1883. (3,229 m.). Chicago & Eastern Illinois—	1,658,834	1,034,821	1,732,518 1,418,149 1,566,217 2,396,584	1,574,371	1,679,456 1,505,261	2,083,802 1,437,164	1,888,358 1,625,006	2,173,945	2,262,981	1 934,762 2,031,001 2,270,444	1,816,133	1,905,490	20,454,494 21,176,455 21,550,804
1880. (152 to 220 m.). 1881. (220 to 230 m.). 1882* (230 to 240 m.). 1883* (240 m.)	72,466 125,456 145,464 139,941	83,265 117,119 127,212 113,391	121,637	83,689 134,070 123,881 123,037		144,879	151,763	156,497	131,904 150,915 172,777	156,857	128,597 137,473 162,008	128,981 153,113 135,782	1,640,451
Chicago Milwankee & St. Paul. 1880. (2.256 to 3,775 m). 1881. (3,775 to 3,951 m). 1882. (4,104 to 4,455 m). 1888* (4,455 to 4,550 m).	764,298 990,848 1,434,537 1,359,000	682,718	900.676 916,989 1,561,386 2,044,000	1,259,946	1,538,491	1,729,812	1,464,927	1,678,36	1,257,678 1,644,670 1,950,710	1,591,053	1,472,038 1,569,598 2,072,973	1,854,269	13,086,119 17,025,461 20,386,725
Chicago & Northwestern— 1880. (2.293 a.0.2.764 m.). 1881. (2.478 to 3.018 m.). 1882. (3.100 to 3.476 m.). 1883. (3.580 to 8,600 m.).	. 1,240,667 . 1,644,936	933,205	1,179,796	1,474,612	1,879,006 2.110.947	2,306,440	1,983,031 2,059,953	2,315,164 2,211,622	2,553,041	2,341,097 2,601,445	2,019,037 2,109,432	1.855,476	19,416,009 21,849,207 23,977,668

^{*} Approximate figures.

[†] Surplus includes scrip.

^(‡) Brooklyn.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS—(Concluded).

