Investors' Supplement

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

VOLUME LVII.

Sept. 30, 1893.

WILLIAM B. DANA & CO., PUBLISHERS
102 WILLIAM STREET NEW YORK.

The Investors' Supplement is issued once in two months, viz., on the last Saturday of January, March, May, July, September and November, and one copy of each issue is furnished to every subscriber of the COMMERCIAL & FINANCIAL CHRONICLE. No single copies of this Supplement are kept on sale either for subscribers of the CHRONICLE or to others, as only a sufficient number is printed to mail one copy to each regular subscriber of the CHRONICLE.

Subscription to the CHRONICLE, including both SUPPLEMENTS, is $10·00 per year in the United States and $12·00 in Europe, including postage.

[Entered according to Act of Congress in the year 1893, by WILLIAM B. DANA & Co., in office of the Librarian of Congress, Washington, D. C.]

JOHN H. DAVIS & CO.,

BANKERS

AND

DEALERS IN HIGH-CLASS INVESTMENT SECURITIES.

Members of New York and Philadelphia Stock Exchanges. Private Wires to Boston, Philadelphia and Chicago.

Buy and Sell Stocks on all Exchanges ON COMMISSION ONLY, and carry Stocks and Bonds on margin.

10 Wall Street, New York.

VERMILYE & CO.,

BANKERS,

16 & 18 Nassau Street, New York.

ALL SECURITIES LISTED AT THE NEW YORK, PHILADELPHIA AND BOSTON STOCK EXCHANGES BOUGHT AND SOLD ON COMMISSION.

DEPOSITS RECEIVED AND INTEREST ALLOWED ON BALANCES, SUBJECT TO DRAFTS AT SIGHT.

GOVERNMENT, CITY AND RAILROAD BONDS, AND OTHER CHOICE INVESTMENTS, FOR SALE AND ON HAND FOR IMMEDIATE DELIVERY.

J. S. FARLEE. ROBERT D. FARLEE.

J. S. FARLEE & BROTHER,

NO. 11 WALL STREET, - - NEW YORK.

Brokers and Dealers in Investment Bonds and Stocks.

STATE, MUNICIPAL, AND APPROVED

RAILROAD BONDS,

PAYING FROM 4 TO 6 PER CENT,

On hand for Immediate Delivery, suitable for Savings Banks, Trust Funds and other Conservative Investors. Correspondence Solicited.

Samuel D. Davis & Co.,

BANKERS,

44 WALL STREET, N. Y.

MEMBERS N. Y. STOCK EXCHANGE.

Investment Securities a Specialty.

Interest Allowed on Deposits subject to sight draft.

Investors' Supplement

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

[Entered according to act of Congress, in the year 1893, by WILLIAM B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 57. NEW YORK, SEPTEMLER 30, 1893.

INVESTORS' SUPPLEMENT.

The INVESTORS' SUPPLEMENT contains 166 pages and the STATE AND CITY SUPPLEMENT 184 pages, and both are given to every *yearly* subscriber of the CHRONICLE.

WILLIAM B. DANA & CO., Publishers,
102 *William Street, New York.*
P. O. Box 958.

DIMENSIONS OF PUBLIC LAND SALES.

Through the kindness of the Commissioner of the General Land Office we are able to present in this issue of the INVESTORS' SUPPLEMENT a statement of the takings of public lands for the year ending June 30, 1893. The figures will be found to possess considerable interest, especially in the contrast which they furnish with the disposals for the years preceding, showing some rather noteworthy changes in the movement. At the moment, the recent opening of the Cherokee Strip, and the rush of settlers, "boomers," etc., to get the choicest sites, is fresh in mind, but that is a special and an exceptional movement, not governed by general influences and conditions, and besides it will constitute a factor in the totals for the current fiscal year and does not bear on those of the past year.

Two salient general features appear upon an examination of the results for the late year: (1) that the amount of new land opened up to settlement and cultivation from year to year is still considerable, and (2) that the annual additions are on a much smaller scale than many of the years in the decade from 1880 to 1890. It is this latter aspect of the matter that has most bearing upon railroad interests, for it marks a change in one of the elements that enter into the railroad situation and one which a few years ago probably transcended all others in importance. There is, however, an important consideration that deserves always to be borne in mind, and that is that the full benefits from the opening of new land do not follow immediately, but that it takes some years to put the land in proper condition, and that in part we are only now getting the fruits of the large takings of previous years.

It would be difficult to exaggerate the effect of the opening up of such vast areas of new land as occurred eight or ten years ago, both through sales by the Government and by the railroads. In the wonderful growth and development of the traffic of the railroads which has taken place since 1880 these additions to the settled area of the country have certainly played a very prominent part. On a previous occasion we published a statement showing that in the ten years to June 30, 1890, the disposals of public lands for cash and under the timber culture and homestead laws had reached the enormous aggregate of 147 millions acres, and that during the same period the sales by the leading Pacific roads had reached nearly 20 million acres more, making together 167 million acres—equal to 260,000 square miles of territory—an area which, as we stated at the time, is one-quarter larger than the area of France or Germany, and more than twice the area of the British Isles. In the Dakotas the disposals of public lands for the ten years reached roughly 33 million acres, in Kansas 20 million acres, in Nebraska 19½ million acres, in Colorado 11 million acres, &c. In a single year (1883-84) the disposals in the Dakotas amounted to 6 million acres, while in Kansas the disposals in a period of twelve months (the year 1885-86) reached as much as 5½ million acres, in Nebraska 3½ million acres (year 1884-5) and in Colorado (year 1886-7) 2½ million acres.

It would be erroneous to suppose that the stimulus afforded by the opening of new territory is no longer present. At the same time, the fact should not be ignored that this stimulus now exists in a much less degree. Sales by the railroads have dropped to comparatively small proportions, while the disposals by the Government show very marked contraction. Of the two classes of sales, the takings of public lands have always been of much the greater magnitude, and in the present article we shall confine ourselves entirely to these.

The falling off in the disposals, we need hardly say, has followed in no inconsiderable measure from the fact that the best and most desirable lands, at least in the older States, have now been taken up; but while that is true it affords only a partial explanation of the decline. Further west, in the newer States, there are still large quantities of public land, portions of which would undoubtedly find speedy occupation if the lands could be made available by railroad facilities. But there has been a great change in the policy of the railroads in building new road. In sections unsupplied with transportation facilities the opening of new territory and the building of new road usually go hand in hand. That certainly was the experience in the last decade; in the States where the public land sales were largest, such as Kansas, Nebraska and the Dakotas, the construction of new mileage during the ten years was perfectly enormous. The building of this mileage furnished a strong inducement for the settlement and occupation of the lands, while on the other hand railroad managers looked to the opening of the new sections, and to the increase in population and in productive and consumptive requirements attendant upon the increase in population, to afford compensation and remuneration for the ventures. If the movement to

provide new mileage had continued, the scene of activity being transferred to other sections, no doubt we should have witnessed in those sections a repetition of the experience which was the good fortune of the territory further east. As it is, the railroads have stopped providing new road on any extensive scale. Expectations of a large traffic from their previous extensions have not been disappointed, but the roads have been treated very illiberally by State legislatures and railroad commissions, and this, and the intensity of competition that developed, reduced rates and narrowed the margin of profit to small dimensions, or wiped it out altogether; besides, general financial conditions have not been such as to make it possible for railroad managers to raise capital for such new roads. In a word, for the time being new railroad construction has come practically to a standstill.

Some other circumstances have likewise affected the disposals. Good or bad crops always exert considerable influence; in the season of 1891 the crops were phenomenal, last year they were only indifferent taking the country as a whole. Then the price of farm products would naturally have more or less effect, and in this particular the agricultural situation, as is known, has been rather discouraging in recent years. Then the opening of Oklahoma Territory has directed a stream of settlers in that one special direction—a movement which has now been given a further impetus through the opening of the Cherokee Strip. It should also be remembered that one class of public land takings, namely the timber culture entries, no longer exists, the Timber Culture Law having been repealed. As a result of these various influences the aggregate disposals of public lands for the late fiscal year reached only 8,224,637 acres. In area this aggregate is about equal to the area of the State of Maryland. Obviously, therefore, these takings still constitute an important factor in the development and extension of the country. At the same time, when we go back a few years and find that in 1887-88 the takings amounted to 16,319,076 acres, in 1886-87 to 17,406,658 acres, and in 1885-86 to 18,309,942 acres, it becomes evident that the yearly additions in this way have been very greatly reduced and that to that extent the influence of that factor in the industrial and railroad situation has been diminished. Below we furnish a comparison of the yearly disposals back to 1888 for each of the three leading classes which form the basis of our statements.

PUBLIC LANDS SALES.

Year end'g June 30.	1893.	1892.	1891.	1890.	1889.	1888.
	Acres.	*Acres.*	*Acres.*	*Acres.*	*Acres.*	*Acres.*
Sales for cash	1,404,857	1,571,426	2,142,539	3,302,571	3,881,305	5,907,155
Homest'd entries.	6,808,791	7,716,062	5,040,394	5,531,678	6,029,230	6,676,616
Timb.-culture ent.	10,989	41,375	969,006	1,787,403	2,551,069	3,735,305
Total	8,224,637	9,328,863	8,151,939	10,621,652	12,461,604	16,319,076

The total at 8,224,637 acres for 1893, it will be seen, compares with 9,328,863 acres for 1892 and with 8,151,939 acres for 1891. Thus the amount is somewhat larger than for two years ago, but with that exception it is the smallest of all the years given. We get an idea of the effect that the abolition of the timber culture law has had on the totals by noting that in 1889 these timber culture entries amounted to 2½ million acres and in 1888 to 3¾ million. However, the heaviest falling off has occurred in the sales for cash, which at 1,404,857 acres for 1893 compare with 5,907,155 acres in 1888. The homestead entries were actually larger in 1893 than in 1888. In the following we show the public land sales for the last seven years for each State and Territory. It will be observed that in no State or Territory did the disposals in 1893 reach a million acres, but that in Oklahoma they amounted to 855,018 acres (this comparing with 1,583,135 acres in 1892), in South Dakota to 810,501 acres, in North Dakota to 514,848 acres, in California to 644,372 acres, in Colorado to 506,411 acres, in Kansas to 492,727 acres, in Minnesota to 400,869 acres, in Nebraska to 529,612 acres, in Oregon to 551,116 acres and in Washington to 473,824 acres.

DISPOSALS OF PUBLIC LANDS FOR CASH AND UNDER THE HOMESTEAD AND TIMBER CULTURE LAWS BY FISCAL YEARS FROM JULY 1, 1886, TO JUNE 30, 1893.

States & Ter's.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
	Acres.	*Acres.*	*Acres.*	*Acres.*	*Acres.*	*Acres.*	*Acres.*
Ala.....	604,852	532,693	238,126	323,550	333,602	205,530	149,178
Arizo'a.	152,688	264,620	128,531	117,343	89,127	146,863	152,427
Arkans.	562,982	411,645	370,762	339,639	306,717	261,686	250,282
Califor.	1,276,808	1,687,064	1,003,161	776,268	797,558	715,348	644,372
Colora..	2,526,699	2,629,113	1,626,881	929,237	535,904	456,330	506,411
Dakota-							
N. Da. }	2,068,760	1,698,323	1,663,070	{ 442,330	330,071	499,868	514,848
S. Da. }				{ 692,567	470,758	698,277	810,501
Florida.	129,090	226,363	85,500	153,330	126,711	158,318	128,368
Idaho...	237,848	250,698	272,587	296,850	339,261	251,731	260,134
Iowa....	3,514	27,500	8,508	3,374	4,865	3,159	2,364
Indiana	132	4	198	.....	3	81	3
Illinois.	39	.....	121	196	516	44	455
Kansas.	3,719,441	2,552,530	1,276,424	696,049	375,651	401,284	492,727
Louis'a.	350,312	607,433	191,496	167,611	163,147	131,867	147,014
Mich'gn	134,522	117,211	154,312	120,619	110,959	104,102	104,749
Minn'ta	670,577	466,419	321,731	277,750	288,848	452,978	400,869
Miss'pi..	218,605	554,155	131,941	283,767	238,729	182,041	143,999
Miss'ri..	225,832	177,460	182,149	187,787	206,410	218,817	199,298
Montan	253,465	223,800	248,030	314,562	294,551	413,880	377,456
Nebras..	2,513,620	2,136,192	1,636,687	1,250,192	575,573	667,055	529,612
Nevada.	2,698	3,355	2,858	4,133	3,919	4,928	2,984
N. Mex.	140,220	150,367	188,475	170,580	157,695	161,825	132,075
Ohio....	.....	240	240	186	275	.....	.....
Oklah'a.	.....	.....	905,544	1,083,691	296,874	1,583,135	855,018
Oregon.	456,451	508,449	527,886	654,101	728,343	607,087	551,116
Utah ...	141,328	191,355	131,146	161,810	126,947	136,640	151,504
Wash...	432,435	520,820	822,853	903,065	909,056	569,332	473,824
Wiscon.	301,653	139,120	116,288	87,407	177,542	146,935	100,584
Wyomg.	282,087	242,147	226,101	183,158	162,327	149,227	142,475
Gr. tot..	17,406,658	16,319,076	12,461,604	10,621,652	8,151,939	9,328,863	8,224,637

As regards the quantity of public lands still undisposed of, that is in the case of most States and territories largely a matter of conjecture, as about half of the public domain has not even yet been surveyed. Nor is it possible to say how much of the land may be arable and how much rocky or barren. However, from the following statement, furnished by the Land Office, an approximate idea can be obtained of the amount of land still left in each State and Territory.

VACANT LANDS IN THE PUBLIC LAND STATES AND TERRITORIES.

	Surveyed Land.	*Unsurveyed Land.*	*Total Area.*
	Acres.	*Acres.*	*Acres.*
Alabama	966,260	.....	966,260
Arizona	12,066,212	37,482,333	49,548,545
Arkansas	4,757,604	.....	4,757,604
California	32,588,525	15,158,824	47,747,349
Colorado	36,108,536	5,243,208	41,351,744
Florida	2,303,478	799,230	3,102,708
Idaho	6,345,063	31,312,757	37,657,820
Iowa	13	.....	13
Kansas	713,560	.....	713,560
Louisiana	1,017,099	101,389	1,118,488
Michigan	681,015	.....	681,015
Minnesota	2,799,022	3,107,690	5,906,712
Mississippi	835,300	.....	835,300
Missouri	963,059	.....	963,059
Montana	13,530,110	61,105,815	74,635,925
Nebraska	10,354,713	115,000	10,369,713
Nevada	30,202,044	23,314,379	53,516,423
New Mexico	39,445,999	15,101,755	54,547,754
North Dakota	8,697,196	9,729,310	18,426,506
Oklahoma	5,569,702	406,400	5,976,102
Oregon	24,155,387	13,062,169	37,217,556
South Dakota	9,287,275	3,737,220	13,024,495
Utah	7,075,296	28,027,699	35,102,995
Washington	5,414,246	13,400,765	18,815,011
Wisconsin	627,774	.....	627,774
Wyoming	39,957,955	13,445,209	53,403,164
Grand total	296,362,443	274,651,152	571,013,595

NOTE.—This aggregate is exclusive of Ohio, Indiana and Illinois, in which, any public land remains, it consists of a few small, isolated tracts. It exclusive of Alaska, containing 577,390 square miles, or 369,529,600 acres. It also exclusive of military and Indian reservations and lands subject to sale for the benefit of certain Indian tribes, and exclusive of reservoir site and timber reservations and tracts covered by selections, filings, railroad grants and claims as yet unadjudicated, a part of which may in the future be added to the public domain.

INDEX TO RAILROAD MORTGAGES.

Abstracts of leading railroad mortgages published from time to time in the CHRONICLE are indexed below:

	VOL.	PAGE.
Atchison Topeka & Santa Fe. Old mortgages	49	546
New consol. M. 4s, due 1989; new incomes, due 1989	49	857
2d Mortgage, due July 1, 1989	55	101
St. Louis & San Fran. consol. 4s, due Oct. 1, 1990	54	244
Atlantic & Pac. RR. 1st Guar. Trust M. 4s, due Jan. 1, 1937	49	302
1st M. Western div. 6s, due July 1, 1910	49	302
2d M. Western div. 6s, due Sept. 1, 1907	49	303
Income M. Western div. 6s, due Oct. 1, 1910	49	304
Atl. & Pac. RR. 1st M. Central div. 6s, due March 1, 1922	49	303
Balt. Belt 1st mort. 5s, due 1990	52	205
Baltimore & Ohio Consol. M. 5s, due Feb. 1, 1988	46	804
Balt. & Ohio Southwestern 1st M. 4½s, due Jan. 1, 1990	51	245
1st, 2d and 3d income mortgage, due Jan. 1, 1990	51	246
Brooklyn Elevated—Un. El. 1st M. 6s of 1887, due 1937	49	583
Union Elevated 2d M. of 1887, due 1927	49	584
Cambria & Clearfield 1st M 5s, 1891, due 1941	52	976
Central RR. & Bk. Co. of Ga. Col. Trus 5s, due May 1, 1937	45	242
Consol. Mort. 5s, due April 1, 1937	51	571
Central RR. Co. of N. J. Gen. M. 5s, due July 1, 1987	45	402
Central Pacific M. 6s. due Oct. 1, 1936	45	241
Chesapeake & Ohio 1st M. 6s, due July 1, 1908	45	54
1st M. Peninsula ext. 6s, due Jan. 1, 1911	45	55
1st M. extensions, 6s, due June 1, 1922	45	55
1st consol. M. 5s, due May 1, 1939	49	147
1st consol. on Rich. & All., due 1989	51	144
2d consol. on Rich. & All., due 1989	51	144
Chicago Burl. & Q., Nebraska ext. 4s, due May 1, 1927	45	441
Chicago & Erie 1st and income mortgages, due 1982	51	911
C. M. & St. P., 1st M., Chic. & L. Sup'r div. 5s, due July 1, 1921	45	146
1st M. Chic. & Milwaukee 7s, due Jan. 1, 1903	45	85
1st M. Chic. & Mo. River 5s, due July 1, 1926	45	213
1st M. Chic. & Pacific 6s, due Jan. 1, 1910	45	144
1st M. Chic. & Pacific Western 5s, due Jan. 1, 1921	45	145
Consol. Mort. 7s, due July 1, 1905	45	85
1st M. Dakota & Great Southern 5s, due Jan. 1, 1916	45	213
1st M. Dubuque 6s, due July 1, 1920	45	144
1st M. Fargo & Southern 6s, due Jan. 1, 1924	45	212
1st M., Hastings & Dakota exten. 7s, due Jan. 1910	45	144
1st M. Iowa & Dakota 7s, due July 1, 1908	45	114
1st M. Lacrosse & Davenport 5s, due July 1, 1919	45	114
1st M. Mineral Point 5s, due July 1, 1910	45	145
1st M River division 7s, due Jan. 1, 1902	45	85
1st M. Southern Minn. 6s, due Jan. 1, 1910	45	114
Terminal Mort. 5s, due July 1, 1914	45	212
1st M. Western Union 6s, due July 1, 1909	45	114
1st M. Wisconsin & Minn. 5s, due July 1, 1921	45	145
1st M. Wisconsin Valley 6s, due July 1, 1920	45	145
General M. 4s of 1889, due 1989	48	830
Chicago & Northern Pacific 1st mort. 5s, due April 1, 1940	52	465
Lease to Wisconsin Central, dated April 1, 1890	52	468
C. Rock I. & Pac. 1st M., C. Kan. & Neb. Ry. 6s, due July 1, 1934	47	262
1st M. Extension & Collat. 5s, due July 1, 1934	47	260
1st M. St. Joseph & Iowa 6s, due July 1, 1935	47	261
1st M. Wis. Minn. & Pac. 6s, due Oct. 1, 1934	47	261
Cincin. Jackson & Mack'w 1st Con. M. 5s, due Dec. 1, 1936	45	574
Clev. Cin. Chic. & St. L.—Collat. trust St. L. Div. 4s, due 1990	52	42
Colorado Midland 1st M. 6s, due June 1, 1936	45	540
Consol mort. 4s, due Feb. 1, 1940	51	572
Denver & Rio Grande 1st Con. M. 4s, due Jan. 1, 1936	47	228
Improvement M. 5s, due June 1, 1928	47	229
Denver Tramway consol. mort. 6s, due Jan. 1, 1910	52	354
Duluth South Shore & At. 1st M. 5s, due Jan. 1, 1937	45	274
East Tenn. Va. & Ga., Cinn. Extension 5s, due 1940	52	83
Fort Worth & Denver City 1st M. 6s, due Dec. 1, 1921	45	440
Georgia Car. & North'n 1st M. 5s, due July 1, 1929	49	239
Houston & Texas Central, all new mortgages of 1890	52	242
Iowa Central 1st M. 5s of 1888, due 1938	49	582
Kan. City Memphis & Birm. 1st M. 5s, due March 1, 1927	45	575
Kentucky Central 1st M. 4s, due July 1, 1987	45	372
Kings County Elev. 1st M. 5s, due Jan. 1, 1925	49	237
Lake Erie & Western 1st M. 5s, due Jan. 1, 1937	46	45
2d M. 5s, due July 1, 1941	54	444
Lehigh Valley of New York 1st 4½s, due July 1, 1940	51	114
Louisv. Evans. & St. L. 1st Con. M. 5s, due July 1, 1939	49	208
Louisville & Nashville Unified mort. 4s, due July 1, 1940	51	613
Manhattan Elevated consol. 4s, due April 1, 1990	51	248
Mexican Central consol. M. 4s, due 1911 and 1939	49	177
M. St. P. & S. Ste. Marie 1st Cons. M. 5s, due July 1, 1938	47	142
1st M. Minn. S. Ste. Marie & Atl. 5s, due Jan. 1, 1926	45	243
Minneapolis Street R'y consol. mort. of 1890, due Jan. 15, 1919	52	356
Mo. Kan. & Texas Ry. 1st M. 4s, due June 1, 1990	51	495
2d M. 4s due June 1 1990	51	495
Missouri Pacific 1st Cons. M. 6s, due Nov. 1, 1920	47	287
Mobile & Birmingham 1st M. 5s, due Jan. 1, 1937	45	274
Mobile & Ohio General M. 4s, due Sept. 1, 1938	47	83
New York Chicago & St. Louis 1st M. 4s, due Oct. 1, 1937	45	541
N. Y. Ontario & Western Cons. 1st M. 5s, due June 1, 1939	49	238
N. Y. Susquehanna & West. 1st mort. 5s, due Aug. 1, 1940	52	84
Terminal 1st M. 5s, due May 1, 1943	57	512
Norfolk & Western 1st M. Clinch Val. 5s, due June 1, 1957	45	541
One-hundred-year mortgage 5s, due Jan. 1, 1990	50	208
Maryland & Wash. Div. 1st M. 5s, due Jan. 1, 1941	54	204
Northern Pacific 3d M. 6s, due Dec. 1, 1937	47	22
Duluth & Manitoba 1st M. Dak. Ex. 6s, due June 1, 1937	45	273
Consol. mortgage of 1890, due 1989	50	279
Collateral Trust Notes of 1893	56	1017
Omaha & St. Louis 1st M. 4s, due Jan. 1, 1937	45	213
Oregon Pacific 1st M. 6s, due Oct. 1, 1900	49	240
Oregon Ry. & Navigation Col. Trust 5s, due Sept. 1, 1919	51	243
Oreg. Short Line & Utah No. con. M. 5s, due April 1, 1919	51	242
Collateral Trust 5s, due Sept. 1, 1919	51	243
Peoria & Eastern—O. Ind. & West. 1st M. 5s, due Apr. 1, 1938	47	201
Consol. 1st mortgage 4s, due April 1, 1940	51	246
Income mortgage bonds, due April 1, 1990	51	247
Philadelphia & Reading general M. 4s, due Jan. 1, 1958	46	679
1st, 2d and 3d Pref. Inc. M. 5s, due Jan. 1, 1958	47	141-2
Pittsburg & Western 1st M. 4s, due July 1, 1917	45	439
Poughkeepsie Bridge Co. 1st M. 6s, due Aug. 1, 1936	45	275
Richmond & W. P. Ter. Co. Col. Trust 6s, due Feb. 1, 1897	45	575
Consol. 1st collateral M. 5s, due March 1, 1914	49	115
Rio Grande Southern 1st mortgage 5s, due July 1, 1940	54	163
Rio Grande West. 1st M. 4s, due July 1, 1939	49	237
St. P. M. & M. 1st M. Mon. ext., 4s, due June 1, 1937	45	342
Pacific Extension 1st mort. 4s, due July 1, 1940	52	82
St. Louis & San Fran. consol. mort. 4s, due Oct. 1, 1990	54	244
San Ant. & Aransas Pass 1st M. on ext., 6s, due July 1, 1926	45	372
San Fran. & North Pacific 1st M. 5s, due Jan. 1, 1919	49	241
Savannah & Western 1st Cons. M. 5s, due March 1, 1929	49	240
Southern Pacific gen. M. 5s of 1888, due 1938	49	509
Texas & Pacific 1st M. 5s, due June 1, 2000	47	82
2d M. 5s, due Dec. 1, 2000	47	82
Toledo Peoria & Western 1st M. 4s, due July 1, 1917	45	242
Toledo St. L. & Kansas City 1st M. 6s, due June 1, 1916	45	403
Union Pacific collat. trust notes, 6s, due Aug. 1, 1894	53	528
Union Pacific Denver & Gulf con. M. 5s, due Dec. 1, 1939	51	244
Virginia Midland general M. 5s, due May 1, 1936	47	23
Wabash 1st M. 5s, due May 1, 1939	49	270
Wabash 2d M. 5s, due Feb. 1, 1939	49	272
Deb. M. 6s, due July 1, 1939	49	273
Detroit & Chicago Exten. 1st M. 5s, due July 1, 1941	54	1049
Western New York & Penn. 1st M. 5s, due Jan. 1, 1937	47	109
2d M., 3 to 4 per cent, due Oct. 1, 1927	47	110
W st Shore 1st M. 4s of 1889, due 2361	42	176
Wisconsin Central Co. & RR. Improv. 5s, due May 1, 1931	53	759