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Chic. St. Paul Minn. & Omaha— 1880. (682 to 946 m.) 1881. (946 to 985 m.) 1882. (1,003 to 1,147 m.) 1883. (1,150 m.) Denver & Rio Grande—	\$ 193,827 257,785 327,400 312,017	\$ 173,078 158,595 333,200 282,256	413,200	261.211	\$ 232,146 350,125 402,882 452,363	404,562 374,694	359,459	\$ 251,013 376,897 394,555	373,370	379,029	392,921	\$ 312,175 432,615 375,796	3,122,095 4,021,961 04,973,052
Denver & Rio Grande— 1880(337 to 551 m.). 1881(551 to 1,062 m.). 1882(1,066 to 1,160 m.). 1883*(1,160 to 1,251 m.). Des Moines & Fort Dodge—	124,759 307,476 516,128	126,922 317,683 395,293 ¶433,400	160,883 398,493 516,316	433,111 550,280	514.767	295,456 581,229 545,444 ¶547,300	373,132 548,284 523,165 ¶552,300	578,413	620,649	665,687	566,829	691,385 448,816	6,244,780
Des Moines & Fort Dodge— 1881. (87 m.) 1882. (87 to 138 m.) 1883. (138 to 148 m.). East Tenn. Va. & Ga.— (200 m.)	7418,300 24,968 32,825 20,018	16,472 32,072 21,573	26,939 35,375 28,920	30.225	24,601 24,790	32,880 21,380 22,669	35,867 23,567 25,227	51,450 28,242		40,081 31,595	35,657 32,002		
East Tenn. Va. & Ga.— 1881 (900 m.) 1882 (902 m.) 1883 (902 to 1,106 m.) Flint & Pere Marquette—	254,602 323,241	234,764 312,522	248,476 339,151	220,380 273,322	240,676	210,995 304,897	236,156 243,525 *298,134	1	302,714	312,422	312,683	305,314	* ***
Handbal & St. Joseph	110,277 131,503 167,548 190,554	118,862 119,681 163,883 165,150	146,523 158,161 196,814 231,034	130,512 171,400 188,569 235,935	162,520 $175,113$	120,685 160,058 160,240 206,322	114,878 137,514 148,503 184,427	129,571 152,951 166,157	146,952 153,452 187,446	166,380 199,067	152,082 172,669 203,442	170,815 206,170	1.856 534
Hannibal & St. Joseph 1880	176,079 154,401 133,232	166,966 122,874 160,322	216,061 176,356 170,106	206,735 190,812 158,112	191,317 172,950 165.63	179,396 190,740 155,157	224,312 201,899 192,210	2:0,241 262,200	233,448 215,102 247,368	231,913	207,147 195,507 273,410	194.336 255,634	2.257.281
1895	182,688 ,595,212 631,281 746,744	613,806 524,499 697,274	243,179 613.008 557,789 686,228 760,737	535,732 662,493	665,120 673,259 661,707 639,534	168,514 681,736 803,887 852,345	*179,959 724,095 720,004 756,834	732,755 868,407 847,376	806,837 823,847 845,263	815,238	783.120 737,218 759,804	763,475	8,586,397
1883. (1,321 to 1,330 m.). Indiana Bloom. & Western— 1881. (544 m.) 1882. (544 to 684 m.)	677,545 185,650 201,883	789,448 7165,326 189,652	192,085 1204,423	640,014 595,682 203,677 220,616	200,064 180,477	*700,395 199,845 192,317 217,574	*667,253 199,125 215,977	272,114 292,177	247,932 288,253	228,677 281,140	200,451 264,735	192,622 208,577	2.487.569
1881	159,543 172,470 235,223	202,931 140,214 216,127 210,784	268,801 115,595 229,944 266,666	215,913 110,318 187,290 254,390 273,294		96,206 *172,004 261,731	217,618 113,254 *196,062 223,256	147,586 *253,499 268,285	191,921 *277,295 350,835	275,330 *308,323 411,407	254,597 *303,006 371,379	253,354 *306,159 877,821	2.816.109
1883	342,138	293,546 98,613 86,980 100,069	321,129 83,664 105,958 5,99,168	273,294 83,127 106,398 110,056	89.663	270,568 130,284 144,904 112,363	269,052 123,143 124,459 *105,866	127,998 167,164	113,241 124,280	175,884 118,594	100,960 108,370 *133,297	116,082 108,118 *124,475	1,331,968 1,405,453
Lake Erie & Western— 1880. (362 to 385 m.). 1881. (385 m.) 1882. (385 m.) 1883* (385 m.) 1880. (1,107 to 1,840 m.). 1881. (1,107 to 1,840 m.). 1881. (1,107 to 2,074 m.). 1882. (2,028 to 2,071 m.). Milwaukee Lake S. & West.— 1880. (205 to 250 m.). 1881. (250 to 276 m.). 1881. (250 to 276 m.).	131,696 674,455 816,960 964,527	575,035 805,124 960,315	612,593 917,960 1.068.834	87,722 563,883 850,862 953,603	98,988 655,014 828,726 958,130	976,230 1,227,88 1,215,490	77,913 .772,537 .817,135 1,063,765	827.089	931.911	1,000,326 1,002,950	953,086 1,065,233 1,200,902	949,185 1,153,779	
1889 b	1 118,735 24,833 39,078 66,271	1,014,807 33,251 31,382 65,437	1,141,337 37,772 36,755 77,606	947,450 30,346 46,848 70,009	28,614 48.669 67,610	1.090,706 35,902 52,202 75,512	1,139,300 34,211 52,065 73,156	34,067 59,931 75,170	38,642 63,996 85,585	40,125 73,397 86,708	48,734 64,654 80,905	41,255 66,682 82,250	427,759 635,659 906,319
1883* (306 to 326 m.). Missouri Kansas & Texas — 1881 (880 to 1,100 m.). 1882 (1,100 to 1,296 m.).	65,381 330,510 400,165	337,564 394,672	433,343 472,048	84,185 393,445 444,204	84,805 393,745 480,334	87,265 406,606 455,904	81,835 484,576 482,334	514,165 625,423	549,332 618,701	562,184 687,703	533,956 694,169	487,820 665,860	5,427,256
1882. (276 to 306 m.). 1883* (306 to 326 m.). Missouri Kansas & Texas— 1881 (880 to 1,100 m.). 1882 (1,100 to 1,296 m.). 1883 (1,296 to 1,386 m.). Missouri Pacific— 1881 (700 to 795 m.). 1882 (795 to 996 m.). 1883 (996 m.).	554,049 388,681 552,675 732,541	484,424 395,413 469,043 620,988	513.982	512,042 537,561 541,142 605,273	575,685 589,476 560,907 719,501	556,331 607,998 535,688 636,725	590,649 568,507 734,008 704,434	659,576 908,738	625,133 801,416	633,839 860,525	550,569 781,258	602,446 736,669	
1883 (996 m.) Mobile & Onto- 1880 1881 (506 m.) 1882 (528 m.)	250,116 224,346 159,676	204,094 216,767 158,590	168,302 230,916 148,167	140,091 163,550 141,957	129,241 145,803 134,378	121,855 186,517 136,184 *124,640	131,621 135,548 135,174 *136,836	140,593 160,789 137,475	184,247 210,262 157,875	264,714 256,924 267,433	251,368 262,986 301,054	287,378 258,812 306,482	2,273,623 2,403,220 2,184,445
1888	215,971 218,470 189,479 170,753	168,004 199,828 203,102 174,974	184,603 179,213 220,823 177,336	128,867 164,888 195,655 167,393	141,734 172,353 177,209 154,163	*124,640 155,827 166,690 136,704	*136,836 162,736 166,203 186,495	181,965 185,320 189,787	179,729 196,038 190,196	190,912 188,935 201,712	196,869 169,033 202,668	191,017 187,679 210,676	2,193,807 2,246,216 2,162,857
Mobile & Onto- 1880	197,388 1,296,381 1,443,437 1,318,997	195,262 1,252,218 1,425,765 1,304,758	206,164 1,644,958 1,847,261 1,567,633	161,435 1,643,151 1,709,057 1,670,743	171,079 1,592,544 1,776,891	170,661	1,580,976	1,606,873 1,772,895	1,786,417 1,734,200	1,899 910	1,797,338 1,715,469 1,818,824	1.726.788	
1883. (1,060 m.). New York & New England— 1880. (284 to 316 m.). 1881. (316 to 394 m.).	1,524,869 164,231 189,749 213,840	173.614	212.019	1,548,474 179,689 216,913 261,044	183,700 217,185 289,722	219,891 231,518 285,392	205,056 246,820 298,441		235,642 299,573 383,347		210,856 240,764 *276,183	198,108 240,064 *261,082	2,396,303 2,809,943 3,408,169
1880. (284 to 316 m). 1881. (316 to 394 m). 1882. (394 m). 1883. (394 m). Norfolk & West.—(At, Miss. & O.) 1880. (428 m). 1881. (428 m). 1882. (428 m). 1883. (428 to 502 m). Northern Central— 1880. (322 m). 1881. (322 m). 1882. (322 m).	258,266 156,870 164,917	217,261 231,741 161,954 153,633 149,659	175,420	268,853 143,099 174,438 171,793	290,951 131,407 149,603 185,322	293,919 133,764 156,889 174,843	309,288 145,585 173,374 191,535	179,947 196,122 222,160	209,446 221,438 232,774	235,910 246,530 272,318	209,046 228,995 261,235		2,064,194 2,267,288
1883	168,572 200,487 334,494 386,156	191,344 330,860 382,657	217,334 415.325 452,906	190,996 586,130 487,273 420,490	205,663 329,788 465,586 465,694	203,610 419,193 487,287	450,298 440,811	453,923 498,008	464,098 429,560	512,917 449,664	459,054 487,160	494,310 476,628	5,050,385 5,443,698
1882	407,368 499,252 81,390 116,508	413,551 486,865 777,259 75,803	414,789 506,865 119,358 162,984	420,490 476,335 186,074 216,210	465,694 499,133 217,613 312,705	465,819 476,164 253,105 412,024	509,683 247,020 393,252	228,777 434,085	592,435 339,217 506,032	550,225 358.456 570,724	6526,685 300,822 475,611	220,993	2,830,084 4,070,224