RAILROAD AND OTHER MAPS IN THE SUPPLEMENT.

The railroad maps in the SUPPLEMENT and maps of certain coal companies' properties may be referred to easily by the index below. These maps are prepared with much care in the CHRONICLE office, and are intended to show as clearly as possible the precise location of the various railroads represented and their strategic position in commanding business.

MAP.	PAGE.
Atlantic & Pacific. *See* Atchison Topeka & Santa Fe	10, 11, 12, 13
Atchison Topeka & Santa Fe	10, 11, 12, 13
Baltimore & Ohio	15
Baltimore & Ohio Southwestern. *See* Baltimore & Ohio	15
Buffalo Rochester & Pittsburg	17
Buffalo & Susquehanna	19
Canada Southern. *See* New York Central	95
Centralia & Chester	25
Central Pacific. *See* Southern Pacific	135
Central Railroad of Georgia	22
Central RR. of New Jersey	24
Chesapeake & Ohio	27
Chicago Burlington & Quincy	29
Chicago & Eastern Illinois	31
Chicago Great Western	33
Chicago Milwaukee & St. Paul	34
Chicago & Northern Pacific	36
Chicago & Northwestern	37
Chicago Rock Island & Pacific	40
Chicago St. Paul & Kansas City. *See* Chicago & Great Western	33
Cincinnati Hamilton & Dayton	42
Cleveland Akron & Columbus	43
Cleveland Canton & Southern	45
Cleveland Cincinnati Chicago & St. Louis	47
Colorado Fuel & Iron	153
Colorado Midland. *See* Atchison Topeka & Santa Fe	12
Columbus Hocking Valley & Toledo	48
Columbus Shawnee & Hocking	50
Delaware & Hudson Canal Co.'s Lines	51
Delaware Lackawanna & Western	53
Denver & Rio Grande	55
Dubuque & Sioux City. *See* Illinois Central	67
East Shore Terminal	57
Elgin Joliet & Eastern	58
Evansville & Terre Haute	60
Galveston Harrisburg & San Antonio. *See* Southern Pacific	135
Grand Rapids & Indiana. *See* Pennsylvania RR	114
Great Northern	64
Houston & Texas Central. *See* Southern Pacific	135
Illinois Central	67
Kanawha & Michigan. *See* Toledo & Ohio Central	139
Kansas City & Independence Air Line	71
Kansas City Pittsburg & Gulf	69
Kansas City Suburban Belt	71
Kansas City Watkins & Gulf	72
Lake Erie & Western	74
Lake Shore & Michigan Southern. *See* New York Central	95
Long Island	77
Louisville Evansville & St. Louis. *See* Evansville & Terre Haute	60
Louisville & Nashville	78
Louisville New Albany & Chicago	80
Louisville St. Louis & Texas	82
Mexican Central	84
Michigan Central. *See* New York Central	95
Minneapolis Street Railway (See Twin City Rapid Transit)	161
Minneapolis St. Paul & S. Ste. Marie	87
Missouri Kansas & Texas	89
Mobile & Ohio	91
Nashville Chattanooga & St. Louis	93
New York Central & Hudson River	95
New York Chicago & St. Louis. *See* New York Central	95
New York Ontario & Western	98
New York Susquehanna & Western	100
New York Susquehanna & Western Terminal	101
Norfolk & Western	104-105
Northern Pacific	106
Ohio River	108
Ohio Southern	110
Oregon Short Line & Utah Northern. *See* Union Pacific	142
Paducah Tennessee & Alabama	112
Pennsylvania	114
Peoria Decatur & Evansville. *See* Evansville & Terre Haute	60
Philadelphia & Erie. *See* Pennsylvania Railroad	114
Philadelphia & Reading	117
Pittsburg Cincinnati Chicago & St. Louis	119
Pittsburg Fort Wayne & Chicago. *See* Pennsylvania Railroad	114
Pittsburg Shenango & Lake Erie	121
Richmond & Danville	123
Rio Grande Southern. *See* Denver & Rio Grande	55
Rio Grande Western	126
St. Louis Alton & Terre Haute	128
St. Louis & San Francisco. *See* Atchison system	13
St. Paul City. *See* Twin City Rapid Transit	161
San Antonio & Aransas Pass	130
Shenandoah Valley. *See* Norfolk & Western	104
Sioux City & Northern	133
Southern Pacific Company	135
Toledo Ann Arbor & North Michigan	137
Toledo & Ohio Central	139
Toledo & Ohio Central Extension	140
Twin City Rapid Transit	161
Union Pacific	142
Union Pacific Denver & Gulf	144
Virginia Midland. *See* Richmond & Danville	123
Wisconsin Central Companies	149

INDEX TO COMPANIES—CONSOLIDATED, &c.

The names of companies not given in the SUPPLEMENT tables in their alphabetical order will be found in the Index below. Many railroads have lost their original title by foreclosure or consolidation, while others have been practically merged by lease or by purchase of their stock; the names of such companies are given below, together with the title of the present organization under which their securities may be found.

NAME.	WILL BE FOUND UNDER—
Adirondack & St. Lawrence	Mohawk & Malone
Akron & Chicago Junction	Baltimore & Ohio.
Alabama Central	East Tenn. Virginia & Georgia.
Albany Florida & Northern	Savannah Americus & Montgomery.
Albemarle & Raleigh	Wilmington & Weldon.
Alley Elevated	Chicago & South Side Rapid Transit.
American Dock & Improvement Co.	Central of New Jersey.
Americus Preston & Lumpkin	Savannah Americus & Montgomery.
Ashtabula & Pittsburg	Pittsburg Youngstown & Ashtabula.
Atchison & Nebraska	Chicago Burlington & Quincy.
Atchison & Pike's Peak	Central Branch Union Pacific.
Atlantic Coast Line	Wilmington & Weldon.
Atl. C. Line St. John & Ind. River	Jacksonville Tampa & Key West.
Atlantic & Great Western	New York Pennsylvania & Ohio.
Atlantic & Gulf	Savannah Florida & Western.
Atlantic Mississippi & Ohio	Norfolk & Western.
Atlantic & Northwest	Canadian Pacific.
Atlantic & Pacific	See Atchison System.
Augusta & Knoxville	Port Royal & Western Carolina.
Baltimore Belt	Baltimore & Ohio.
Baltimore & Cumberland	Western Maryland.
Baltimore & Hanover	Western Maryland.
Baltimore & Harrisburg	Western Maryland.
Baltimore & New York	Baltimore & Ohio.
Battle Creek & Sturgis	Lake Shore & Michigan Southern.
Bay City & Battle Creek	Michigan Central.
Belfast & Moosehead	Maine Central.
Bellefontaine & Indiana	Clev. Cin. Chic. & St. Louis.
Belleville & Carondelet	St. Louis Alton & Terre Haute.
Belleville & Eldorado	St. Louis Alton & Terre Haute.
Belleville & Southern Illinois	St. Louis Alton & Terre Haute.
Bell's Gap	Pennsylvania & Northwestern.
Black River & Morristown	Rome Watertown & Ogdensburg.
Birmingham Equipment	Kansas City Memp. & Birmingham.
Bluff Point Improvement	Delaware & Hudson Canal.
Booneville Bridge	Missouri Kansas & Texas.
Booneville St. Louis & Southern	Missouri Pacific.
Boston Barre & Gardner	Fitchburg.
Boston Clin. Fitch. & New Bed	Old Colony.
Boston Concord & Montreal	Concord & Montreal.
Boston Hartford & Erie	New York & New England.
Boston Hoosac Tunnel & Western	Fitchburg.
Boston Providence & Fishkill	New York & New England.
Boston Winthrop & Shore	Boston Revere Beach & Lynn.
Brooklyn & Montauk	Long Island.
Brunswick & Chillicothe	Wabash.
Brunswick & Western	Savannah Florida & Western.
Buckingham Railroad	Chesapeake & Ohio.
Buffalo & Erie	Lake Shore & Michigan Southern.
Buffalo New York & Philadelphia	Western New York & Pennsylvania.
Burlington & Missouri River	Chicago Burlington & Quincy.
Busk Tunnel	Atchison Sys.—Colorado Midland.
Cairo Arkansas & Texas	MissouriPacific—St. L. I. M. & So.
Cairo & St. Louis	St. Louis & Cairo.
Cairo Short Line	St. Louis Alton & Terre Haute.
Cairo Vincennes & Chicago	Cleveland Cin. Chicago & St. Louis.
California & Oregon	Central Pacific.
Camden & Amboy	United New Jersey.
Canada Central	Canadian Pacific.
Cape Girardeau Southwestern	St. L. Cape Girardeau & Fort Smith.
Carbondale & Shawneetown	St. Louis Alton & Terre Haute.
Cedar Rapids & Clinton	Burlington Cedar Rapids & North'n.
Cedar Rapids Iowa Falls & N. W	Burlington Cedar Rapids & North'n.
Cedar Rapids & Missouri River	Chicago & Northwestern.
Central Iowa	Iowa Central.
Central Washington	Northern Pacific.
Charlottesville & Rapidan	Virginia Midland.
Chattanooga Rome & Columbus	Savannah & Western.
Cheshire	Fitchburg.
Chicago & Atlantic	Chicago & Erie.
Chicago & Calumet Terminal	Chicago & Northern Pacific.
Chicago Clinton Dubuque & Minn	Chicago Milwaukee & St. Paul.
Chicago & Great Eastern	Pittsburg Cin. Chicago & St. Louis.
Chicago & Great Western	Chicago & Northern Pacific.
Chicago & Indiana Coal	Chicago & Eastern Illinois.
Chicago & Iowa	Chicago Burlington & Quincy.
Chicago Kansas & Nebraska	Chicago Rock Island & Pacific.
Chicago & Michigan Lake Shore	Chicago & West Michigan.
Chicago Milwaukee & N. W	Chicago & Northwestern.
Chicago & Milwaukee	Chicago & Northwestern.
Chicago & North Michigan	Chicago & West Michigan.
Chicago & Pacific	Chicago Milwaukee & St. Paul.
Chicago Santa Fe & California	Atchison Topeka & Santa Fe.
Chicago & St. Louis	Atchison Topeka & Santa Fe.
Chicago St. Louis & New Orleans	Illinois Central.
Chicago St. Louis & Paducah	St. Louis Alton & Terre Haute.
Chicago St. Louis & Pittsburg	Pittsb'rg Cincinnati Chicago & St. L.
Chicago St. Paul & Kansas City	Chicago Great Western.
Chicago St. Paul & Minn	Chicago St. Paul Minn. & Omaha.
Chicago & Southwestern	Chicago Rock Island & Pacific.
Chicago & Springfield	Illinois Central.
Chicago & Tomah	Chicago & Northwestern.
Chicago Wisconsin & Minnesota	Wisconsin Central Co.
Cincinnati & Baltimore	Baltimore & Ohio Southwestern.
Cincinnati Hamilton & Indianapolis	Cincinnati Hamilton & Dayton.
Cincinnati Ind. St. Louis & Chicago	Cleveland Cin. Chic. & St. Louis.
Cincinnati Lafayette & Chicago	Cleveland Cin. Chic. & St. Louis.
Cincinnati Richmond & Chicago	Pittsb'rg Cincinnati Chicago & St. L.
Cincinnati Sandusky & Cleveland	Cleveland Cin. Chic. & St. Louis.
Cincinnati Southern	Cincinnati New Orleans & Tex. Pac.
Cincinnati Wabash & Michigan	Cleveland Cin. Chic. & St. Louis.
Cincinnati Wash. & Baltimore	Baltimore & Ohio Southwestern.
Clarksville & North Carolina	Richmond & Danville.
Clearfield & Jefferson	Pennsylvania & Northwestern.
Clearfield Bituminous Coal	Beech Creek.
Cleveland & Canton	Cleveland Canton & Southern.
Cleveland Columbus Cin. & Ind	Cleveland Cin. Chic. & St. Louis.
Cleveland & Southwestern	Cleveland Lorain & Wheeling.
Cleve. Tuscarawas V. & Wheeling	Cleveland Lorain & Wheeling.
Coeur d'Alene	Northern Pacific.
Colorado Central	Union Pacific Denver & Gulf.
Colorado Midland	See Atchison "System."
Columbia & Augusta	Charlotte Columbia & Augusta.
Colorado Bridge	International & Great Northern.
Colorado Coal & Iron	Colorado Fuel & Iron.
Colorado Fuel	Colorado Fuel & Iron.
Columbus Connecting & Terminal	Norfolk & Western.
Columbus & Hocking Valley	Columbus Hocking Valley & Toledo.
Columbus & Indianapolis Central	Pittsb. Cincinnati Chic. & St. Louis.
Columbus & Rome	Savannah & Western.
Columbus & Toledo	Col. Hocking Valley & Toledo.
Coumbus & Western	Savannah & Western.
Concord	Concord & Montreal.
Connecticut Western	Hartford & Connecticut Western.
Consolidated Terminal Railway	Kansas City Suburban Belt.
Consolidated Vermont	Central of Vermont.
Corning Cowanesque & Antrim	Fall Brook.
Coshocton & Southern	Cleveland Canton & Southern.
Covington & Lexington	Kentucky Cent.—Louisville & Nash.
Current River	Kansas City Fort Scott & Memphis.
Dakota Central	Chicago & Northwestern.
Dakota & Great Southern	Chicago Milwaukee & St. Paul.
Dallas & Waco	Missouri Kansas & Texas.
Danbury & Norwalk	New York New Haven & Hartford.
Danville & Grape Creek	Chicago & East Illinois.
Danville & Western	Richmond & Danville.
Dayton Fort Wayne & Chicago	Cincinnati Dayton & Ironton
De Bardeleben	Tenn. Coal & Iron (Miscel.)
Delano Land	Lehigh Valley.
Denver Pacific	Union Pacific.
Denver & Rio Grande Western	Rio Grande Western.
Denver Texas & Fort Worth	Union Pacific Denver & Gulf.
Denver Texas & Gulf	Union Pacific Denver & Gulf.
Des Moines & Minnesota	Chicago & Northwestern.
Detroit & Bay City	Michigan Central.
Detroit Mackinac & Marquette	See Miscellaneous Companies.
Detroit Monroe & Toledo	Lake Shore & Michigan Southern.
Duck River	Nashville Chattanooga & St. Louis
Duluth & Manitoba	Northern Pacific.
Duluth Short Line	St. Paul & Duluth.
Dutchess County	Phila. Reading & New England.
East Line & Red River	Missouri Kansas & Texas.
Eastern of Massachusetts	Boston & Maine.
Eastern of Minnesota	Great Northern.
Easton & Amboy	Lehigh Valley.
Elizabethtown Lexing. & Big Sandy	Chesapeake & Ohio.
Erie	New York Lake Erie & Western.
Escanaba & Lake Superior	Chicago & Northwestern.
European & North American	Maine Central.
Evansville & Crawfordsville	Evansville & Terre Haute.
Evansville Henderson & Nashville	Louisville & Nashville.
Evansville Rockford & Eastern	Louisville Evansville & St. Louis.
Fargo & Southern	Chicago Milwaukee & St. Paul.
Florida Railway & Navigation	Florida Central & Peninsular.
Florida Southern	Jacksonville Tampa & Key West.
Fort Smith & Van Buren Bridge	Atchison Sys.—St. Lo. & San Fran
Frankfort & Southeastern	Toledo Ann Arbor & No. Michigan.
Fremont Elkhorn & Missouri Val	Chicago & Northwestern.
FultonElevated	Kings County Elevated.
Grand Rapids Lansing & Detroit	Detroit Lansing & Northern.
Grand Rapids Newaygo & L. Shore	Chicago & West Michigan.
Grand River Valley	Michigan Central.
Grand Tower & Cape Girardeau	Chicago & Texas.
Grand Tower & Carbondale	Chicago & Texas.
Greenville & Columbia	Columbia & Greenville.
Harlem & Portchester	New York New Haven & Hartford.
Hastings & Dakota	Chicago Milwaukee & St. Paul.
Helena & Red Mountain	Northern Pacific.
Hereford	Maine Central.
Holly Wayne & Monroe	Flint & Pere Marquette.
Holyoke & Westfield	New Haven & Northampton.
Housatonic	New York New Haven & Hartford.
Humeston & Shenandoah	Chicago Burlington & Quincy.
Huntinburg Tell City & Cannellton	Louisv. Evansv. & St. Louis Consol.
Huntington & Big Sandy	Ohio River.
Illinois Midland	Terre Haute & Peoria.
Illinois & St. Louis	Louisville Evansv. & St. L. Consol
Indiana Bloomington & Western	Peoria & Eastern.
Indiana & Lake Michigan	Terre Haute & Indianapolis.
Indianapolis Cin & Lafayette	Cleveland Cin. Chic. & St. Louis.
Indianapolis Decatur & Springfield	Indianapolis Springfield & West'n.
Indianapolis Decatur & Western	Indianapolis Springfield & West'n.
Indianapolis & St. Louis	Cleveland Cin. Chic. & St. Louis.
Ionia & Lansing	Detroit Lansing & Northern.
Iowa City & Western	Burlington Cedar Rapids & North'n.
Iowa & Dakota	Chicago Milwaukee & St. Paul.
Iowa Falls & Sioux City	Dubuque & Sioux City.
Iowa Midland	Chicago & Northwestern.
Iowa & Minnesota	Chicago Milwaukee & St. Paul
Jackson Lansing & Saginaw	Michigan Central.
Jacksonville Southeastern	Chicago Peoria & St. Louis.
Jacksonville Louisville & St. Louis	Chicago Peoria & St. Louis.
James River Valley	Northern Pacific.
Jamestown & Franklin	Lake Shore & Michigan Southern.
Jefferson Madison & Indianapolis	Pittsburg Cincinnati Chic. & St. L.
Joliet & Chicago	Chicago & Alton.
Junction & Breakwater	Delaware Maryland & Virginia.
Kalamazoo Allegan & Gr. Rapids	Lake Shore & Michigan Southern.
Kalamazoo & South Haven	Michigan Central.
Kalamazoo & White Pigeon	Lake Shore & Michigan Southern.
Kanawha & Ohio	Kanawha & Michigan.
Kansas & Arkansas Valley	Missouri Pac. (St. L. I. Mt. & So.)
Kansas City & Beatrice	Kansas City Wyandotte & N. W.
Kansas City Fort Scott & Gulf	Kansas City Fort Scott & Memphis.
Kansas City & Memphis Ry. Bridge	Kansas City Fort Scott & Memphis.
Kansas City & Omaha	St. Joseph & Grand Island.
Kansas City St. Louis & Chicago	Chicago & Alton.
Kansas City Southeastern & Memp	Kansas City Fort Scott & Memphis.
Kansas City & Southwestern	Atchison Sys.—St. L. & San Fran.
Kansas City Springfield & Memphis	Kansas City Fort Scott & Memphis.
KansasCity Topeka & Western	Atchison Topeka & Santa Fe.
Kansas Equipment	Kansas City Fort Scott & Memphis.
Kansas Midland	Atchison Sys.—St. L. & San Fran.
Kansas & Missouri	Kansas City Fort Scott & Memphis.
Kansas Pacific	Union Pacific.
Keithsburg Bridge	Iowa Central.
Kentucky Central	Louisville & Nashville.
Knox & Lincoln	Maine Central.
Knoxville & Ohio	East Tennessee Virginia & Georgia
Knoxville Southern	Marietta & North Georgia.
Lackawanna & Southwestern	Central N. Y. & Western.
Lackawanna & Susquehanna	Delaware & Hudson.
Lancaster & Reading	Reading & Columbia.
Lawrence	Pittsburg Youngstown & Ashtabula.
Leeds & Farmington	Maine Central.
Lehigh & Susquehanna	Lehigh Coal & Navigation.
Leroy & Caney Valley	Missouri Pacific.

NAME.	WILL BE FOUND UNDER—
Lincoln & Northwestern	Chicago Burlington & Quincy.
Lincoln Park & Charlotte	Buffalo Rochester & Pittsburg.
Little Rock Junction	Missouri Pacific.
Little Rock & Fort Smith	Missouri Pacific.
Long Branch & Sea Shore	Central New Jersey.
Long Dock Company	New York Lake Erie & Western.
Long Island City & Flushing	Long Island.
Louisiana & Missouri River	Chicago & Alton.
Louisville Cincinnati & Lexington	Louisville & Nashville.
Louisville New Orleans & Texas	Illinois Central.
Louisville & St. Louis	Chicago Peoria & St. Louis.
Lowell & Lawrence	Boston & Lowell.
Macon & Augusta	Georgia RR. & Banking Co.
Mahoning Coal	Lake Shore & Michigan Southern.
Malone & St. Lawrence	Central Vermont.
Manitoba Southwest'n Colonization	Canadian Pacific.
Marietta Columbus & Northern	Toledo & Ohio Central Extension.
Marietta Mineral	Toledo & Ohio Central Extension.
Maple River	Chicago & Northwestern.
Marquette Houghton & Ontonagon	Duluth South Shore & Atlantic.
Maryland Central	Baltimore & Lehigh.
Massawippi	Connecticut & Passumpsic.
Maysville & Lexington	Kentucky Central.—Louis. & Nash.
McKeesport & Bellevernon	Pittsb.McKeesport &Youghiogheny
Memphis Clarksville & Louisville	Louisville & Nashville.
Memphis Equipment	Kansas City Memphis & Birming'm
Memphis Kansas & Colorado	Kansas City Fort Scott & Memphis.
Memphis & Ohio	Louisville & Nashville.
Merchants' Bridge	St. Louis Merch'ts' Bridge Ter. RR.
Menominee River	Chicago & Northwestern.
Metropolitan Elevated	Manhattan Elevated.
Metropolitan Ferry	Long Island.
Michigan Air Line	Michigan Central.
Michigan Equipment	Chicago & West Michigan.
Midland of Indiana	Chicago and Southeastern.
Midland of New Jersey	New York Susquehanna & Western.
Milwaukee Lake Shore & Western	Chicago & Northwestern.
Milwaukee & Madison	Chicago & Northwestern.
Milwaukee & Northern	Chicago Milwaukee & St. Paul.
Minneapolis & Duluth	Minneapolis & St. Louis.
Minneapolis & Pacific	Minneap. St. P. & Sault Ste. Marie.
Minneap. Sault Ste. Marie & Atl'tic	Minneap. St. P. & Sault Ste. Marie.
Minneapolis Union	Great Northern.
Minnesota Central	Chicago Milwaukee & St. Paul.
Minnesota & Northwestern	Chicago Great Western.
Minnesota St. Croix & Wisconsin	Wisconsin Central Company.
Minnesota Valley	Chicago & Northwestern.
Missisquoi Valley	Central Vermont
Mississippi River Bridge	Chicago & Alton.
Missouri Kansas & Eastern	Missouri Kansas & Texas.
Missouri Valley & Blair RR. Bridge	Chicago & Northwestern.
Missouri & Western	Atchison System—St. L. & S. Fran.
Monongahela River	Baltimore & Ohio.
Montana Central	Great Northern.
Montreal Portland & Boston	Central Vermont.
Morris Canal	Lehigh Valley RR.
Muskegon Grand Rapids & Indiana	Grand Rapids & Indiana.
Nashua & Lowell	Boston & Lowell.
Nashua & Rochester	Worcester Nashua & Rochester.
Nebraska	Chicago Burlington & Quincy.
Nebraska & Western	Sioux City O'Neill & Western.
New Albany Belt & Terminal	Kentucky & Indiana Bridge.
New Albany & Eastern	Ohio & Mississippi.
New Brunswick	Canadian Pacific.
Newburg & New York	New York Lake Erie & Western.
Newcastle & Shenango Valley	New York Pennsylvania & Ohio.
New Haven & Derby	New York New Haven & Hartford.
New Jersey Midland	New York Susquehanna & Western.
New Jersey Southern	Central of New Jersey.
New Mexico & Southern Pacific	Atchison Topeka & Santa Fe.
New Orleans & Gulf	New Orleans & Southern.
New Orleans & Mobile	Louisville & Nashville.
New Orleans Pacific	Texas & Pacific.
Newport & Richford	Connecticut & Passumpsic.
Newtown & Flushing	Long Island.
New York Elevated	Manhattan Elevated.
New York & Erie	New York Lake Erie & Western.
New York & Long Branch	Central of New Jersey.
New York & Manhattan Beach	N. Y. Brooklyn & Manhat. Beach.
New York Providence & Boston	New York New Haven & Hartford.
New York & Oswego Midland	New York Ontario & Western.
New York & Rockaway	Long Island.
N. Y. Woodhaven & Rockaway	New York & Rockaway Beach.
Nodaway Valley	Kan. City St. Jos. & Council Bluffs.
Norfolk & Petersburg	Norfolk & Western.
Norfolk Southern	Norfolk & Southern.
Northern Illinois	Chicago & Northwestern.
North Missouri	Wabash.
North Shore	Canadian Pacific.
North Wisconsin	Chic. St. Paul Minn. & Omaha.
Northern Pacific & Manitoba Ter	Northern Pacific.
Northern Pacific & Montana	Northern Pacific.
Northwestern Grand Trunk	Chicago & Grand Trunk.
Northwestern North Carolina	Richmond & Danville.
Northwestern Union	Chicago & Northwestern.
Northwest Virginia	Baltimore & Ohio.
Ocean Steamship	Cent. RR. & Banking Co. of Georgia
Ogdensburg Transit	Ogdensburg & Lake Champlain.
Ohio Central	Toledo & Ohio Central.
Ohio Indiana & Western	Peoria & Eastern.
Ohio & West Virginia	Col. Hocking Valley & Toledo.
Omaha & Southwestern	Chicago Burlington & Quincy.
Ontario & Quebec	Canadian Pacific.
Oregon Short Line	Oregon Short Line & Utah Northern.
Oswego & Rome	Rome Watertown & Ogdensburg.
Ottawa Oswego & Fox River	Chicago Burlington& Quincy.
Ottumwa Cedar Falls & St. Paul	Chicago & Northwestern.
Oxford & Clarksville	Richmond & Danville.
Pacific Coast	Oregon Improvement Co.
Pacific of Missouri	Missouri Pacific.
Pacific Short Line	Sioux City O'Neill & Western.
Paducah & Elizabethtown	Chesapeake Ohio & Southwestern.
Peninsular (Mich)	Chicago & Northwestern.
Pennsylvania & N. Y. Canal	Lehigh Valley.
Penobscot Shore Line	Maine Central.
Pensacola & Atlantic	Louisville & Nashville.
Philadelphia Marlton & Medford	Camden & Atlantic.
Pittsburg Cincinnati & St. Louis	Pitts. Cinn. Chic. & St. Louis.
Pittsburg & Connellsville	Baltimore & Ohio.
Pittsfield & North Adams	Boston & Albany.
Plant System	Savannah Florida & Western.
Pleasant Hill & De Soto	Kansas City Clinton & Springfield.
Port Huron & Northwestern	Flint & Pere Marquette.
Portland & Kennebec	Maine Central.
Portland & Ogdensburg	Maine Central.
Portsmouth Great Falls & Conway	Boston & Maine.
Prairie du Chien	Chicago Milwaukee & St. Paul.
Quincy Alton & St. Louis	Chicago Burlington & Quincy.
Ravenswood Spencer & Glenville	Ohio River.
Republican Valley	Chicago Burlington & Quincy.
Rhode Island & Massachusetts	New York & New England.
Rich Hill	Kansas City Fort Scott & Memphis.
Richmond & Alleghany	Chesapeake & Ohio.
Richmond York River & Chesapeake	Richmond & Danville.
Rochester & Pittsburg	Buffalo Rochester & Pittsburg.
Roanoke & Southern	Norfolk & Western.
Rome & Carrollton	Savannah & Western.
Saginaw & Western	Detroit Lansing & Northern.
St. Charles Bridge	Wabash.
St. Joseph & Iowa	Chicago Rock Island & Pacific.
St. Joseph & Western	St. Joseph & Grand Island.
St. Lawrence & Adirondack	Central Vermont.
St. Lawrence & Ottawa	Canadian Pacific.
St. Louis Alton & Springfield	St. Louis Chicago & St. Paul.
St. Louis Arkansas & Texas	St. Louis Southwestern.
St. Louis Bridge & Tunnel	Terminal Association of St. Louis.
St. Louis & Chicago	North & South RR. of Illinois.
St. Louis Council Bluffs & Omaha	Wabash.
St. Louis Iron Mount'n & Southern	Missouri Pacific System.
St. Louis Jacksonville & Chicago	Chicago & Alton.
St. Louis Kansas City & Northern	Wabash.
St. Louis Kansas & Southwestern	Atch. System, St. Louis & San Fran.
St. Louis Salem & Arkansas	Atch. System, St. Louis & San Fran.
St. Louis & San Francisco	See Atchison "System."
St. Louis Southern	St. Louis Alton & Terre Haute.
St. Louis Wichita & Western	Atch. System, St. Louis & San Fran.
St. Paul Eastern Grand Trunk	Chicago & Northwestern.
St. Paul Minneapolis & Manitoba	Great Northern.
St. Paul & Pacific	Great Northern.
St. Paul & Sioux City	Chic. St. Paul Minn. & Omaha.
St. Paul Stillwater & T. F.	Chic. St. Paul Minn. & Omaha.
Salem & Lowell	Boston & Albany.
Sanford & Lake Eustis	Jacksonville Tampa & Key West.
San Joaquin Valley	Central Pacific.
San Pablo & Tulare	Northern (California).
Sandusky & Columbus Short Line	Columbus Shawnee & Hocking.
Sault St. Marie & Southwestern	Chic. St. Paul Minneap. & Omaha.
Savannah & Atlantic	Central of Georgia.
Savannah Albany & Gulf	Savannah Florida & Western.
Savannah & Charleston	Charleston & Savannah.
Schenectady & Duanesburg	Delaware & Hudson.
Schuylkill River East Side	Baltimore & Ohio.
Scioto Valley & New England	Norfolk & Western.
Seaboard Air Line	Seaboard & Roanoke.
Seattle & Northern	Oregon Improvement.
Shawnee & Muskingum RR	Columbus Shawnee & Hocking.
Sheffield & Birmingham	Birmingham Sheffield & Tenn. Riv.
Shenandoah Valley	Norfolk & Western.
Sherman Denison & Dallas	Missouri Kansas & Texas.
Short Creek & Joplin	Kansas City Fort Scott & Memphis.
Sioux City & Pacific	Chicago & Northwestern.
Sioux City & St. Paul	See Miscellaneous Companies.
Shreveport & Houston	Houston & Shreveport.
Smithtown & Port Jefferson	Long Island.
Sodus Bay & Southern	Elmira & Lake Ontario.
Sonora	Atchison Topeka & Santa Fe.
South Georgia & Florida	Savannah Florida & Western.
South Side (Va.)	Norfolk & Western.
Southeastern & St. Louis	Louisville & Nashville.
Southern California	Atchison Topeka & Santa Fe.
Southern Georgia & Florida	Savannah Florida & Western.
Southern Kansas	Atchison Topeka & Santa Fe.
Southern Kansas in Texas	Atchison Topeka & Santa Fe.
Southern Kansas & Western	Atchison Topeka & Santa Fe.
Southern Minnesota	Chicago Milwaukee & St. Paul.
Southern Pacific Branch	Southern Pacific of California.
Southern Pennsylvania	Cumberland Valley.
Spokane & Palouse	Northern Pacific.
Sterling Mountain RR	Sterling Iron & R'y Co. (see Miscel's)
Steubenville & Indiana	Pittsburg Cinn. Chic. & St. Louis.
Stockton & Copperopolis	Southern Pacific of California.
Sturgis Goshen & St. Louis	Lake Shore & Michigan Southern.
Sugar Refineries	American Sugar Refining.
Sugar Trust	American Sugar Refining.
Sunbury & Erie	Philadelphia & Erie.
Syracuse Northern	Rome Watertown & Ogdensburg.
Syracuse Ontario & New York	West Shore.
Taylor's Falls & Lake Superior	St. Paul & Duluth.
Tarkio Valley	Kan. City St. Jos. & Council Bluffs.
Tebo & Neosho	Missouri Kansas & Texas.
Tennessee Midland	Paducah Tennessee & Alabama.
Terre Haute & Southeastern	Evansville & Indianapolis.
Texas Mexican	Mexican National.
Texas & St Louis	St. Louis Southwestern.
Toledo Ann Arbor & Cadillac	Toledo Ann Arbor & No. Michigan.
Toledo Ann Arbor & Grand Trunk	Toledo Ann Arbor & No. Michigan.
Toledo Ann Arbor & L. Michigan	Toledo Ann Arbor & No. Michigan.
Toledo Ann Arbor & Mt. Pleasant	Toledo Ann Arbor & No. Michigan.
Toledo Belt	Wheeling & Lake Erie.
Toledo Cincinnati & St. Louis	Toledo St. Louis & Kansas City.
Toledo Columbus & Cincinnati	Toledo & Ohio Central.
Toronto Grey & Bruce	Canadian Pacific.
Troy & Boston	Fitchburg.
Tunnel Railroad of St. Louis	Terminal Ass'n of St. Louis (Miscel.)
Union	Northern Central.
Union Railway of Chattanooga	Chattanooga Union.
Union Elevated	Brooklyn Elevated.
Union & Logansport	Pittsburg Cincin. Chicago & St. L.
Union Ter. Ry. of Kansas City, Kan.	Kansas City Suburban Belt.
Upper Coos	Maine Central.
Utah & Northern	Oregon Short Line & Utah North'n.
Utah Southern	Oregon Short Line & Utah North'n.
Utica & Black River	Rome Watertown & Ogdensburg.
Venice & Carondelet	Louisville Evansville & St. Louis.
Verdigris Val. Independ'ce & West	Missouri Pacific.
Vicksburg & Meridian	Alabama & Vicksburg.
Virginia & Tennessee	Norfolk & Western.
Waco & Northwestern	Houston & Texas Central.
Ware	Boston & Albany.
Warren & Franklin	Western New York & Pennsylvania.
Warwick Valley	Lehigh & Hudson River.
Washington City Va. Mid. & Gt. So.	Virginia Midland.
Washington City & Point Lookout	Baltimore & Ohio.
Washington Ohio & Western	Richmond & Danville.
Waynesburg & Canton	Cleveland Canton & Southern.
Western Minnesota	St. Paul & Northern Pacific.
Western Pacific	Central Pacific.
West Wisconsin	Chic. St. Paul Minneap.& Omaha.
Wichita & Western	Atchison Topeka & Santa Fe.
Willmar & Sioux Falls	Great Northern.
Winona & St. Peter	Chicago & Northwestern.
Wisconsin & Minnesota	Wisconsin Central Company.
Wisconsin Minnesota & Pacific	Minneapolis & St. Louis.
Wisconsin Valley	Chicago Milwaukee & St. Paul.
York & Peach Bottom	Baltimore & Lehigh.
Zanesville Terminal	Columbus Shawnee & Hocking.

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. At the conclusion of the statement for each company, therefore, is furnished a complete index of all items pertaining to that company published in the CHRONICLE within the last eighteen months. Annual reports are in black-faced figures.

In case any company cannot be found in its regular alphabetical order (the railroads being arranged together first, and miscellaneous companies following), reference should be made to the index to roads leased and consolidated.

The *"dividends"* appearing in the text are those which have actually been paid during the calendar years named, irrespective of when they may have been earned; hence they often differ from the dividends reported with the earnings for the same years respectively.

By *"net earnings"* as used in this SUPPLEMENT is meant the earnings remaining after deducting operating expenses, but not interest on debt, rentals or other fixed charges. Some companies report net earnings before and some after deducting taxes.

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

Description.—Abbreviations used are: M. for "mortgage;" gen. M. for "general mortgage;" con. M. or consol. M. for "consolidated mortgage;" inc. M. for "income mortgage;" g. for "gold;" guar. for "guaranteed;" guar. p. & i. for "guaranteed principal and interest;" cum. for "cumulative;" non-cum. for "non-cumulative;" conv. for "convertible;" pref. for "preferred;" s. f. for "sinking fund;" l. gr. for "land grant;" r. for "registered;" c. for "coupon;" c.* for "coupon but may be registered as to principal;" c. & r. for "coupon and registered;" br. for "branch;" end. for "endorsed;" "red." for redeemable, meaning subject to call before maturity (so "red. at 100" means subject to call at par); "d'rn" or "drawn" for subject to call for the sinking fund from time to time when drawn by lot; "p. m." for "per mile," thus $15,000 p. m. means $15,000 per mile.

Date of Bonds.—The date of issue on the face of the bonds is referred to in this column.

Miles of Road.—Opposite stocks, this means the miles of road owned; opposite bonds, the miles covered by the mortgage.

Size or Par Value.—Shows (in dollars unless otherwise marked), the denominations or par value, "100, &c.," signifying $100 and larger.

Rate Per Cent.—The interest *per annum* is given for bonds, but unless otherwise indicated the per cent of *last dividend* for stocks; g. means gold; x, extra; s. stock or scrip; per an. means per annum, so 6 per an. (M. & N.) means 6 per cent yearly, payable 3 per cent in May and 3 per cent in November.

When Payable.—J. & J. stands for January and July; F. & A., February and August; M. & S., March and September; A. & O., April and October; M. & N., May and November; J. & D., June and December; Q.—J., quarterly from January; Q.—F., quarterly from February; 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*.