1882	245,369 358,985	£68,935 328,158	373,141 563,903	451,023 660,412	789,946	704,617 *788,700	694,067 *841,000	727,215	772,838	829,831	769,994	530,453	6,983,714
(All lines east of Pittsburg & Erie)— 1880	3,083,551 3,189,215 3,373,321 3,929,357	\$,944,576 \$,095,614 \$,306,750 \$,712,215	3,278,186 3,844,304 3,912,293 4,189,380	3,488,366 3,760,372 3,855,850 1,061,750	3,417,916 3,856,897 4,108,877 4,303,006	3,221,476 3,807,437 4,093,756 4,156,871	3,449,644 3,780,418 4,149,150	3,723,355 3,809,978 4,671,179	3,647,543 3,735,00€ 4,417,602	3,882,714 3,672,971 4,660,054	3,574,918 3,840,215 4,373,825	3,547,828 3,731,751 4,157,169	44,124,178
1850 (846 m.) 1881 (846 m.) 1882 (846 m.) 1882 (846 m.)	1,816,089 1,519,138 1,503,075 1,608,775	1,085,162 1,336,428 1,290,421 1,453,862	1,489,389 1,600,568 1,610,089 1,669,241	1,496,330 1,484,864 1,709,712 1,726,616	1,457,881 1,688,802 1,703,469 1,696,877	1,398,536 1,707,295 1,714,736 2,810,489	1,282,835 1,835,725 2,026,459	1,531,813 2,000.986 1,975,993	2,089,256 1,945,874 2,019,017	1,746,299 1,989,948 2,229,513	2,184,226 2,015,559 2,256,749	1,854,081 1,850,889 1,795,871	20,776 101
1890. (846 m.) 1881. (846 m.) 1882. (846 m.) 1883\$. (846 to 1,419 m.) St. L. Alt. & T. H. Main Line- 1880. (195 m.) 1881. (195 m.) 1882. (195 m.) 1883* (195 m.) 1883* (195 m.) 1883* (195 m.) 1880. (71 to 121 m.) 1881. (121 m.)	96,922 104,577 107,227 123,454	108,988 101,826 102,153 115,471	113,518 132,572 101,747 126,024	108,434 133,337 97,965 103,045	95,847 121,937 102,923 101,480	105,837 121,996 99,083 85,550	138,153 118,844 130,986 99,422	150,727 125,592 166,637	136,706 129,984 154,917	143,881 131,697 162,993	116,699 105,506 155,334	101,950 96,935 124,621	1,417,662 1,424.803 1,506,586
St. L. Alton & T. H. Brapches— 1880	66,950	58,092	75,862	67,436	70,947	52,948	73,641	88,327	83,735	91,350	72,817	.82,553 74,192 75,355	729,078 756,024 875,480
1883	70,160 570,957 516,370 665,258	560,791 501,127 522,781	78,738 704,002 585,008 632,228	57,760 546,302 579,978 544,786	59,627 479,075 519,120 558,788	56,110 474,302 529,700 554 559	54,720 533,512 515,519 585,890	644,386 675,981	708,325 724,160	*719,239 809,394	*687,280 843,973	*709,498 781,305	7,337,669 7,581,63 5
1991 (507 to 661 m)	193,091 208,547 254,040	195,948 178,599 240,139	193,146 269,963 271,323	176,164 269,507 234,496	167,664 274,086 252,960	173,607 263,589 238,721	213,297 252,889 330,914	259,995 281,862 394,907	280,873 278,653 339,504	328,194 3:6,106 369,006	290,329 276,556 333,026	226,063 300,166 313,205	2,698,371 3,160,523 3,572,241
1882	278,321 180,239 254,187 395,461	236,278 137,645 159,482 418,358	351,689 261,797 320,962 531,004	274,011 333,014 425,685 570,890	296,756 281,899 382,642 858,903	259,917 243,407 405,321 856,417	280,020 272,089 387,488 853,296	232,579 414,954 801,759	274,188 485,736 832,776	345,057 605,708 979,057	300,675 508,530 913,334	297,640 528,263 753,516	3,160,229 4,878,958 8,764,771
1881 (630 to 535 m.) 1882 (912 to 1/920 m.) 1883 (1925 m.) 1880 (1,250 m.) Texas & Pacific— (1,250 m.) 1880 (444 to 700 m.) 1881 (700 to 982 m.) 1882 (982 to 1,412 m.)	489,763 245,785 281,176 323,987	389,612 219,165 260,781 278,535	729,813 215,070 319,928	812,017 174,177 295,063	727,499 141,083 281,783 421,219	763,838 158,066 285 305 397,253	612,766 195,711 328,063 379,451	226,073 381,331 439,918	266,570 345,790 470,613	303,666 419,203 541,901	312,184 369,521 619,655	301,858 401,058	2,754,408 3,969,005 a5,143,170
Wabash St. Louis & Pacific— 1890(1,558 to 2,479 m.) 1881	776,790 865,339	759,451 813,374	343,442 526 901 978,629 1,109,399	368,752 406,180 892,025 967,033	496,678	456,226	537,743		100.000	1 501 003	1,131,787 1,372,360	1050,816	12,428,112 14,467,789
1889* (3,348 to 3,518 m). 1883*(3,518 m.)	1.229,965	1,134,768	1,313,775 1,479,236	1,378,194	948,778 1,148,669 1,204,864 1,213,9461	1,149,482	1.216.409	1,772,544	1,682,382	080,680	1,525,715	1,331,952	10,738,358