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

RAILROADS. For explanation of column headings, &c., see notes above.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Adirondack.—1st M., $2,000,000, gold, gu. p. & i...	57	1892	$1,000	$1,000,000	4½ g.	M. & S.	N.Y.Of.,21 Cortlandt St.	Mar. 1, 1942
Alabama Great Southern—Common "B" shares....	290	....	£10	£1,566,000	See text.	....	London.	Dec., 1892
Preferred "A" shares, 6 per cent (cum. for 6 years)	290	....	£10	£676,070	6 per an.	M. & N.	do	Dec, 1892
1st mortgage, gold.....c	290	1878	$1,000	$1,750,000	6 g.	J. & J.	N.Y.,Farm.L.&Tr.& Bos	Jan. 1, 1908
Gen. M. sterl. £1,160,000, red. at 110 June 1, '98 .c	290	1888	£100	£476,000	5 g.	J. & D.	London, Glyn Mills.	Dec. 1. 1927
Debentures, gold.....	....	1886	£100	£134,000	6 g.	F. & A.	do do	Aug. 15, 1906
Income certificates sinking fund.....	....	1888	Various.	£53,257	4	....	do do	By sink'g fund
Alabama Midland—Common stock.....	....	....	$100	$2,625,000	....	....	.....	.....
Preferred stock, 6 per cent, non-cumulative.....	....	....	$100	1,600,000	....	....	.....	.....
1st Mort., guar. by Sav. Fla. & W., gold.....c	175	1888	$1,000	2,800,000	5 g.	M. & N.	N.Y.,Met'politan Tr.Co.	Nov. 1, 1928
1st M., Sprague to Luverne, $15,000 p. m, gold..c*	33	1890	1,000	500,000	6 g.	J. & D.	.....	Dec. 1, 1929
Ala. N. O. Tex. & Pac. Junc.—Deferred "B" shares...	....	....	£10	£2,500,000	....	....	.....	.....
Preferred "A" shares, 6 p. c. cumulative.....	....	....	£10	£1,500,000	....	....	.....	.....
"A" deben., income till Nov. 1895—See text.....c	....	1890	£100	£748,850	5 g.	M. & N.	See remarks.	Nov.1,1910-40
"B" debentures, redeemable after 1910 at 115..c	....	1890	£100	£1,048,390	5 g.	M. & N.	See remarks.	Nov.1,1910-40
"C" debentures, income, subject to call at 100....	....	1890	£100	£810,700	5 g.	A. & O.	See remarks.	Nov. 1, 1940
Alabama & Vicksburg—Stock.....	143	....	100	$700,000	3	Yearly.	Cincinnati, Office.	Nov. 17, 1892
Vicks. & Merid. 1st M. gd., subj. to call till 1897.	143	1881	1,000	1,000,000	6 g.	A. & O.	N. Y., Central Trust Co.	Apr. 1, 1921
Ala. & Vicks. consol. 1st M., ($1,800,000) gold....	143	1889	100 &c.	587,000	5 g.	A. & O.	do do	Apr. 1, 1921
2d mortgage, inc. till Apr., 1894, non-cum., gold.	143	1889	100 &c.	700,000	5 g.	A. & O.	Apr.,'93, coup. last paid.	Apr. 1, 1921
Albany & Susq.—Stock, divi'ds guar. by D. & H. (end).	....	....	100	3,500,000	See text.	J. & J.	N.Y.,Del.&Hud.Can.Co.	July 1, 1893
Albany City loan (sinking fund, 1 per ct. yearly).c	142	1865	1,000	1,000,000	6	M. & N.	do do	1895-1897
Con.M. (guar. p. &i. by D. & H. end. on bonds).c*&r	142	1876	1,000	10,000,000	6 g & 7	A. & O.	do do	April 1, 1906

Adirondack—Owns from Saratoga to North Creek, N.Y., 57 miles. Stock authorized, $4,000,000; outstanding, $2,600,000; par, $100. The bonds carry the endorsed guaranty of the Delaware & Hudson as to principal and interest; the $1,000,000 bonds unissued may be sold for extensions at $20,000 per mile of completed road—trustee, U. S. Trust Co. In year 1892-93 gross earnings, $179,124; net over taxes, etc., $49,614, against $38,274 in 1891-92. (V. 55, p. 588.)

Alabama Great Southern.—*(See Map East Tennessee Virginia & Georgia).*—Owns Wauhatchie, Tenn., to Meridian, Miss., 290 miles; leases Wauhatchie to Chattanooga, 5 miles; total operated, 295 miles. Also has trackage, Ga. Pac. RR., Woodlawn-Bessemer branch, 19 miles.

ORGANIZATION.—Reorganized as now Nov. 30, 1877, after foreclosure. An English company of the same title owns all the stock and is itself controlled by the East Tennessee Virginia & Georgia RR. Co., the latter being now in receivers' hands. A majority of stock of Chattanooga Union—which see—was purchased in 1891 by Ala. Gr. So.

STOCK.—Of the capital stock of the English Company the East Tennessee Virginia & Ga. in April, 1890, purchased £340,000 "A" shares and £783,010 "B" shares, and pledged them to secure its Cincinnati Extension bonds. V. 50, p. 560. The English and American companies own jointly $1,000,000 Cincinnati New Orleans & Texas Pacific stock.

After payment of interest on bonds net profits are to be applied as follows: (a) to 6 per cent on preferred "A" shares; (b) to 4 per cent on funded certificates; (c) to appropriation of a sufficient sum to retire funded certificates in 10 years; (d) to dividend on "B" shares.

DIVIDENDS.—On "A" assenting shares for period since December 31, 1887: In 1889, 6 per cent; in 1890, 9; in 1891, 6 per cent; in 1892, 6; in 1893, in June, none—see below. On Class "B" 1½ per cent was paid in 1891; in 1892, December, 1½ p. c.

BONDS.—Of the general mortgage bonds unissued £484,000 are in trust to retire the 1st mortgage bonds and debentures at maturity. Car trust June, 1892, including interest, $492,863.

EARNINGS.—July 1, 1892, to May 31, 1893 (11 months), gross $1,678,400, against $1,747,067 in 1891-92; net, $305,578, against $405,063.

For the half-year ending Dec. 31, 1892, the surplus over charges was about $41,000, but it was thought best to pay no dividend in June, '93.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was in V. 55, p. 721. In year 1892-93 gross earnings were $1,818,229; net, $321,651. In year 1891-92 gross, $1,881,940; net $444,732; other income, $20,000; interest on bonds, $248,220; income tax, etc., $9,857; balance for stock, $206,653. In 1890-91 $1,942,981; net, $580,750; total net income, $620,751.—(V. 53, p. 324, 639; V. 54, p. 923; V. 55, p. 721; V. 56, p. 883.)

Alabama Midland.—Owns from Bainbridge, Ga., to Montgomery, Ala., about 175 miles; branch, Sprague Junction to Luverne, 33 miles; total owned, 208 miles. Interest on the first mortgage due in 1928 has been reduced to 5 per cent and the bonds stamped principal and interest guaranteed in gold by the Savannah Florida & Western. There are $85,000 bonds unassented. No arrangement was made with the branch line bonds, mostly held by the Plant Investment Co. For 6 months ending June 30, 1892, gross earnings $228,234; net over betterments, etc., $4,496. In 1891 gross $539,290. The Plant Investment Company owns $2,425,000 common and $1,200,000 preferred stock.

Alabama New Orleans Texas & Pacific Junction (Limited.)—This is an English company controlling the Alabama & Vicksburg, 142 miles; Vicksburg Shreveport & Pacific, 189 miles; New Orleans & North Eastern, 195 miles; Spanish Fort Railway, 13 miles.

ORGANIZATION.—Reorganized in 1891 by plan in V. 51, p. 537, fixed charges being reduced from £130,000 per annum to £37,500.

BONDS.—Until Nov. 1, 1895, the "A" debentures are entitled to receive interest only if earned, but unpaid interest is cumulative. They, as also the "B" debentures, are redeemable at the option of the company after Nov. 1, 1910, at 115. The "B" and "C" debentures are both incomes for their full term, receiving interest only if earned, and are a second and third charge on earnings respectively. The "C" debentures are subject to call at any time at par, on six months' notice. Coupons paid as follows: On A debentures to and including May 1, 1893, all coupons in full to date. On B debentures: In 1891 2½ per cent; in 1892, 2½ per cent.

SECURITIES OWNED.—The company holds the following securities, viz.: Of Alabama & Vicksburg $30,000 1st mortgage, $141,100 consols, $387,700 2d mortgage incomes and $387,700 stock; of Vicksburg Shreveport & Pacific, $3,692,000 1st mortgage, $1,364,000 3d mortgage, $494,860 4 p. c. incomes and $1,594,000 stock; of New Orleans & North Eastern, $4,900,000 1st mortgage and $4,320,000 stock; of New Orleans Spanish Fort & Lake RR., $300,000 first mortgage and $200,000 common stock; of Cincinnati Southern, $532,000 stock.

EARNINGS.—See separate statement in this SUPPLEMENT for each of the controlled companies, and earnings in CHRONICLE under Cin. N. O. & T. P. For 12 months ending Dec. 31, 1892, receipts from investments were £68,121; after meeting general expenses (£3,998), income tax (£1,398), interest on "A" debentures (£36,506), &c., there remained a balance of £28,050 (including £1,832 surplus of previous year) from which paid 2½ per cent on B incomes, leaving £2,496 unappropriated.

Alabama & Vicksburg.—Owns Vicksburg to Meridian, Miss., and branch, 143 miles. It is mainly owned and controlled by the Alabama New Orleans Texas & Pacific Junction Co.—which see. The Vicksburg & Meridian was sold Feb. 4, 1889 (see V. 48, p. 190), and reorganized as now.

DIVIDENDS.—From Nov., 1890, to Nov., 1892, incl., 3 p. c. yearly.

BONDS.—The new seconds are income (non-cumulative as to earnings) till Apr. 1, 1894, and are a first lien on the Alabama & Vicksburg lands (120,789 acres), interest, if earnings fall short, being payable from land sales; when interest is paid from earnings land sales go to sinking fund; trustees, Central Trust Co. October, 1893, coupons on incomes not paid. Of the $1,800,000 consols authorized, $1,000,000 are with trustee to retire V. & M. firsts.

EARNINGS.—For July, 1893, gross $36,773, against $51,011 in 1892; net, $1,000, against $1,000. In year 1892-93 gross earnings were $583,299; net, including land sales, $121,910; interest on bonds, $121,413. In year 1891-92 gross $692,741; net, $141,811; interest, $120,702; dividend, $21,000; balance, surplus, $109. (V. 55, p. 543; V. 56, p. 500; V. 57, p. 467.)

Albany & Susquehanna.—*(See Map Delaware & Hudson.)*—ROAD Owns Albany, N. Y., to Binghamton, N. Y., 142 miles. Branches, Duanesburg Junction, N. Y., to Schenectady, 14 miles; Cobleskill, N. Y., to Cherry Valley, 21 miles; Lackawanna & Susquehanna RR., 22

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Allegheny & Kinzua—1st M., for $500,000, gold..c*	....	1890	$1,000	$485,000	5 g.	F. & A.	In default.	In installm'ts.
Allegheny Valley—Common stock for $12,000,000..	259	....	50	10,544,200	....	....	.....	.....
Preferred stock for $18,000,000, 3 per cent cum.	259	....	50	15,646,500	....	....	.....	.....
1st mort main line (River Division).....c*	132	1866	1,000	4,000,000	7·30	J. & J.	N.Y.,Phila. & Pittsburg.	Mch. 1, 1893
1st M., low grade, East'n Ext., guar. Penn. RR..c	110	1870	$ & £	10,000,000	6 g. or 7	A. & O.	Phil., Pa. RR. Co. & Lon.	April 1, 1910
Mort. to State Pa., $100,000 due Jan. 1, yearly..r	242	1870	100,000	1,600,000	5	J. & J.	Philadelphia,Pa. RR.Co	100,000 Jan.1
Gen. M. ($20,000,000) g., guar. p. & i. (end.).c*&r	259	1892	1,000	1,372,000	4 g.	M. & S.	do do	Mch. 1, 1942
Allentown Terminal RR.—1st mort., guar. gold.....	3	1889	1,000	450,000	4 g.	J. & J.	New York and Phila.	July 1, 1919
Annapolis & Baltimore Short Line—1st mortgage..	28	1884	.....	500,000	6	A. & O.	In default.	Apr. 1, 1914
2d mortgage.....	28	1887	.....	500,000	6	J. & J.	In default.	Jan. 1, 1927
Annapolis Washington & Baltimore.—Stock.....	20½	....	100	358,000	See text.	J. & J.	Baltimore.	July 1, 1893
Arcadia, Gulf, Coast, Lake'd—Stock ($1,500,000)..	....	....	100	(!)	....	....	.....	.....
1st mort., $10,000 p. m., s. f. 10 p. c.....	....	1893	500	500,000	6	J. & J.	Arcadia, Fla.	1912
Consol. land grant mort. for $3,500,000, gold....	....	1893	.....	(!)	5 g.	J. & J.	N. Y., See Manhat. Tr.	1923
Ark. Midland.—1st M. ($6,000 p. m.)g.,red.at 110.c*	74	1891	1,000	(!)	6 g.	J. & J.	In default.	July 1, 1911
Asheville & Spartanburg—1st mortgage, gold.....c	66	1885	1,000	500,000	6 g.	A. & O.	April,'92, coup. last pd.	April 1, 1925
2d mortgage for $500,000, gold.....c	66	1887	1,000	215,000	6 g.	J. & J.	.....	July 1, 1937
Astoria & Portland.—1st mortgage.....	....	1892	1,000	480,000	6	M. & N.	In default.	1932
Atchison Col. & Pacific—1st M. ($16,000 p. m.) gu..c*	254	1879	1,000	4,070,000	6	Q.—F.	N.Y.Un.Tr.Co.&Boston.	May 1, 1905
Atchison Jewell Co. & West.—1st M., guar. C. B. U. P.c	34	1879	1,000	542,000	6	Q.—F.	N.Y.Un.Tr.Co.&Boston.	May 1, 1905
Atchison Topeka & Santa Fe—Stock.....	....	....	100	102,000,000	See text.	.....	.....	Nov. 15, 1888
Guarantee fund notes (see text) red. at 100.....	471	1888	5,000	7,000,000	6	M. & N.	N. Y., Bank of N. Amer.	Nov. 1, 1893
Chicago & St. Louis 1st mort. ($10,000 per mile).	141	1885	1,000	1,500,000	6	M. & S.	N.Y., Farm's L. & Tr. Co.	Mch. 1, 1915
Old bonds not assenting to the reorganization...	....	....	.....	1,568,200	....	....	.....	Various.
General M., gold (as to amount out see text)..c*&r	6,634	1889	500 &c.	129,735,000	4 g.	J. & J.	} N. Y. Union Trust, }	July 1, 1989
do. incomes non-cum., gold, red. at par.... ..c*&r	6,634	1889	500 &c.	See text.	5 g.	Sept. 1.	} Boston and London. }	July 1, 1989
New 2d mortgage gold, class A, (see text)....c&r	6,634	1892	500 &c.	80,000,000	2½ to 4 g	A. & O.	do do	July 1, 1989
do do class B, see remarks.....c&r	6,634	1892	500 &c.	5,000,000	4 g.	A. & O.	do do	July 1, 1989
Equip. Tr., Ser. A, g., $250,000 drn. y'rly at par..c.	....	1892	500 &c.	2,250,000	5 g.	J. & J.	New York and London.	Jan.1 '94-1902
Atchison System.—Atlantic & Pacific.—								
Guar. trust mortgage gold, (redeemable at 105) .c*	692	1887	1,000	18,794,000	4 g.	J. & J.	N. Y., Mercantile Tr. Co.	Jan. 1, 1937
West. Division 2d M. guar., g. (s. f. drawn at 105).c*	560	1887	1,000	See remarks	6 g.	M. & S.	do do	Sept. 1, 1907
Inc. bonds, non-cum., W. D. ($18,750 p. m.)..c*&r	....	1880	50 &c.	12,000,000	6	A. & O.	.....	Oct. 1, 1910

miles; East Glenville to Coons, 10 miles; total operated, 209 miles; LEASED for 150 years from February, 1870, to Delaware & Hudson Canal Co., which Dec 31, 1892, owned $450,000 stock. Lessee guarantees 7 per cent per annum on stock till the Albany City loan for $1,000,000 is paid by sinking fund, thereafter 9 per cent. (See wording of guaranty in V. 56, p. 774.) The Albany sinking fund receives $10,000 per annum and interest on investments, the latter in June, '93, amounting to $542,486. Additions and betterments charged to lessors, and cost made part of investment. BONDS—The consolidated mortgage is for $10,000,000, of which $3,000,000 are 7 per cents, currency; the principal of the 6s is also payable in "lawful money," but the interest in gold.

EARNINGS.—In year ending June 30, 1893, gross $4,298,895, against $3,880,464 in 1891-92; net, $2,018,723, against $1,681,671; surplus over charges, $835,947, against $505,053. (V. 54, p. 289, 800; V. 55, p. 298, 806; V. 56, p. 290, 774, 793; V. 57, p. 300.)

Allegheny Valley Railway.—Owns from Pittsburg to Oil City, Pa., 132 miles; branches—Red Bank, Pa., to Driftwood, 110 miles; others, 17 miles; total operated, 259 miles.

ORGANIZATION, &c.—Reorganization March 1, 1892, of the Allegheny Valley *Railroad*, sold in foreclosure Dec. 15, 1891. Plan of reorganization, etc., was in V. 53, p. 324, 368, 520; V. 54, p. 409, 524. Road controlled, as majority stockholder, by the Pennsylvania RR. Co.

STOCK authorized $30,000,000, of which $18,000,000 is cumulative 6 per cent preferred stock. Pennsylvania RR. Co. owns $9,653,800 common and $10,411,350 preferred stock.

BONDS.—The *general mortgage* for $20,000,000 four per cent bonds has principal and interest unconditionally guaranteed by the Pennsylvania RR. by endorsement on each bond. Of these bonds $17,100,000 being the principal and 8 per cent additional of the prior liens not divested) are reserved to take up the prior liens as they mature, and $1,000,000 are held for the future purposes of the company. The Fidelity Title & Trust Co. of Pittsburg is the mortgage trustee.

The Pennsylvania RR. Co. guarantees to purchase the interest on the $10,000,000 *loan of* 1870 and the bonds themselves at maturity, the interest on these bonds being, at the option of the holder, either 6 per cent in sterling in London or 7 per cent in United States currency in Philadelphia; they have first lien on eastern extension and second on River division. The Penn. RR., the Northern Central Railway and the Phila. & Erie RR. are guarantors on the 5 per cent loan of 1870.

EARNINGS.—From Jan. 1 to June 30, 1893 (6 months), gross earnings $1,319,449, agst. $1,231,573 in 1892; net, $446,231, agst. $456,686.

ANNUAL REPORT.—Report for 1892 was in V. 57, p. 103, showing gross, $2,636,697; net, $1,033,696. In 1891 gross, $2,548,794; net, $1,026,853. (V. 54, p. 328, 405, 409, 524; V. 57, p. 103.)

Allentown Terminal.—Owns 3 miles of railroad in Allentown, Pa., connecting the East Pennsylvania (Philadelphia & Reading) with the Central of New Jersey. Leased for 999 years to Philadelphia & Reading and Central of New Jersey (by assignment from Lehigh Coal & Navigation) at interest on bonds and 5 per cent on $450,000 stock (par 50), bonds being guaranteed, principal and interest, by Philadelphia & Reading and Lehigh Coal & Navigation.—(V. 50, p. 422.)

Annapolis & Baltimore Short Line.—Owns Annapolis to Baltimore, Md., 28 miles. Charles A. Coombs was made receiver in 1893. Stock $500,000. Mortgage trustee, Safe Dep. & Tr. Co. of Baltimore.

Annapolis Washington & Baltimore.—Owns road from Annapolis to Annapolis Junction, 20½ miles. Organized in 1886. Dividends: In 1886, 2 per cent; in 1887, 5; in 1888, 4½; in 1889, 4; in 1890, 4¼; in 1891, 5¾; in 1892, 6¾; in 1893, Jan., 3 p. c.; July, 2½ p. c.

Arcadia, Gulf, Coast, Lakeland RR.—Projected from Lakeland, Fla., connecting with Northern and Western trunk lines, to Arcadia, and thence to deep water on the Gulf of Mexico; total length, including branches, about 226 miles, steel standard gauge, of which 24 miles from Parish to Sarasota was in operation in Nov. '92. Traverses the phosphate district of Florida. Land grant 3,840 acres per mile. Private citizens have donated lands said to be of considerable value. In 1893 name reported changed to Florida Peninsular & Gulf, and branch to Plant City about to be built.

STOCK for $500,000 was offered for sale at par in June, 1891. Stock authorized $1,500,000; par value $100. Consol. mortgage trustee is the Manhattan Trust Co. Office, 28 State Street, Boston.

Arkansas Midland.—Owns from Helena, Ark., to Clarendon, 50 miles; Pine City to Brinkley, Ark., 24 miles; total, 74 miles. To be extended to Indian Bay, 12 miles. Successor in 1878 to the Arkansas Central, sold in foreclosure. Stock, $1,500,000; par, $100. Mortgage is for $516,000; bonds are subject to call at 110 on three months' notice. Coupons in default. In year 1892 gross earnings were $99,617; net, $43,613. In 1891 gross $95,255; net, $40,848.

Asheville & Spartanburg.—*(See Map Richmond & Danville).*—Owns from Spartanburg Junction, S. C., to Asheville Junction, N. C., 66 miles. Sold in foreclosure April, 1881, and reorganized. Controlled by Richmond & West Point Terminal, which owns $1,047,981 of the $1,050,000 stock, and $215,000 second mortgage bonds. Default occurred October, 1892, on coupons of first mortgage, and in May, 1893, the first mortgage bonds were offered by the Rich. & W. P. Terminal reorganization plan 40 per cent of their face value in the preferred stock and 60 per cent in the common stock of the new consolidated company. See V. 56, p. 881, and Rich. & W. P. Terminal. In 1891-92 gross earnings $153,357, against $163,293 in 1890-91; deficit from operating $18,133. Floating debt in 1893 $397,000.

Atchison Colorado & Pacific.—Owns Waterville, Kan., to Washington, Kan., 20 miles; Greenleaf, Kan., to Logan, Kan., 155 miles; Logan to Lenora, Kan., 25 miles; Downs, Kan., to Alton, Kan., 24 miles; Yuma, Kan., to Warwick, Kan., 31 miles; total, 254 miles. An extension of the Central Branch Union Pacific, which leased it in 1879 for 25 years, and guaranteed the bonds, principal and interest. Controlled by Union Pacific, but operated by Mo. Pacific. STOCK, $1,522,400 (par $100), of which U. P. owns $920,300. RENTAL, $254,370 yearly.

Atchison Jewell County & Western.—Jamestown, Kan., to Burr Oak, Kan., 34 miles. Under same auspices and control as Atchison Colorado & Pacific. Stock, $202,800 (par $100), of which Union Pacific owns $105,000. Rental is $34,000 per annum.

Atchison Topeka & Santa Fe.—*(See Maps.)*—ROAD.—The system, well shown on the adjoining maps, consists of the following:

† *Leased and Consol. Lines*—	*Miles.*
Chicago, Ill., to Denver, Col.	1,210
La Junta, Col., to El Paso, Tex.	601
Branches in Kansas, etc.	2,771
† *Lines practically owned*—	
Gulf Colorado & Santa Fe Ry.—	
Galveston, to Purcell, I. T.,	518
Branches to Houston, &c...	540
Sonora Railway—	
Nogales to Guaymas, Mex.	263
New Mexico & Arizona RR...	88
Southern California Railway—Lines in California...	491
St. L. Kan. City & Col. RR....	61

Owned jointly with U. P.—	*Miles.*
Leavenworth Top. & S. W. Ry.	46
Manhat. Alma & Burlingame.	57
Jointly with St. L. & San. F.—	
Wichita & Western Railway..	124
Atlantic & Pacific (which see)	947
Total, incl. ½ owned jointly.	7,130
Owned but reported separately—	
St. L. & San Fran. (which see).	1,864
Colorado Midland (which see)	350
Grand total June 30, 1892..	9,344

† The securities of these companies, excepting $3,025,200 So. Cal pref. stock are practically all held in trust under Atchison mortgages

The traffic arrangement with Chic. Peoria & St. Louis was abrogated August 10, 1893. See V. 51, p. 608.

ORGANIZATION, HISTORY, &c.—Incorporated in Kansas Feb. 11, 1859 as Atchison & Topeka; name changed to present title by vote of stockholders Nov. 24, 1863. The main line of 471 miles was opened December 23, 1872. The whole system outside of this main line is nominally under different corporations, whose stocks and bonds (excepting those of the St. Louis & San Francisco and the Colorado Midland) are nearly all deposited in trust under the Atchison's blanket mortgage. The system is therefore in effect one line, and is so treated as far as practicable in the accounts.

In May, 1890, control of the St. Louis & San Francisco Railway Company was acquired, $22,000,000 of Atchison stock being issued to purchase the San Francisco Company's $25,500,000 common and preferred stock. See V. 50, p. 734. The entire capital stock of the St. L. & San Fr. is now owned, giving full control of the Atlantic & Pacific.

In Oct., 1890, capital stock of Col. Mid. was purchased. (V. 51, p. 608.)

In August, 1884, an agreement was made through the Atlantic & Pacific for the control of the Mojave Division of the Southern Pacific.

In 1889 the company was reorganized by plan of October 15, See the plan in V. 49, p. 504, and article on pp. 483, 597; also particulars below. In 1892 the incomes were mostly converted into second mortgage bonds, payment of interest on which is obligatory—see below.

The Chicago Elevated Terminal Railway Company was organized in August, 1890, to furnish to this road and other railroads a better means of entering Chicago. In March, 1892, the Atchison contracted to sell its real estate in Chicago for $8,102,264 to this Elevated Terminal Co., which is in no way allied to the Atchison, but an entirely separate company. (See V. 53, p. 921; V. 54, p. 158, 287, 525.)

STOCK.—Company reports $102,000,000 outstanding; New York Stock Exchange, in July, 1893, $101,492,787.

DIVIDENDS—In 1879, 3 per cent; in 1880, 8½; in 1881, 6 cash and 50 stock; from 1882 to 1886, inclusive, 6 per cent; in 1887, 6¼; in 1888, 5¼; in 1889 and since, none.

BONDS—The *guarantee fund notes* (for $9,000,000) are secured by a second mortgage of the Atchison main line in Kansas and the deposit of the Chicago Santa Fe & California line and terminal stocks (in Chicago) with the Boston Safe Deposit & Trust Co., trustee. In August, 1893, it was arranged to extend these fund notes for 5 years from November 1, 1893, payable in gold.

Of the *unassented* bonds $629,000 were in June, 1893, Chicago Santa Fe & California guaranteed 5s, due January 1, 1937. See below.

The *general mortgage* 4s, Union Trust Company of New York, Trustee, cover the entire property of the company, all shares of stock owned or controlled and named in circular 63 (V. 49, p. 504), all bonds owned and pledged under trust deeds, and all securities deposited under the reorganization. The 4s were authorized to an amount not exceeding $150,000,000 on present property, to carry out the reorganization plan, and additional amounts at $20,000 per mile for extensions or double track. Interest on old incomes was paid as follows: In 1890, 2¾ per cent; in 1891, 2 per cent; in 1892, 2½ per cent. N. Y. Stock Exchange July 21, 1893, reported $130,140,500 gen. 4s outstanding; company reported as in table.

Abstracts of all the principal prior mortgages of the Atchison Topeka & Santa Fe Railroad Company were published in the CHRONICLE, V. 49,

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

RAILROADS. For explanation of column headings, etc., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Atchison System.—Atlantic & Pacific.—(Concluded)								
Central Div., 1st land grant mort., cumulative..c*	....	1871	$500&c.	$796,629	6	At Mat.	.....	Nov. 1, 1901
Income bonds, non-cum. ($18,750 per mile)..c*	....	1882	1,000	1,823,000	6	J. & D.	.....	June 1, 1922
Atchison System—Cerrillos Coal RR.—								
1st M., gold, guar., s. f., subject to call at par..c*	....	1902	1,000	1,000,000	4 g.	J. & J.	New York Agency.	Jan. 1, 1904
Atchison System—Chic. Santa Fe & Cal.—see text—								
Atchison System—Colorado Midland								
1st mortgage, ($25,000 per mile) gold.....c*	240	1886	1,000	6,250,000	6 g.	J. & D.	N.Y.,Baring,Mag'n&Co.	June 1, 1936
Consol. mortgage for $6,000,000, gold, guar.....c*	267	1890	1,000	4,885,000	4 g.	F. & A.	do do	Feb. 1, 1940
Equipment bonds, s. f., drawn at 105, gold.....c*	....	1888	1,000	359,000	7 g.	M. & S.	do do	Mch. 1, 1898
Equip. bonds, B., dr'n at 105 after 1894, gold...c.	....	1890	1,000	216,000	6 g.	J. & J.	do do	Jan. 1, 1900
Aspen Short Line, 1st mort., interest as rental...	7	1889	.....	110,000	8	J. & J.	do do	.....
Busk Tunnel R'y 1st M., gold, guar., red. at 105.c*	....	1890	1,000	935,000	7 g.	J. & J.	N.Y., Continental Tr. Co.	July 1, 1935
Atchison System—St. Louis & San Francisco—								
2d mort. (now 1st), A, gold } (Pacific to Seneca,	c* 294	1876	100 &c.	500,000	6 g.	M. & N.	N.Y.Bar'g,Magoun & Co	Nov. 1, 1906
Series B, gold ..... } Mo.,& branches,	c* 294	1876	500 &c.	2,766,500	6 g.	M. & N.	do do	Nov. 1, 1906
Series C, gold ..... } 294 miles.	c* 294	1876	500 &c.	2,400,000	6 g.	M. & N.	do do	Nov. 1, 1906
Mo.&West.RR.1st M., g.,$5,000 yearly dr.at 105.c*	82	1879	1,000	1,055,000	6 g.	F. & A.	do do	Aug. 1, 1919
St. L. & San F. col. trust gold, sink. fd. not drawn.c*	103	1880	1,000	1,100,000	6 g	F. & A.	N. Y., U. S. Trust Co.	Aug. 1, 1920
Gen. M., g. (1st on 365 m.) $7,807,000 are 6s.c*	964	1881	1,000	20,100,000	5 & 6 g.	J. & J.	N.Y.Baring,Mago'n&Co	July 1, 1931
Collat. Tr. M. on br'ches ($20,000 p. m.), gold..c*	55	1887	1,000	1,099,000	5 g.	A. & O.	N. Y., Union Trust.	Oct. 1, 1987
Cons.M. $50,000,000,gold,guar.p.&i.by At.c*&r	1327	1890	100&c.	See text.	4 g.	A. & O.	N.Y.Baring,Mago'n&Co	Oct. 1, 1990
Equip. M., gold, $80,000 dr. ann'lly at 105.c*	....	1880	1,000	128,000	7 g.	J. & D.	do do	June 1, 1895
Equip. Trust, gold, $23,000 due each A. & O..	....	1884	1,000	50,000	6 g.	A. & O.	do do	A.&O. $23,000
St. L. Wich. & W. 1st M., red. at 105, g., guar p.&i.c*	145	1879	1,000	2,000,000	6 g.	M. & S.	do do	Sept. 1, 1919
Kan. C. & S. W. 1st M., g., red. at 110, int. guar..c*	62	1886	1,000	744,000	6 g.	J. & J.	do do	Jan. 1, 1916
St. L. Kan. & S. W. 1st M., g., guar., red. at 110.c	70	1886	1,000	890,000	6 g.	M. & S.	do do	Sept. 1, 1916
St. L. Salem & A. 1st M.,g.,guar.p.&i.,red. at 105.c*	54	1886	1,000	810,000	5 g.	J. & D.	do do	Dec. 1, 1936
Kan. Mid. 1st M., gold, $15,000 p. m., guar. p.&i..c	107	1887	1,000	1,608,000	4 g.	J. & D.	do do	June 1, 1937
Ft. S. & V. B. Bridge 1st M.,g.,dr.at 105,guar.p.&i.c*	....	1885	1,000	367,000	6 g.	A. & O.	do do	Apr. 1, 1910
Atchison System—Southern California—Pref. stock.	491	....	100	See text.	.....	....	.....	.....

p. 546-551, and of the general mortgage in V. 49, p. 857,861, and of the new second mortgage in V. 55, p. 101

The *second mortgage* of 1892 covers all the property of the Atchison named in circular 63 (see V. 49, p. 504), and secures $80,000,000 of *class A bonds*, which were given in exchange dollar for dollar for the income bonds, the class A bonds bearing 2½ per cent interest till Oct. 1, 1893; then 3 per cent till Oct. 1, 1894; then 3½ per cent till Oct. 1, 1895, thereafter 4 per cent till maturity. Practically all the incomes have been exchanged; the Stock Exchange on July 21 reported $2,670,600 outstanding.

It also secures $20,000,000 *class B bonds*, with interest at 4 per cent per annum; but not more than $5,000,000 of these can be issued in any one year. The proceeds of class B will be applied only to specific improvements (including equipment), on the mileage of the Atchison system as it existed as of July 1, 1892, exclusive of the St. Louis & San Francisco and Colorado Midland roads. Under the new mortgage the company will have the further right, when all the class B bonds shall have been issued, to put out 4 per cent gold bonds not exceeding $2,500,000 per annum, for the same specific purposes on the same mileage to a total limit of $50,000,000. All the bonds to be issued under this mortgage have the same lien, no one having priority over any other. See mortgage abstract, with plan of conversion in full, V. 55. p. 101.

Current Liabilities.—On June 30, 1892, gross current liabilities embracing $6,525,000 bills payable (which includes financing St. L. & San Fran. and Col. Midland under bond issues of those companies and fully provided for) amounted to $16,446,644, against $14,010,946 June 30, 1891. Cash and cash offsets $17,912,030, of which $4,471,352 in cash, $4,533,985 in bills, etc,, receivable, and $8,906,692 in securities. See V. 56, p. 1014, 1056, and V. 55, p. 985.

Fixed Charges, Finances, &c.—The company receives $30,000 a month from the Sonora subsidy, payable in Mexican currency. Payments began in August, 1890, and will continue till $1,681,400 in all has been paid. See V. 52, p. 49.

The fixed charges ahead of the stock, under the income bond conversion plan, supposing all the incomes to have been converted into second mortgage bonds, will be as follows during the next four years: In year 1892-93, $10,200,000; in 1893-94, $10,700,000; in 1894-95, $11,300,000; in year 1894-95, $11,900,000; thereafter, if no further second mortgage bonds are necessary, $12,000,000. The charges as here stated include taxes, rentals, car trusts and interest, but no contingent charges. See circular, V. 54, p. 887.

Latest Earnings.—For 12 months ending June 30 results, including Col. Mid. and St. Louis & San Francisco, were as follows, the balance over charges including miscellaneous income.

12 *mos. Gross earn'gs.*	*Net earnings.*	*Int., rents, &c.*	*Bal., sur.*
1892-3..$50,733,707	$16,065,538	$14,328,000	$2,637,538
1891-2.. 47,347,226	15,117,455	14,304,000	1,713,454

Annual Report.—Fiscal year ends June 30. Annual meeting is held on last Thursday in October. The annual report for 1891-92 was given at length in the Chronicle, V. 55, p. 959, 976, 986, showing:

OPERATIONS AND FISCAL RESULTS.

Year ending June 30—	1890.	1891.	1892.
Miles operated June 30.....	7,110	7,114	7,130·23
Passenger earnings.....	$6,610,034	$7,248,694	$7,377,995
Freight.....	21,733,154	23,329,649	25,803,383
Mail.....	742,917	871,550	895,910
Express.....	764,552	769,241	809,732
Miscellaneous.....	1,153,700	1,444,582	1,551,167
Total gross earnings....	$31,004,357	$33,663,716	$36,438,188
Maintenance of road, &c..	$4,842,149	$5,074,672	$4,954,113
Maintenance of equipm'nt.	2,670,736	3,399,204	4,064,561
Transportation and traffic..	12,334,867	14,482,151	14,956,485
General.....	1,072,634	1,087,142	1,235,773
Total operating expenses.	$20,920,386	$24,043,169	$25,210,933
Net earnings.....	$10,083,971	$9,620,547	$11,227,255
Per c. of oper. ex. to earns..	67·48	71·42	69·19

INCOME ACCOUNT OF CONSOL. SYSTEM.

Year ending June 30—	1891.	1892.
Net earnings.....	$9,620,547	$11,227,255
Add income from investments,&c.....	770,156	818,280
Total net income.....	$10,390,702	$12,045,535
Interest on guaranteed fund notes.....	$420,000	$407,822
" " 4 per cent generals.....	5,024,286	5,102,182
" " 5 per cent incomes.....	(2)1,587,791	(2½)1,992,160
" " other bds (incl share of A. & P.).	478,255	470,902
Rental of track and rolling stock	614,979	619,820
Rental of Mojave Div.,(one-half).....	218,133	218,133
Taxes.....	1,240,018	1,103,500
St. Louis & San Fran. (agreement Oct., '86).	260,302	323,309
Miscellaneous.....	92,395	242,802
Total deductions	$9,936,159	$10,480,630
Balance, surplus.....	$454,543	$1,564,905

—(V. 54, p. 158, 202, 242, 287, 525, 642, 886, 1029, 1047; V. 55, p. 100, 101, 215, 297, 331. 421, 503, 722, 723, 765, 959, 976, 986, 1034; V. 56 p. 413, 502, 793, 834, 1014, 1056; V. 57, p. 298, 375, 468.)

Atchison System.—Atlantic & Pacific.—*(See Map).*—Line of Road.—Owns Western division from Isleta, N. M., near Albuquerque, to Big Colorado River, 560 miles, with branch, 4 miles, and Central Division, from Seneca, Mo., to Sapulpa, Ind. Ter., 112 miles. Leases from Big Colorado River to Mojave, Cal., 242 miles; trackage Atch. T. & S. Fe to Albuquerque, N. M., 13 miles; branches to mines, quarries, etc., 16 miles; total operated, 947 miles.

History and Stock.—Chartered by act of Congress July 27, 1866, an important link in the Atchison system. Authorized stock $100,000,000 (par, $100), of which $79,760,300 has been issued, $51,503,800 of this being owned by the Atchison Topeka & Santa Fe and the St. Louis & San Francisco companies equally and deposited in trust for thirty years. The stock is classed thus: Western Division, common, $78,317,600; Missouri Div. pref., $42,700; Central Div., pref., $1,400,000.

Bonds, &c.—The trust bonds due in 1937 are guaranteed severally (but not jointly) by the Atchison and St. Louis & San Francisco, each company guaranteeing one-half of each bond. (See guaranty V. 56, p. 650.) They are redeemable at any time at 105. The 2d mortgage is held by the guarantors. [Abstracts of mortgages in V. 49, p. 302.] Deferred liabilities [due Atch. and St. L. & S. F.], June 30, 1892, $13,473,704.

Purchase from So. Pac.—In 1884 the Southern Pacific sold the 242 miles of road from Mojave to The Needles, to this company for $7,271,100, payable in Apr., 1905, in A. & P. first mort. bonds, issued on said 242 miles to amount of $6,059,250, and $1,211,850 in cash. Until clear title to this piece of road is given, the Atlantic & Pacific has possession and pays 6 per cent per annum on the $7,271,000. The same negotiation gave a right to run through trains to San Francisco over the Southern and Central Pacific lines either on a mileage basis or at 3 per cent per annum on $40,000 per mile. See V. 39, p. 208; V. 40, p. 50.

Land Grant.—The grant claimed under the old A. & P. charter of July, 1866, is 25,600 acres per mile in Territories and 12,800 acres in States. On the Western Division the company has earned under its grant 20,295,296 acres of land, 5,330,296 of whichwere sold to June 30, 1892, leaving 14,965,000 acres undisposed of. Map of land grant was published in Chronicle, V. 36, p. 468. Total receipts year 1891-92, $41,778.

Earnings.—In year ending June 30, 1892, gross were $3,361,400, against $3,253,977 in 1890-91; net, $550,064, against $23,323; fixed charges, $1,711,524; deficit, $1,161,459, against deficit in 1890-91 of $1,793,730; interest on unfunded debt due Atch. and St. L. & San Fran. $581,296. (V. 53, p. 603, 753, 793; V. 55, p. 638, 989.)

Atchison System—Cerrillos Coal RR.—Owns 26,000 acres of coal lands at Cerrillos, New Mexico. Control acquired by Atchison in January, 1892, and above bonds guaranteed. The sinking fund is to retire the entire issue by maturity. See V. 55, p. 983.

Atchison System.—Chicago Santa Fe & California.—Extends from Corwith near Chicago, Ill., to Big Blue near Kansas City, with branches, 498 miles in all, of which 8 miles leased. Trackage into Chicago and Kansas City 17 miles. Atchison owns all the stock, and of the $15,350,000 1st mortgage 5s of 1937 all but $629,000 are deposited in trust under the Atchison mortgages, the $629,000 being still in the hands of the public. There are also $1,500,000 Chicago & St. Louis 6s outstanding—see Atchison—and $733,000 Pekin Division 6s in trust. For year 1891-92 gross earnings were $6,105,100; net, $1,331,872; interest, $901,480; improvements, $109,962; balance, surplus, $320,430. In 1890-91 gross, $5,218,691; net, $742,137.

Atchison System.—Colorado Midland.—*(See Map.)*—Owns from Colorado Springs to New Castle, Col., 234 miles; Aspen branch, 18 miles; Jerome Park branch, 15 miles; leases New Castle to Rifle Creek, 14 miles; Rio Grande Junction RR., Rifle Creek, Col., to Grand Junction, on the Rio Grande Western, 62 miles; other, 7 miles; total, 350 miles. The Busk Tunnel is under construction.

History and Stock.—Completed Oct. 15, 1888, and in October, 1890, Atchison purchased entire capital stock of $8,000,000. V. 51, p. 608.

Bonds.—Abstract of first mortgage in V. 45, p. 540, and of consol. mortgage in V. 51, p. 572. Central Trust Company is trustee of both. The consols are guaranteed (by endorsement on the bonds) as to both principal and interest by Atchison. Both issues of equipment bonds are redeemable by sinking funds at 105, and are to be paid at maturity at same rate. The Busk Tunnel bonds ($1,500,000 authorized) are guaranteed principal and interest by the Midland and are redeemable before maturity at 105. See V. 51, p. 142, 248. Guarantees jointly, with Denver & Rio Grande, the $1,850,000 bonds of the Rio Grande Junction Ry., which see. Due Atchison July 1, 1892, $781,264.

Earnings.—This road being now operated as part of the Atchison's main line, its earnings are no longer separately reported. From July 1, 1892, to Mar. 31, 1893 (9 months), gross, $1,597,400, against $1,544,996 in 1891-2; net, $258,500, against $404,727. In year 1891-92 gross, $2,103,600; net, $563,582; charges, $763,733; deficit, $200,150. (V. 55, p. 551, 976, 995; V. 56, p. 164, 247, 834; V. 57, p. 22.)

Atchison System.—St. Louis & San Francisco.—*(See Map.)* Owns St. Louis, Mo., to Seneca, 326 miles; Pierce City to Wichita, Kan., 217 miles; Monett, Mo., to Paris, Tex., 303 miles; branches, 197 miles; total owned June 30, 1892, 1,046 miles. Leases 282 miles, and half owns the Atlantic & Pacific, 947 miles; Wichita & Western, 126 miles; total (counting one half of mileage half owned), 1,864 miles.