*Approximate figures. † And 66 miles of canal. § Includes Central of N. J. earnings from and after June, 1883.

**Approximate figures. † And 66 miles of canal. § Includes Central of N. J. earnings from and after June, 1883.

**Lose for June in preceding years) includes miscellaneous receipts for the who e of the fiscal year ended with that month. Since that time these receipts have been added to each month's earn'gs, and thus distributed evenly through the year.

**Approximate figures. † And 66 miles of canal. § Includes Central of N. J. earnings from and after June, 1883.

**Lose for June in preceding years) includes miscellaneous receipts for the who e of the fiscal year ended with that month. Since that time these receipts have been added to each month's earn'gs, and thus distributed evenly through the year.

**Approximate figures. † And 66 miles of canal. § Includes Central of N. J. earnings from and after June, 1883.

**Lose for June in preceding years) includes miscellaneous receipts for the whole of the fiscal year ended with that month. Since that time these receipts have been added to each month's earn'gs, and thus distributed evenly through the year.

HAND-BOOK

OF

RAILROAD SECURITIES.

JULY, 1883.

DESCRIPTION; INCOME;

PRICES; DIVIDENDS.

CONTENTS.

Railroad Securities .-

A STATEMENT OF THE STOCKS AND BONDS OUTSTANDING, AND THE EARNINGS for Four Years Past, of all Railroads whose securities are sold in the markets of New York, Boston, Philadelphia or Baltimore.

Highest and Lowest Prices, Monthly.4-

UNITED STATES SECURITIES-For the year 1882, and to July in 1883.

BONDS AND STOCKS IN NEW YORK-For the year 1882, and to July in 1883.

BONDS AND STOCKS IN BOSTON-For the year 1882, and to July in 1883.

BONDS AND STOCKS IN PHILADELPHIA—For the year 1882, and to July in 1883.

BONDS AND STOCKS IN BALTIMORE-For the year 1882, and to July in 1883.

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Dividends.-

DIVIDENDS ON RAILROAD STOCKS sold at the Exchanges in New York, Boston, Philadelphia and Baltimore, paid prior to July in 1883, and during the six years, 1877—1882, inclusive.

Railroad Earnings .-

GROSS EARNINGS, by months, since January 1, 1880.

WILLIAM B. DANA & CO.,

79 & 81 William Street, New York.

THE FINANCIAL REVIEW

(ANNUAL,)

1883.

A Year Book of Financial Information

FOR

BANKERS,

STOCK BROKERS,

MERCHANTS,

INVESTORS.

CONTENTS:

Retrospect of 1882.

Mercantile Failures.

Banking and Financial-

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