Organization, &c.—Organized Sept. 20, 1876, as successor to Atlantic & Pacific in Missouri. In May, 1890, the Atchison assumed control

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Atlanta & Charlotte—Stock (5-6 p. c. rent. Rich. & D.)	269	....	$100	$1,700,000	See text	M. & S.	N.Y.Cent.Tr.Co.,54 Wall	Sept. 8, 1893
Preferred mortgage, subject to call at 100.....c*	265½	1877	1,000	500,000	7	A. & O.	do do	Apr. 1, 1897
1st M. [carries voting power 10 votes for ea. bond]r	265½	1877	1,000	4,250,000	7	J. & J.	do do	Jan. 1, 1907
Income bonds (not cumulative), guaranteed....r	....	1880	500	750,000	6	A. & O.	do do	Apr. 1, 1900
Atlanta & Florida—Stock.....	105	....	25	1,115,000	.....	....	.....	.....
1st mortgage ($8,000 p. m.) gold.....c*	105	1889	1,000	840,000	6 g.	M. & N.	May, 1892, coupons on.	Nov. 1, 1893
Atlanta & West Point—Stock.....	86	....	100	1,232,200	See text.	J. & J.	Atlanta, Ga.	July, 1, 1893
Debenture certificates.....	....	1881	1,000	1,232,200	6	J. & J.	Atlanta, Ga.	Co's option.
Atlantic City—Common stock.....	97	....	50	1,200,000	.....	....	.....	.....
Preferred stock.....	97	....	50	1,000,000	.....	....	.....	.....
1st m., gold, guar. p. and i. (end.) by P. & R....c*	83	1889	1,000	2,200,000	5 g.	M. & N.	Phila., 227 South 4th St.	May 1, 1919
Atlantic & Danville—1st mort. gold, $16,000 p. m.c*	283	1887	1,000	4,952,000	6 g.	A. & O.	Oct., '90, coup. last paid.	Oct. 1, 1917
Atlantic & St. Lawrence—Stock, 6% rental Grand Tr'k	150	....	100	5,484,000	6 per an.	M. & S.	London and Portland.	Sept., 1893
Augusta & Manchester—1st mortgage.....	....	1893	....	.....	.....	....	.....	.....
Augusta & Savannah—Stock 7% rental Central Ga..	53	....	100	1,032,200	7 per an.	J. & D.	See text.	See text.
Austin & Northwestern—1st mort. for $125,000....	76	1889	1,000	104,000	6	J. & J.	N. Y., Atlantic Tr. Co.	Jan. 1, 1899
Mort., $20,000 p.m., gold, gu. p. & i. So. Pac.c*&r	103	1891	1,000	1,920,000	5 g.	J. & J.	N. Y., Cent. Trust Co.	July 1, 1941
Bald Eagle Valley—1st mort. (s. f., drawn at 100)..r	90	1880	1,000	348,000	6	F. & A.	Phila., F.Ins.Tr.&S.Dep.	Jan. 1, 1910
Baltimore Belt—SEE BALTIMORE & OHIO.								
Balt. & Eastern Shore—Consol. mortgage, gold, c*&r	87	1890	1,000	1,450,000	5 g.	J. & J.	In default.	July, 1920
Baltimore & Lehigh.—Stock.....	84	....	100	3,375,000	.....	....	.....	.....
York & Peach Bottom, ser. A. & B. $47,500 1st M.	40	1882	50,&c.	250,000	5	Various	Apr. & May, '93, last p'd	1932
Maryland Central 1st M., int. 4 p. c. till Jan., 1899	44	1889	500 &c.	850,000	4—5	J. & J.	Jan., '93, coup. last paid	Jan. 1, 1919
General mort. for $3,541,000, gold (See text).c*	....	1889	1,000	2,400,000	5 g.	J. & D.	Dec., '92, coup. last paid	June 1, 1939
Baltimore & Ohio—Stock (see remarks).....	....	....	100	25,000,000	See text.	M. & N.	Balt. Office, Cent. Bldg.	May 17, 1893
1st and 2d pref. stock, cum., $3,000,000 is 1st pref	....	....	100	5,000,000	6 per an.	J. & J.	do do	July 1, 1893
Loan due in 1880, extended, payable at will.....	379	1853	500 &c.	579,500	4	J. & J.	do do	At will.
Loan, 1853, extended in 1885, gold.....	379	1853	500 &c.	1,709,500	4 g.	A. & O.	do do	Oct. 1, 1935
Loan, 1870, sink. fund £16,000 yearly, not drawn	379	1870	£200	3,454,792	6 g.	M. & S.	Lond'n, Baring Bros & Co	Mch. 1, 1895
Mortgage 1872, sink. fund £12,000 semi-annually	421	1872	£100	9,301,512	6 g.	M. & S.	do do	Mch. 1, 1902
Mortgage 1874, sink. fund £9,000 semi-annually.	421	1874	£200	9,634,504	6 g.	M. & N.	London, J.S. Morgan & Co	May, 1910
Bond to City Baltimore (payable $40,000 yearly).	379	1875	....	320,000	6	J. & J.	Baltimore, Office.	July, '93-1900
Consolidated mortgage (for $29,600,000) gold.c*	511	1887	1,000	10,100,000	5 g.	F. & A.	N. Y., Union Trust Co.	Feb. 1, 1988

With the Atchison this company guarantees severally, not jointly, one-half the first and second mortgage bonds of the Atlantic & Pacific, of whose securities it owned on July 1, 1892, $27,931,450 stock, $777,000 Central Division incomes, $331,500 Western Division incomes and $2,293,000 second mortgage 6s.

CAPITAL STOCK.—The common stock is $35,500,000; preferred (7 per cent non-cumulative), $10,000,000; 1st preferred (7 per cent non-cumulative), $4,500,000—par, all, $100. The stock is all owned by the Atchison Company. No dividends since February, 1890

BONDS.—The *consolidated 4 per cent* mortgage of 1890 for $50,000,000 covers all the property, equipment and lands, subject only to $36,074,500 direct mortgage bonds of the company on its own and leased lines. Sufficient consols were reserved to retire these prior liens at maturity, and further amounts were applied to purchase of At. & Pac. guaranteed 2d 6s and to the retirement at par of $4,500,000 of 1st preferred stock. See V. 55, p. 297. The consolidated bonds are guaranteed, principal and interest, by the Atchison Company, and are so stamped. See full abstract in V. 54, p. 244. On July 1, 1892, consols outstanding were $11,489,600; demand loans due Atchison secured by consols (additional), $874,205; bills payable, $100,000. On July 21, 1893, the N. Y. Stock Exchange reported $14,294,500 consols outstanding, but on June 7, 1893, the company informed the SUPPLEMENT that only $11,494,800 had actually been issued.

LANDS.—Assets were estimated June 30, 1892, at $449,303.

LATEST EARNINGS.—For 12 months ending June 30 earnings were:

12 *mos.*	*Gross.*	*Net.*	*Charges.*	*Bal. incl. other inc.*
1892-3.....	$9,417,159	$3,354,791	$3,300,000	$54,791
1891-2.....	8,805,437	3,326,618	3,300,000	26,618

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was in V. 55, p. 976, 993 and the following is for the St. L. & S. F. proper.

Years ending June 30.—	1890.	1891.	1892.
Gross earnings.....	$6,394,069	$6,748,508	$7,053,228
Net earnings.....	$2,914,688	$2,907,650	$3,040,044
Other income.....	100,933	72,926	156,992
Total.....	$3,015,621	$2,980,576	$3,197,036
Charges (incl. imp'ts in 1890-91)..	2,512,000	3,079,920	2,610,418
Balance.....	sur. $443,621	def. $99,344	sur. $586,618

—(V. 54, p. 276, 1048; V. 55, p. 100, 297, **976, 993**; V. 57, p. 22, 23.)

Atchison System—Southern California.—*(See Map).*—Owns all the California lines operated by Atchison, reaching Barstow, San Diego, Los Angeles, etc., 491 miles in all. Atchison owns all the $6,732,000 com. and $3,046,800 of the $6,072,000 pref. stock. Bonded debt on 475 miles Jan. 1, 1892, including incomes, $12,284,740. Annual interest charge, including incomes, $737,084, the bonds being all 6s and practically all held in trust under the Atchison mortgages; net floating debt Jan. 1, 1892, $965,188. In year 1891-92, gross earnings, $2,187,627; net, $717,137, against $511,764 in 1890-91.

Atlanta & Charlotte Air Line.—Owns from Charlotte, N. C., to Atlanta, Ga., 269 miles. Formed February 27, 1877, after foreclosure.

LEASED on March 26, 1881, to the Richmond & Danville for 99 years, at a rental of $466,500 per year, equal to the interest on debt and 5 per cent on stock; if gross earnings exceed $1,500,000, dividends to be 6 per cent; and if they exceed $2,500,000, 7 per cent. Due Richmond & Danville for betterments on June 30, '90, $1,220,170. Rich. & Dan. is to be reorganized, but this company's securities remain undisturbed.

DIVIDENDS have been—From 1881 to 1889, inclusive, 5 per cent yearly; in 1890, 5½; in 1891, 6; in 1892, 6; in 1893, March, 3; Sept., 3 p. ct.

EARNINGS on portion of road in South Carolina were from Jan. 1 to June 30, 1893 (6 months), $375,102, against $354,438 in 1892, and for year 1892 $747,125, against $816,620 in 1891. In 1890 gross of entire road were $1,687,335, against $1,516,416 in 1889.

Atlanta & Florida.—Owns from Atlanta southerly to Fort Valley, Ga., on Central Georgia Railroad, 105 miles. Sold at auction May 2, 1893, for taxes due the State, and receiver discharged. Reorganization pending. MORTGAGE trustee Central Trust Company. In year ending June 30, 1892, gross earnings were $103,324; deficit under operating expenses, $229. From Jan. 1 to May 31, 1893 (5 months), gross, $33,225, against $34,355 in 1892. In year 1890, gross, $128,842; net, $7,550. (V. 54, p. 287; V. 56, p. 578, 792, 972.)

Atlanta & West Point.—Owns from Atlanta, Ga., to West Point, Ga., 86½ miles. In April, 1881, a controlling interest in this company was acquired by the Central Georgia through lease of the Georgia Railroad, etc.

DIVIDENDS begun in 1855 were for many years 8 per cent per annum. From Jan. 1, 1884, to July 1, 1893, 6 per cent yearly.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1892-93 shows the following, over $39,000 for extraordinary expenses having been charged to operating expenses: Gross earnings, $446,732; net, $131,174; interest on bonds, $73,932; dividends paid, $73,932; deficit, $16,690. In 1891-92 gross, $475,802. (V. 57, p. 465.)

Atlantic City.—Camden to Atlantic City, 54 miles; with branches, &c. of 43 miles, of which 14 miles leased. Consolidation in 1889 of the Philadelphia & Atlantic City RR. and other lines. Controlled by Philadelphia & Reading RR. Trustee of mortgage, Guarantee Trust & Safe Dep. Co. of Phil. In 1892 gross earn. were $812,861; net, $166,422.

Atlantic & Danville.—Completed February, 1890, Portsmouth near Norfolk, to Danville, Va., 204 miles, and James River Junction to Claremont (3 feet gauge) 51 miles; branches, 28 miles; trackage, 2 miles; total, 285 miles, of which 56 miles 3 foot gauge.

HISTORY.—Receivers appointed in January, 1891. Receiver is now Alfred P. Thom. In March, 1891, $250,000 receiver's certificates were authorized. Trustee of mortgage, Mercantile Trust Co. Stock authorized, $20,000 per mile; outstanding, $5,754,890; par, $100; car trusts, $313,960 June 30, 1892; current liabilities, $665,409. In January, 1893, a bondholders' committee was formed. See V. 56, p. 164.

EARNINGS—In year ending June 30, 1892, gross earnings were $542,087; net over operating expenses and taxes, $22,256. In 1890-91, gross, $497,169; deficit, $115,987. (V. 52, p. 80, 462; V. 56, p. 164.)

Augusta & Savannah.—Owns from Millen to Augusta, Ga., 53 miles. Leased in perpetuity to Central of Georgia for $73,000 per annum. Has no bonded debt. From March 4 to Sept. 30, 1892, gross earnings were $120,040; net, $38,235. In year 1890-91 gross, $232,405; net, $72,310, against $95,452 in 1889-90; rental, $73,000. Lessee is in receivers' hands, and June, 1893, dividend was not paid. The U. S. Circuit Court in June, 1893, decided that if the A. & S. stockholders were not willing to accept in lieu of rental all net earnings not in excess of the agreed rental, that the road should be surrendered to them.

Augusta Southern.—Owns from Augusta to Sandersville, Ga., 80 miles (narrow gauge), and leases Sandersville & Tennille, 4 miles. The Au. So. was a reorganization in May, 1893, of the Augusta Gibson & Sandersville. It is proposed to standard-gauge the line. Securities not yet out. President, James U. Jackson, Augusta, Ga.

Austin & Northwestern.—Owns from Austin to Granite Mountain, Texas, 74 miles, and from Fairland to Llano, 30 miles; total, 103 miles, all standard gauge. In 1892 control was acquired by parties interested in the Houston & Texas Central. Stock authorized, $750,000; outstanding, $724,000; par $100. The land grant was 600,000 acres. MORTGAGE trustee Atlantic Trust Co. The 5 per cents have principal and interest guaranteed by the Southern Pacific Company. EARNINGS—From October 1, 1891, to July 31, 1892 (10 months), gross earnings were $218,238; net, $98,795. —(V. 54, p. 1009; V. 56, p. 331.)

Bald Eagle Valley.—Owns from Vail Station, Pa., to Lockhaven Pa., 51 miles; branches to Sugar Camp, etc., 39 miles. Leased to Pennsylvania Railroad Company for 99 years from December 7, 1864. Rental, 40 per cent of gross earnings. Rental, in 1892, $258,632; surplus over fixed charges, $228,625, out of which paid dividends (10 per cent) $140,625. Rental in 1891, $254,866. Stock authorized, $2,000,000; outstanding, $1,535,000 (par $50), of which Pennsylvania RR. Jan. 1, 1893, owned $706,250. Dividends are paid F&A. (V. 56, p. 625.)

Baltimore Belt.—SEE BALTIMORE & OHIO.

Baltimore & Cumberland.—Chartered in 1892 to build from Cumberland, Md., via Hagerstown, to Baltimore, about 70 miles. Construction begun in May, 1893. Stock authorized, $10,000,000. Organized in the interest of the West Virginia Central & Pittsburg.

Baltimore & Eastern Shore.—Owns Claiborne to Ocean City, Md., 89 miles; from Claiborne to Baltimore, 42 miles, transfer is made by water. HISTORY.—Completed in December, 1890, and in April, 1891, Capt. Willard Thomson was appointed receiver. (See V. 51, p. 718.) In 1891 receiver's certificates for $35,000 were issued. STOCK paid in, $500,000; par, $50. EARNINGS.—For year ending June 30, 1892, gross, $124,236; net, $21,436.

Baltimore & Lehigh.—Owns from Baltimore, Md., to York, Pa., 79 miles, and branch, 5 miles; total, 3 foot gauge 84 miles.

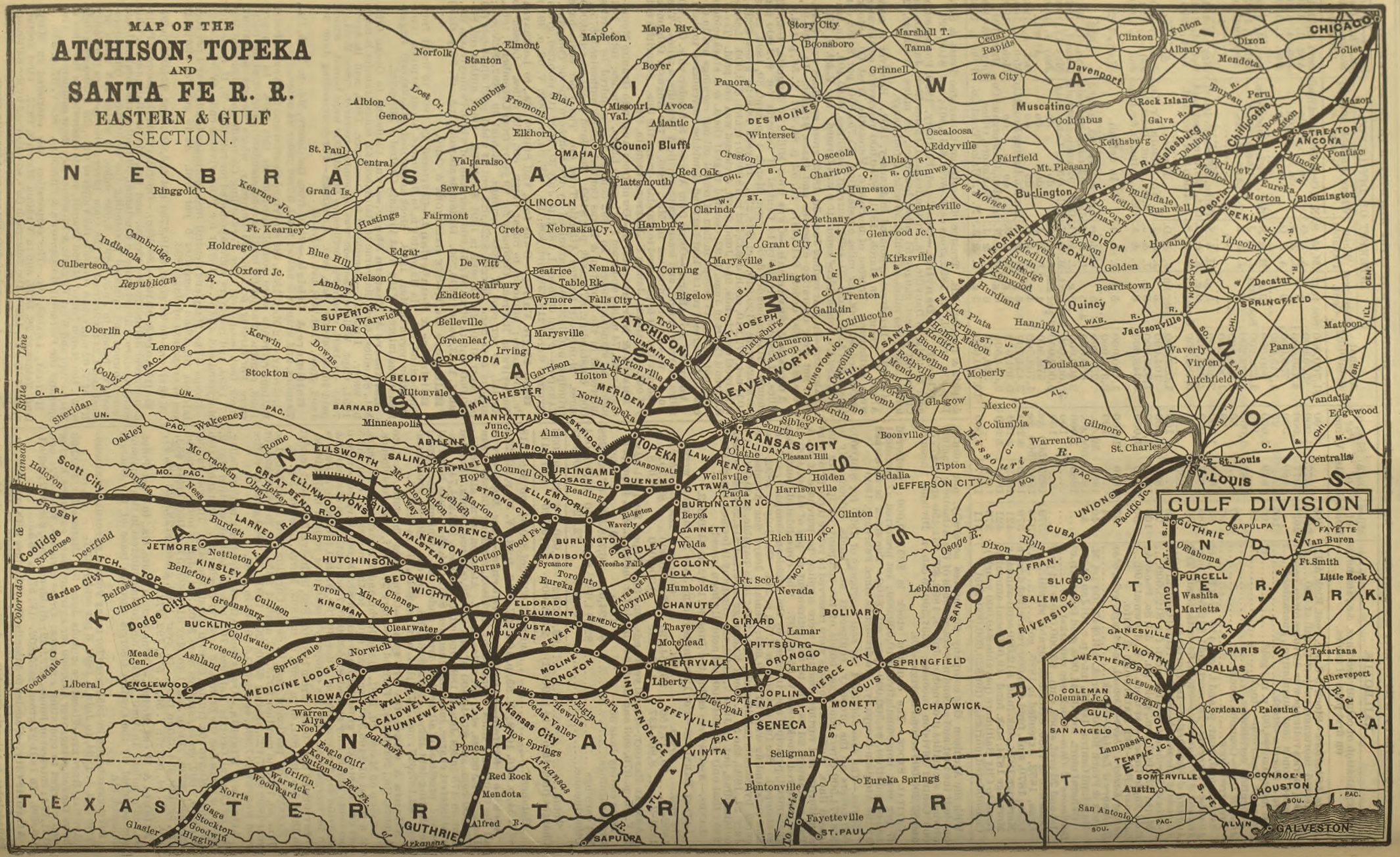
HISTORY.—In May, 1891, the Maryland Central and the York & Peach Bottom railroads were consolidated under this title. In January, 1893, contract was let for making road standard gauge, and the Baltimore Forwarding & Railroad Company, which bought $3,000,000 stock, took possession. The Forwarding Co. made an assignment May 17, 1893, and receivers were appointed for railroad—W. H. Bosley for Maryland end and W. J. Taylor for Pennsylvania end. (V. 56, p. 886.)

BONDS.—The Maryland Central first mortgage bonds bear 4 per cent interest till 1899; thereafter 5 per cent. As to general mortgage see SUPPLEMENT of May, 1893.

EARNINGS.—In '92 gross, $219,176; net $64,993, agst. $24,028 in '91.

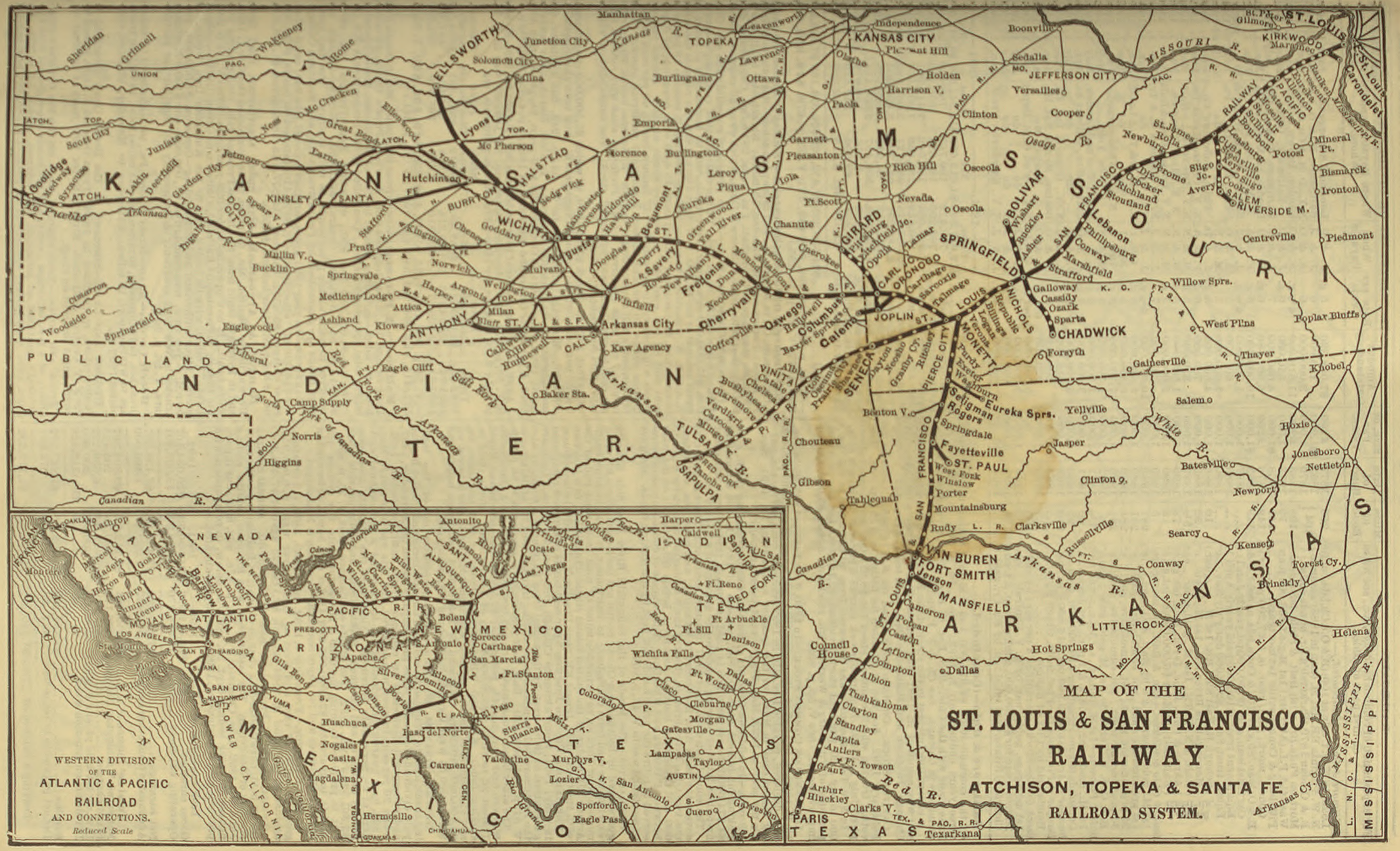
Baltimore & Ohio.—*(See Map).*—Operates from Baltimore to Philadelphia and Baltimore to Chicago, and has, via the Baltimore & Ohio Southwestern, a direct route to Cincinnati, 593 miles, the total mileage leased, owned and operated (excluding the Baltimore & Ohio Southwestern) being in July, 1892, 1,999 miles, of which 755 miles are west and 1,244 miles east of the Ohio River; also operates the Valley RR. of V. 62 miles, and controls the Valley of Ohio, the Baltimore & Ohio S. W., the Staten Island Rapid Transit, and is interested in the Ohio & Mississippi and West Virginia & Pittsburg (see those companies). Also operates the Fairmont Morgantown & Pittsburg. See V. 57, p. 255.

HISTORY, LEASES, &c.—The corporation was chartered in Maryland February 28, 1827, and in Virginia March 8, 1827. First section opened May 24, 1830. The Telegraph Co's. stock owned by the Baltimore & Ohio was sold out to Western Union for $5,000,000 Western Union stock at par and a rental of $60,000 per year for fifty years.


MAP OF THE
ATCHISON, TOPEKA
AND
SANTA FE R. R.
EASTERN & GULF
SECTION.
NEBRASKA
IOWA
KANSAS
INDIAN TERRITORY
TEXAS
ILLINOIS
MISSOURI
ARKANSAS
GULF DIVISION
CHICAGO
Omaha
Council Bluffs
Lincoln
Beloit
Concordia
Atchison
St. Joseph
Leavenworth
Kansas City
Topeka
Manhattan
Abilene
Ellsworth
Salina
Great Bend
Larned
Hutchinson
Newton
Florence
Wichita
Eldorado
Augusta
Arkansas City
Winfield
Caldwell
Medicine Lodge
Kiowa
Englewood
Liberal
Dodge City
Garden City
Coolidge
Syracuse
Deerfield
Jetmore
Kinsley
Belfast
Cimarron
Meade Cen.
Woodsdale
Protection
Ashland
Coldwater
Springvale
Norwich
Greensburg
Cullison
Kingman
Mulvane
Severy
Benedict
Coyville
Chanute
Girard
Pittsburg
Oronogo
Cherryvale
Independence
Coffeyville
Vinita
Seneca
Joplin
Galena
Carthage
Pierce City
Springfield
Monett
Chadwick
Liberty
Thayer
Moorehead
Humboldt
Iola
Colony
Garnett
Welda
Ottawa
Burlingame
Osage City
Quenemo
Carbondale
Burlington Jc.
Gridley
Madison
Burlington
Florence
Halstead
Newton
Sedgwick
Hutchinson
Cotton Wood Falls
Strong City
Emporia
Ellinor
Council Grove
Junction City
Manchester
Barnard
Minneapolis
Ellsworth
Ft. Riley
Milford
Clay Center
Belleville
Superior
Oberlin
Republican R.
Indianola
Culbertson
Holdrege
Ringgold
Kearney Jct.
Ft. Kearney
Grand Is.
St. Paul
Albion
Genoa
Norfolk
Stanton
Elmont
Columbus
Lost Cr.
Fremont
Blair
Missouri Val.
Maple Riv.
Mapleton
Boyer
Avoca
Atlantic
Panora
Winterset
Des Moines
Creston
Osceola
Red Oak
Plattsmouth
Valparaiso
Elkhorn
Seward
Central
Hastings
Fairmont
Crete
Nebraska Cy.
Hamburg
Clarinda
Grant City
Marysville
Corning
Bigelow
Falls City
Wymore
Nemaha
Beatrice
Table Rk
Fairbury
Endicott
Nelson
Amboy
Edgar
Blue Hill
De Witt
Oxford Jc.
Cambridge
Lenore
Kerwin
Downs
Colby
Stockton
Sheridan
Oakley
Wakeeney
Rome
Mc Cracken
Ness
Scott City
Halcyon
Crosby
Burdett
Larned
Raymond
Nettleton
Bellefont
Cullison
Toron
Murdock
Cheney
Clearwater
Ashland
Meade Cen.
Liberal
Englewood
Medicine Lodge
Attica
Kiowa
Anthony
Wellington
Caldwell
Hunnewell
Wilmot
Arkansas City
Cedar Valley
Hewins
Elgin
Peru
Coffeyville
Independence
Cale
Ponca
Red Rock
Mendota
Alfred
Guthrie
Norris
Gage
Stockton
Goodwin
Higgins
Glasier
Griffin
Warwick
Woodward
Eagle Cliff
Keystone
Sutton
Salt Fork
Red R.
Arkansas R.
Willow Springs
Cedar Valley
Hewins
Elgin
Peru
Coffeyville
Vinita
Pac.
Seligman
Bentonville
Eureka Springs
Fayetteville
St. Paul
Sapulpa
To Paris
Atl. & Pac.
Arkansas R.
Osage R.
Missouri R.
Mississippi R.
Red R.
Colorado
Kansas State Line
Marshall T.
Story City
Boonsboro
Tama
Cedar Rapids
Grinnell
Iowa City
Davenport
Clinton
Fulton
Albany
Dixon
Joliet
Mendota
Bureau R.
Peru
Muscatine
Columbus
Rock Island
Galva R.
Galesburg
Dahinda
Chillicothe
La Rose
Clinton
Streator
Ancona
Mazon
Pontiac
Minonk
Eureka
Morton
Bloomington
Peoria
Pekin
Keithsburg
Oscaloosa
Eddyville
Fairfield
Mt. Pleasant
Albia
Chariton
Ottumwa
Humeston
Centreville
Bethany
Glenwood Jc.
Kirksville
Trenton
Gallatin
Chillicothe
Hurdland
La Plata
Kerring
Macon
Moberly
Louisiana
Glasgow
Mexico
Columbia
Boonville
Tipton
Sedalia
Jefferson City
Holden
Harrisonville
Pleasant Hill
Olathe
Holliday
Lawrence
Wellsville
Pacla
Rich Hill
Nevada
Ft. Scott
Lebanon
Bolivar
Lamar
Girard


MAP OF THE
ATCHISON, TOPEKA
AND
SANTA FE R. R.
WESTERN SECTION.
CALIFORNIA
NEVADA
UTAH
WYOMING
COLORADO
NEW MEXICO
ARIZONA
TEXAS
PACIFIC OCEAN
GULF OF CALIFORNIA
SALT LAKE CITY
OGDEN
CHEYENNE
DENVER
COLORADO SPRS.
PUEBLO
TRINIDAD
ALBUQUERQUE
SANTA FE
LAS VEGAS
PRESCOTT
NEEDLES
BARSTOW
MOJAVE
SAN FRANCISCO
OAKLAND
SACRAMENTO
STOCKTON
FRESNO
VISALIA
BAKERSFIELD
SAN JOSE
LOS ANGELES
SAN BERNARDINO
SAN DIEGO
NATIONAL CITY
EL PASO
PASO DEL NORTE
ATLANTIC & PACIFIC R.
SOUTHERN PACIFIC R.
ATCH. TOP. & S. FE
DENVER & R. G. R.
UNION PAC.
MO. PAC.
GREAT NORTHERN
SOUTHERN PACIFIC
SOCORRO & SAN MARCIAL
EL PASO & N. E.
MEX. CEN. R. W.
SONORA R'Y
N. M. & A.
GAL. HAR. & S. A. R'Y
TEX. PAC.
COLORADO R'Y
SOU. KAN.
DENVER & RIO GRANDE
RIO GRANDE WESTERN
COLORADO & SOUTHERN
Sacramento R.
Colorado R.
Rio Grande
Pecos R.
Salt Fk. Brazos R.
Red R.
Canadian R.
Arkansas R.
Platte R.
Green River
Grand R.
Gunnison R.
San Juan R.
Virgin R.
Humboldt R.
Truckee R.
Owens R.
Mojave R.
Gila R.
Santa Cruz R.
Panasco R.
Rio Hondo
Tulare L.
Owens L.
Mono L.
Salton
Great Salt Lake
Utah Lake
Lake Valley
Elsinore L.
Alturas
Redding
Hydesville
Cottonwood
Tehama
Chico
Marysville
Oroville
Knights
Cloverdale
Madison
Calistoga
Galt
Lodi
Lathrop
Modesto
Turlock
Livingston
Merced
Minturn
Los Banos
Madera
Fresno
Selma
Goshen
Tulare
Tokay
Delano
Poso
Sumner
Caliente
Keene
Tres Pines
Hollister
Soledad
Monterey
Santa Cruz
San Jose
Niles
Oakland
San Francisco
S. Antonio
S. Luis Obispo
Los Alamos
Santa Barbara
Rosamond
Lancaster
Acton
Newhall
Fernando
Wilmington
Long Beach
Anaheim
Santa Ana
Orange
Colton
Riv. Side
S. Jacinto
Ferris
Oceanside
Escondido
El Cajon
Guadalupe
La Encinada
S. Telmo
Sta. Maria
San Fernando
Tejon
Mojave
Rosamond
Harper
Waterman
Daggett
Hasdett
Ludlow
Amboy
Danby
Homer
Dix
Cadiz
Iron Mts.
Needles
Fenner
Goffs
Essex
Bagdad
Chambless
Siberia
Ash Fork
Williams
Chalender
Bellemont
Flagstaff
Winslow
Holbrook
Carrizo
Navajo Spr.
Sanders
Allentown
Houck
Gallup
Wingate
Coolidge
Chaves
Grant's
Laguna
San Jose
Lima
Isleta
Los Lunas
Salagal
Rosario
Wallace
Barton
Fulton
San Miguel
Watrous
Onava
Wagon Md.
Springer
Dillon
Pembroke
Raton
Hot Springs
Espanola
Chama
Jewett
Antonito
Blossburg
Alamosa
Wagon Wheel
Durango
Silverton
Cuchara
El Moro
Rocky Ford
Las Animas
Hilton
Lamar
Carlton
Granada
State Line
Syracuse
Coolidge
Deerfield
Garden City
Cimarron Jct.
Trinidad
Glazier
Cochran
Miami
Ontario
Canadian
Facoosa
Ft. Bascom
Washburn
Pan Handle
Clarendon
Ft. Sumner
Espia
Bosque Grande
Ft. Stanton
Seven Pines
Metz
Pecos
Sierra Blanca
Ft. Stockton
Ft. Davis
Toronto
Rosenfield
Big Spr.
Colorado
Montezuma
Laguna
Encinillas
Chihuahua
Mapula
Carmen
Ojo Caliente
Candelaria
Rancheria
Dona Ana
Las Cruces
Brunswick
Anthony
Monroya
Rincon
Pope
Lava
Engle
Upham
Cartrage
San Antonio
Magdalena
Socorro
Zuni
St. Johns
Springerville
Aubrey
Prescott
Ft. Defiance
Callville
Virgin City
Kanab
Sulph. Spring
Cannon V.
Frisco
Ft. Cameron
Fillmore
Fremont
Riverside
Manti
Nephi
Scofield
Tintic
Stockton
Ogden
Salt Lake City
Provo City
Lehi Jc.
Tintic
Clear Cr.
Pleasant Val. Jc.
Bunny Bldg.
Thompson
Green River
Grand Jct.
Delta
Montrose
Gunnison
Salida
Canon City
Pueblo
Rockvale
Cleveland
West Cliff
Florence
Colorado Jct.
Carr
Ft. Collins
Greeley
Boulder
Central City
George T.
Dillon
Idaho Springs
Golden
Arvada
Denver
Stout
North Park
Colorado Jct.
Cheyenne
Union Pac.
Nebraska
B. & M. Riv.
Colby
River Bend
Wallace
Crosby
Kansas
Kansas City, Mexico & Orient R'y
Kansas City & Colorado Pass'y
Aspen
Leadville
Glenwood
Newcastle
Crested Butte
Baldwin
Monarch
Nathrop
Excelsior
Alpha
Eureka
Austin
Hamilton
Treasure City
Carson City
Virginia City
Reno
Wadsworth
Humboldt Lake
Granite Point
Wells
Plains
Wahsatch
Tecoma
Terrace
Kelton
Lucin
Promontory
Corinne
Ogden
Wyoming
Nebraska
Utah
Nevada
California
Arizona
New Mexico
Colorado
Texas
Kansas
Oklahoma


MAP OF THE
COLORADO MIDLAND RAILWAY
ATCHISON, TOPEKA & SANTA FE
RAILROAD SYSTEM.
WYOMING
COLORADO
NEBRASKA
UTAH
SALT LAKE CITY
Ogden
Evanston
Wasatch
Hampton
Bridger
Ft. Bridger
Piedmont
Hillards
Nugget
Fossil
Waterfall
Nutrea
Granger
Green River
Baxter
Salt Wells
Hallsville
Aspen
Union Pacific
Washakie
Fillmore
Rawlings
Ft. Steele
Walcott
Pearcy
Medicine Bow
Rock Cr.
Lookout
Coopers Cr.
Laramie
Wyoming
Bear Sprs.
S. Fork Horse Cr.
Mitchell
N. Fork Platte R.
Hillsdale
Tracy
Lodge
Antelope
Pole Cr.
Harney
Granite Canon
Soda Lakes
CHEYENNE
Union Pacific
Sand Peaks
Sage Creek
Baggs
Dixon
Henry's
Browns Park
Green River
Vermilion Bluffs
Muddy Cr.
Fortification Cr.
Hahn's Peak
Pinkham
Waldon
North Park
Maybell
Routt
Elkhead
Sulphur Spr.
Steamboat Spr.
Hayden
Sulph. Spr.
Yampa River
Promontory Plateau
Egeria
Egeria Park
Middle Park
Meeker
Rangeley
Golden City
White River
Uintah Mts.
White Rock
Ashley
Ashley Cr.
Brush Cr.
Hot Springs
Ft. Uintah
Ft. du Chesne
Du Chesne R.
Lake Fork
Roan or Book Plateau
Douglas Cr.
Parachute Cr.
Rifle Creek
Coal
New Castle
Glenwood Springs
Carbondale
Elk Cr.
Grand R.
Eagle R.
Rocky Cr.
Kula
La Porte
Stout
Ft. Collins
Bristol
Carr
Grover
Pierce
Loveland
Longmont
Lyons
Mitchell
Sunset
Boulder
Marshall
Brighton
Hudson
Central City
Georgetown
Graymont
Golden
Denver
Kansas
Littleton
Acequia
Castle Rock
Deer Trail
Agate
River Bend
Hugo
Big Sandy Cr.
Bush Cr.
Lark Spur
Palmer Lake
Edgerton
Granger
Manitou Jc.
Colorado Springs
Fountain
Ft. Buttes
Pinon
Pueblo
Chico
Nepesta
Arkansas R.
Oxford
Caitlin
La Junta
Benton
Timpas
Iron Sprs.
Cuchara
Walsh's
Huerfano
San Carlos
Green Horn
West Cliff
Rosita
Hot Springs
Villa Grove
Saguache
San Luis Lakes
Del Norte
Wagon Wheel Gap
Antelope Spr.
Elk Park
Silverton
Telluride
Wright's Spring
Ouray
Lake City
Cold Spr.
La Sal
Moab
Grand R.
Colorado Riv.
Elk Mts.
Uncompahgre
Ouray's Ranch
Montrose
Sapinero
Gunnison
Parlin
Marshall Pass
Buxton
Mears
Monarch
Pitkin
Poncha
Salida
Crookston
Holden
Coal Cr.
Rockvale
Pikes Peak
Canon City
Florence
Alpine Pass
Nathrop
Buena Vista
Wild Horse
Baldwin
Delta
Crested Butte
Marion
Crystal
Ashcroft
Aspen
Hot Springs
Hawxhurst
Orson
Plateau Cr.
Grand River
Saguache Tunnel
Crystal Lake
Everett
Granite
Fisher
Higgins
Hill Top
Rheinhart
Hartzels
Spinney
Idlewild
Fontanelle
Bellevue
Cascade
Glen Cove
Manitou Springs
Colorado City
Manitou
Leadville
Malta
Garo
Weston
Dudley
Alma
London
Como
Bailey's
Dome Rock
Pine Cr.
Red Cliff
Dillon
Frisco
Keystone
Breckenridge
Morrison
Bear Cr. Jc.
Howbert
Wh. Sulph. Spgs.
Lime Creek
Satank
Aspen Jc.
Eagle
Rio Grande Jc. R. R.
Goking Coal
Grand Junction
State Line
Excelsior
Crevasse
Lower Price Crossing
Thompsons Spring
Colorado Midland
Western
Green River
Gray Canon
Colorado Riv.
Green River
Castle Gate
Sunny Side
Grassy Trail
Price
Wales
Drapers
Nephi
Scofield
Thistle
Spanish Fk.
Rio Grande
Pleasant Valley Jc.
Utah Lake
Provo
American Fork
Wallsburg
Charleston
Heber City
Midway
Park City
Alta City
Salt Works
Tooele
Bingham
Stockton
Farmington
Echo
Coalville
Corinne
Woodruff
Logan
Great Salt Lake
Scipio
Manti
Sevier R.
Sevier Riv.
Dolores
Castle Cr.
Mancos
Rio Grande Southern
Durango
Animas R.
Animas Riv.
Silverton
Ouray
Telluride
Ophir
Trout Lake
Rico
Dolores
Dolores R.
Mancos
Mesa Verde
Cortez
Montezuma
Ute Mts.
Ute Cr.
Ute Ind. Res.
Navajo Ind. Res.
Utah
Colorado
New Mexico
Arizona


MAP OF THE
ST. LOUIS & SAN FRANCISCO
RAILWAY
ATCHISON, TOPEKA & SANTA FE
RAILROAD SYSTEM.
WESTERN DIVISION
OF THE
ATLANTIC & PACIFIC
RAILROAD
AND CONNECTIONS.
Reduced Scale
KANSAS
INDIAN TERR.
PUBLIC LAND
OKLAHOMA
TEXAS
ARKANSAS
MISSOURI
NEW MEXICO
ARIZONA
CALIFORNIA
MEXICO
KANSAS CITY
TOPEKA
WICHITA
ARKANSAS CITY
SPRINGFIELD
JOPLIN
CHADWICK
FAYETTEVILLE
ST. PAUL
VAN BUREN
FORT SMITH
MANSFIELD
LITTLE ROCK
HOT SPRINGS
PARIS
TEXARKANA
ST. LOUIS
KIRKWOOD
JEFFERSON CITY
SEDALIA
OSCEOLA
CLINTON
HARRISONVILLE
BOLIVAR
SALEM
RIVERSIDE M.
WILLOW SPRS.
WEST PLNS
POPLAR BLUFFS
THAYER
KNOBEL
GALENA
SALEM
HOXIE
JONESBORO
NETTLETON
BATESVILLE
NEWPORT
SEARCY
KENSETT
CONWAY
FOREST CY.
BRINKLEY
HELENA
MISSISSIPPI R.
ARKANSAS CY.
MISSISSIPPI R.
MISSOURI R.
ARKANSAS R.
RED R.
WHITE R.
OSAGE R.
KANSAS R.
CANADIAN R.
ATLANTIC & PACIFIC R.R.
SAN FRANCISCO
ATCH. TOP. & S. FE
MO. PAC.
ST. LOUIS & SAN FRANCISCO R.R.
TEX. & PAC. R.R.
L. R. & F. S.
L. R. M. R. & T.
K. C. FT. S. & G.
K. C. & S.
K. C. & M.
K. C. & O.
K. C. & E.
K. C. & W.
K. C. & S. W.
K. C. & S. E.
K. C. & S. R.
K. C. & S. L.
K. C. & S. F.
K. C. & S. W.
K. C. & S. E.
K. C. & S. R.
K. C. & S. L.
K. C. & S. F.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Baltimore & Ohio—(Concluded.)								
Loan, 1877 (s. f. dr'n at 100) (B. & O. & Ch. bds. col'l) c	263	1877	£200	$7,008,320	5 g.	J. & D.	London, J.S. Morgan & Co	June 1, 1927
N. W. Virginia RR. 1st M. (ext. in 1888) assum. c	104	1855	$1,000	140,000	6	J. & J.	Baltimore, B. & O. RR.	Mch. 1, 1902
B. & O. loan 1879 (Parkersb'g Br. bonds collat.)		1879	1,000	3,000,000	6	A. & O.	N.Y., D. M. & Co. & Balt.	Apr. 1, 1919
Mort. on Phila. Br., with Balt. & Phila. bds. as col. c	108	1883	£200	11,616,000	4½ g.	A. & O.	London, Brown, S. & Co.	Apr. 1, 1933
Wash C. & P. L. (Alex. Br.) 1st M. g. s. f. $36,000 p. an.	12	1873	1,000	540,000	6 g.	J. & D.	Baltimore, Office.	June 1, 1913
Pittsburg & Connellsville 1st mortgage	149	1868	$1,000	4,000,000	7	J. & J.	Baltimore, B. & O. RR.	July, 1898
Consol. mort., gold, guar. (s. f. £7,200 per yr.)	149	1876	£200	6,567,880	6 g.	J. & J.	Lond'n, J.S. Morgan & Co.	Jan. 1, 1926
B. & O. loan, '85, g. (Pitts. & Conn. bds. as col.) c* &r	149	1885	$1,000	10,000,000	5 g.	F. & A.	N. Y., Union Trust Co.	Feb. 1, 1925
Car trust loan, gold ($250,000 pd. yearly Jan. 1) c	....	1887	1,000	1,000,000	4½ g.	J. & J.	Balt'me, Merc. Trust Co.	10 p. c. yearly.
Equipment trust ($100,000 paid yearly April 1)	....	1889	1,000	600,000	5	A. & O.	Phila., Fin'ee Co. of Pa.	1894 to 1899
Equip. trust, Ser. B., $200,000 due y'rly Nov. 1. c*	....	1890	1,000	1,600,000	5	M. & N.	do do	Nv. 1, '93-1900
Leased R'l'r'ds. Schuyl. R. East Side RR. 1st M., g. (guar.)	10	1886	1,000	4,500,000	5 g.	J. & D.	Phila., Solicitors' Co.	Dec. 1, 1935
Monongahela River RR., 1st M., g, gu. . . c*	32	1889	1,000	700,000	5 g.	F. & A.	N. Y., Central Trust Co.	Feb. 1, 1919
Balt. & N. Y. RR., 1st M., gold, guar. . . c&r	51½	1889	1,000	350,000	5 g.	M. & N.	N.Y., Drexel-M.; & Balt.	May 1, 1939
Akron & Chic. Junc. 1st m., gold, int. gu. c*	73	1890	1,000	1,500,000	5 g.	M. & N.	N. Y., Merc. Trust Co.	Nov. 1, 1930
Balt. Belt. 1st M. for $6,000,000, g., int. gu. c*	8	1890	1,000	6,000,000	5 g.	M. & N.	N.Y., Brown Bros. & Balt	Nov. 1, 1990
Balt. & Ohio Southwest.—Cin. & Balt. 1st mortgage.	5	1869	1,000	333,000	7	J. & J.	N. Y., Farmers' L. & Tr.	Jan. 1, 1900
1st M., gold (guar. p. & i. by Balt. & O., end.) . . . c*	281	1889	1,000	10,667,000	4½ g.	J. & J.	do do	Jan. 1, 1990
1st pref. income mort., not cumulative, gold . . . c*	281	1889	1,000	5,500,000	5 g.	Oct. 1	N.Y., F. L. & Tr. & Lond.	Jan. 1, 1990
2d pref. income mort., not cumulative, gold . . . c*	281	1889	1,000	6,400,000	5 g.	Nov. 1	do do	Jan. 1, 1990
3d pref. income mort., not cumulative, gold . . . c*	281	1889	1,000	7,700,000	5 g.	Dec. 1	N. Y.—When earned.	Jan. 1, 1990
B. & O. S. W. Term. Co. 1st M. gold, guar., p&i. .*	....	1892	1,000	1,500,000	5 g.	M. & N.	New York.	May 1, 1942
Balt. & Potomac—1st M. (tun.) g., s. f. 1 p. c., not dr'n. c*	1½	1871	1,000	1,500,000	6 g.	J. & J.	Balt. Office and London.	July 1, 1911
1st M., road, guar., gold, s. f. 1 p. c., not drawn . . c*	90	1871	1,000	3,000,000	6 g.	A. & O.	Balt. Office, Calvert St.	Apr. 1, 1911
Consolidated mortgage for $10,000,000, gold . . c*	92	1889	1,000	3,000,000	5 g.	J. & J.	do do	July 1, 1929
Bangor & Ar.—1st M. $3,360,000 ($16,000 p.m.) g. c	210	1893	1,000	916,000	5 g.	J. & J.	N. Y., Guar. & Ind. Co.	Jan. 1, 1943
Bangor & Piscataquis—Pref. mort. Green Ext.	....	1883	500 &c.	300,000	5	A. & O.	Boston, Merch. Nat. Bk.	Apr. 2, 1913
Bonds held by City of Bangor.	....	1869	1,000	925,000	6 & 7	A. & O.	Bangor, Me.	Apr. 1, 1899
Beech Creek—Stock (guaranteed 4 per cent by end.)	165	....	50	5,500,000	4 per an.	Q.—J.	N.Y., Gr'nd Cent. Depot	Oct. 1, 1893
1st mortgage, gold, guar. by N. Y. Central . . . . c&r	165	1886	1,000	5,000,000	4 g.	J. & J.	do do	July 1, 1936
2d mortgage for $1,000,000, gold, guar. p. & i. c&r	165	1892	1,000	250,000	5 g.	J. & J.	do do	July 1, 1936
Clearfield Bitum. Coal 1st M., gu. by Bh. Cr., gold. c	....	1891	100 &c.	825,000	4 g.	J. & J.	N.Y., Knickerb'r Trust.	Jan. 1, 1940

Baltimore & Ohio—(Concluded.)

Of the common stock $8,975,000 was held in a voting trust for the three years ending July 1, 1893. See V. 54, p. 369. A contract or lease made with the Chic. & N. Pac. in Dec., 1891, gives use of ample terminals in Chicago. See Ch. & N. P. and V. 55, p. 898.

A controlling interest in the stock of the Pittsburg & Western (which see) was acquired in 1891—see below. For contract with Akron & Chicago Junction and Baltimore Belt roads see V. 51, p 344.

CAPITAL STOCK.—Common stock listed on N. Y. Stock Exchange in February, 1892. See the application for listing in V. 54, p. 368. The voting trust in which common stock for $8,975,000 was deposited expired July 1, 1893. Preferred stock carries 6 per cent dividends only.

In Nov. 1891, the stock was increased from $14,792,566 to $25,000,000 to pay a 20 per cent stock dividend, $2,161,800 for the previous purchase of Pittsburg & Western RR. stock and about $5,000,000 for improvements. See V. 55, p. 899.

DIVIDENDS ON COMMON STOCK.—In 1880, 9; in 1881 to 1885, inclusive, 10; in 1886, 8; in 1887, 4; then none till 1891, when 20 per cent in stock was declared, payable Dec. 31; in 1892 resumed cash dividends, paying 1¼ per cent in May for the quarter ended Dec. 31, 1891; Nov., 2½ per cent; in 1893, May, 2½ per cent (semi-annual).

BONDS.—In addition to bonds given above as outstanding the B. & O. sinking funds held June 30, 1892, consols of 1887 to the amount of $4,274,000 (interest on which is paid in consols themselves) and other first-class interest-bearing bonds to the amount of $5,558,972.

The consolidated mort. of 1887 (trustee, Mercantile Trust & Dep. Co.) covers the main line, Baltimore to Wheeling, and branches, 444 miles, the two Ohio River bridges, stock of the Washington branch for $1,028,000, and the entire issue of first mort. bonds ($5,000,000) on the road between Pittsburg and Wheeling. The balance of consols unissued is reserved to retire the prior bonds not held by the sinking funds. Abstract of mortgage was in V. 46, p. 804.

GUARANTIES.—The bonds of the Schuylkill River East Side RR. are guaranteed by Baltimore & Ohio. So too are the Monongahela River 5s, which cover road from Clarksburg to Fairmount, W. Va., and the Baltimore & New York 5s, covering 5½ miles of road from west end of the Arthur Kill bridge of the Staten Island Rapid Transit RR. to a junction with the Cent. of N. Jersey RR. near Roselle, N. J., and 2 miles sidings.

The Akron & Chicago Junction 5 per cent bonds cover road completed in July, 1891, from Akron to Chicago Junction, 73 miles. They are guaranteed as to interest by the rental from Baltimore & Ohio, as also the Baltimore Belt bonds on line building through the City of Baltimore. V. 51, p. 344, 405, 829. Balt. Belt guaranty was quoted in V. 56, p. 695.

The other bonds guaranteed are $11,000,000 Baltimore & Ohio South Western first mortgage 4½ per cents; $2,500,000 Staten Island Rapid Transit 2d mort. 5s; $326,000 Valley of Va. 1st mort. bonds (held in sinking fund); $147,250 Winchester & Potomac first mortgage 6s, and $2,240,000 of the Columbus & Cincinnati Midland; also interest on $2,400,000 Pittsburg Cleveland & Toledo first mortgage bonds and $4,000,000 5s West Virginia & Pittsburg RR., which see.

GENERAL FINANCES, &C.—This company operates one of the leading trunk lines to Chicago, as well as a line to Cincinnati. After having paid dividends for many years the company passed the November, 1887, and subsequent dividends on common stock until November, 1891, when 20 per cent in stock was declared, and this was followed in May, 1892, by a quarterly dividend of 1¼ in cash and a semi-annual dividend of 2½ per cent in November. Since 1887 the property has been greatly improved and enlarged. Special loans and bills payable were $3,361,529 July 1, 1892. For offsets see balance sheet, V. 55, p. 893.

It is proposed to bring the Ohio & Mississippi into the system, the B. & O. to guarantee $25,000,000 new 4½ per cent bonds, to be used in retiring old issues and for improvements. See Ohio & Mississippi.

LATEST EARNINGS.—From July 1, 1892, to June 30, 1893, (12 months), gross on all lines east and west of Ohio River were $26,060,956, against $25,877,358 in 1891-92; net, $7,114,625 against $7,444,402.

ANNUAL REPORT.—Fiscal year now ends June 30. Annual meeting is still held, notwithstanding change of year, at Baltimore on the third Monday of November. The last report was for nine months ending June 30, 1892, (See CHRONICLE V. 55, p. 878, 893, 896), but it gave figures for year ending Sept. 30, 1892, as below, in comparison with previous years, September, 1892, being approximated.

Year ending Sept. 30—	1890.	1891.	1892.
Gross earnings	$24,412,096	$24,530,395	$26,034,167
Operating expenses	16,966,870	17,078,233	18,595,801
Net earnings	$7,445,226	$7,452,162	$7,438,367
Add income from other sources.	1,509,837	1,259,877	1,866,000
Total net income	$8,955,063	$8,712,039	$9,304,367
Net earns. Washington Branch.	376,172	190,767	205,425
Fixed charges	6,417,599	6,429,098	6,639,222
Divs. on 1st & 2d pf. st'k (6 p. c.)	300,000	300,000	300,000
Dividends on common stock	.....	.....	(1¼) 312,428
Surplus	$1,861,292	$1,792,174	$1,847,292
Deduct payments to retire bds.	481,058	471,558	674,057
Leaving a balance of	$1,380,234	$1,320,616	$1,173,232

Earnings of—	1891. Gross.	1891. Net.	1892. Gross.	1892. Net.
Main Stem, &c.	$12,031,582	$4,613,672	$12,342,990	$4,318,043
Washington Branch	726,419	190,767	768,489	205,425
Parkersburg Branch	793,295	160,634	856,212	128,482
Central Ohio Division	1,365,564	187,542	1,419,931	285,999
Lake Erie Division	1,106,818	255,359	1,032,207	199,127
Chicago Division	2,556,814	383,721	3,067,582	624,145
Pittsburg Division	2,880,391	981,796	3,090,404	975,521
Wheeling & Pitts. Div.	653,012	54,212	669,255	72,986
Philadelphia Division	1,899,638	556,457	2,056,414	648,236
New'k Somerset & St'le.	145,026	2,116	149,978	df. 10,625
Col. & Cincin. Midland.	344,458	69,200	347,646	22,769
Akron Div. from Aug. 91	27,376	def. 3,315	233,055	df. 31,742
Total	$24,530,395	$7,452,162	$26,034,168	$7,438,366

—(V. 54, p. 158, 366, 368, 643, 683, 721; V. 55, p. 678; **878, 893,** 894, **896,** 1077; V. 57, p. 21, 255.)

Baltimore & Ohio Southwestern—*(See Map of Baltimore & Ohio).*—Cincinnati, O., to Belpre, O., 193 miles; branches—Marietta to Belpre, 11 miles; Portsmouth to Hamden, 55 miles; Blanchester to Hillsboro, 22 miles; trackage in Cincinnati, 1 m.; total, 281 miles. Connecting line to Cincinnati, etc., for Baltimore & Ohio, which owns all common stock.

PROPOSED CONSOLIDATION.—As to proposed consolidation see Ohio & Mississippi and V. 56, p. 504. Of the consolidated company's securities, $11,000,000 new guar. 1st consols. will be issued only to retire an equal amount of the B. & O. S. W. first 4½s of 1889. As regards the other B. & O. S. W. securities, the *first income bonds* will receive 18 per cent in new guar. first consols on payment in cash of a premium of 5 per cent and 82 per cent in "A" income bonds at par. *Second income bonds* will receive 10 per cent in "A" income bonds, 60 per cent in "B" income bonds, 10 per cent in new 7 per cent preferred stock. *Third income bonds* will receive 20 per cent in "B" income bonds, 20 per cent in new 7 per cent preferred stock. *Preferred stock* will receive 82½ per cent in new 7 per cent preferred stock. The consolidation will go into effect November 1, 1893.

CAPITAL STOCK.—Stock $5,000,000, of which $2,500,000 is preferred, 6 p. c., non cumulative; common then gets 6; then both share equally.

BONDS.—Mortgage abstracts in V. 51, p. 245, 246. Interest on incomes as follows. On first incomes: In 1891, March, 4 per cent; in April, 1892, 5 per cent; in October (for half-year), 2½ per cent; in Aug. 1893, 5 per cent. On second incomes: In 1892, 1 p. c.; in 1893, 1½ p. c

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was in V. 55, p. 879, 899. Advance statement for 1892-93 was in V. 57, p. 341; fixed charges for 1892-93 include betterments, etc.

Years.	*Gross Earnings.*	*Net.*	*Other income.*	*Fixed Charges, etc.*	*Balance, surplus.*
1892-93	$2,659,310	$957,892	$8,112	$581,501	$384,503
1891-92	2,648,743	999,214	2,988	564,404	437,798
1890-91	2,326,671	809,810	3,682	561,589	251,903

—(V. 54, p. 287, 485; V. 55, p. 297, **542,** 639, **879, 893, 899**; V. 56, p. 332, 414, 440, 464, 504, 580, 669, 1057; V. 57, p. 341.)

Baltimore & Potomac.—Owns from Baltimore, Md., to South End Long Bridge, Va., 43 miles; and from Bowie to Pope's Creek, 49 miles; total, 92 miles—including tunnel in City of Baltimore; leases branch 4 miles; total operated 96 miles. Controlled by the Pennsylvania RR. Co

STOCK.—$4,914,250 (par $50), of which Pennsylvania RR. owns $4,081,100 and Northern Central $622,850. BONDS.—Consols are reserved to retire all the prior bonds as they mature. The first mortgage bonds are guaranteed by Pennsylvania RR. and Northern Central.

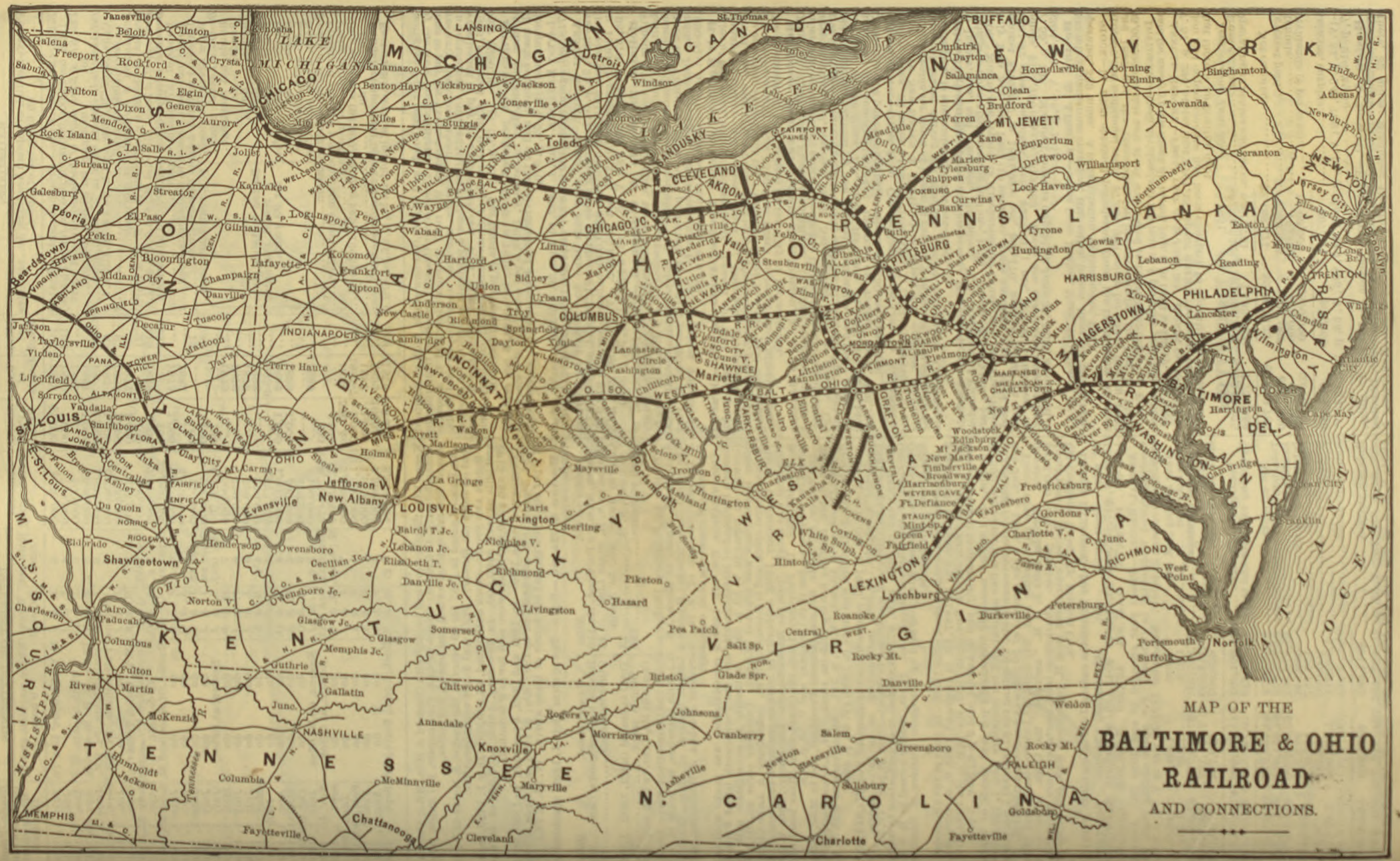
EARNINGS.—In year 1891 gross earnings were $1,808,245; net (including $16,526 of "other income"), $475,410; interest on bonds, $420,000; other charges, $35,552; balance, $19,857. In 1890 gross, $1,708,368; net, $462,848; other income, $1,555.

Bangor & Aroostook.—Has under construction road from Brownville to Houlton, Me., 93 miles, to be completed October 1, 1893, and in 1894 will build from Houlton to Presque Isle, etc., making 200 miles in all. It now operates under 999-year lease (terms V. 56, p. 204) the Bangor & Piscataquis Railroad, Oldtown to Greenville (Moosehead Lake) 77 miles, with its leased line to the Katahdin Iron Works, 19 miles. Stock authorized and outstanding—Common, $1,050,000; preferred, 5 per cent, non-cumulative, $1,100,000—par $100. Mortgage trustee is New York Guaranty & Indemnity Co. See further particulars, V. 56, p. 204.

Beech Creek.—ROAD—Jersey Shore, Pa., to Mahaffey, 113 miles; branches, to Philipsburg, to mines, &c., 35 miles; total, 148 miles; trackage to Williamsport, 16 miles. Extension to Mahaffey, 12 miles, completed 1892-93.

HISTORY AND LEASE—Successor to the Beech Creek Clearfield & Southwestern, reorganized in 1886. From October 1, 1890, leased to the N. Y. Central & Hudson River RR. for 999 years at interest on bonds and 4 per cent on stock.

STOCK AND BONDS.—Each share of stock carries the Central's guaranty of 4 p. c. dividends yearly, and the bonds are endorsed with the Central's guaranty of principal and interest. See V. 52, p. 570. In June, 1892, stockholders authorized the issue of $1,000,000 new second


MAP OF THE
BALTIMORE & OHIO
RAILROAD
AND CONNECTIONS.
CHICAGO
LAKE MICHIGAN
BUFFALO
LAKE ERIE
CANADA
NEW YORK
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
MICHIGAN
WEST VIRGINIA
KENTUCKY
TENNESSEE
MISSOURI
N. CAROLINA
VIRGINIA
MARYLAND
DEL.
NEW JERSEY
ATLANTIC OCEAN
CLEVELAND
AKRON
CHICAGO JC.
COLUMBUS
INDIANAPOLIS
CINCINNATI
LOUISVILLE
ST. LOUIS
PITTSBURG
HARRISBURG
PHILADELPHIA
BALTIMORE
WASHINGTON
MT. JEWETT
HAGERSTOWN
NEWTON
NASHVILLE
MEMPHIS
LEXINGTON
RICHMOND
Shawneetown
New Albany
Jefferson V.
Marietta
Parkersburg
Grafton
Wheeling
Pittsburg
Cumberland
Martinsb'g
Harpers Ferry
Shenandoah Jc.
Orange
Alexandria
Fredericksburg
Charlottesville
Lynchburg
Roanoke
Petersburg
Norfolk
Portsmouth
Suffolk
Weldon
Raleigh
Goldsboro
Greensboro
Salisbury
Asheville
Charlotte
Knoxville
Chattanooga
Nashville
Memphis
Cairo
Paducah
Evansville
Louisville
Cincinnati
Columbus
Toledo
Detroit
Chicago
Peoria
Springfield
Terre Haute
Indianapolis
Lafayette
Champaign
Bloomington
Decatur
Alton
Belvidere
Janesville
Beloit
Rockford
Freeport
Galena
Dixon
Aurora
Joliet
La Salle
Rock Island
Galesburg
Streator
Kankakee
Logansport
Peru
Wabash
Kokomo
Hartford
Lima
Sidney
Urbana
Springfield
Dayton
Xenia
Richmond
Anderson
New Castle
Frankfort
Tipton
Lafayette
Danville
Mattoon
Effingham
Centralia
Du Quoin
Ashley
Carlyle
Belleville
Edwardsville
Alton
Jacksonville
Quincy
Hannibal
Kansas City
Omaha
Council Bluffs
Des Moines
Davenport
Rock Island
Moline
Peoria
Bureau
Princeton
Mendota
Sterling
Dixon
Geneva
Elgin
Crystal Lake
Rockford
Freeport
Galena
Janesville
Beloit
Clinton
Sabula
Fulton
Clinton
Delphos
Lima
Findlay
Fostoria
Tiffin
Bellevue
Sandusky
Norwalk
Wellington
Elyria
Cleveland
Akron
Orrville
Canton
Alliance
Salem
Youngstown
Niles
Warren
Ravenna
Kent
Hudson
Akron
Cuyahoga Falls
Barberton
Wadsworth
Medina
Orrville
Wooster
Mansfield
Crestline
Galion
Bucyrus
Marion
Delaware
Columbus
Springfield
Xenia
Dayton
Middletown
Hamilton
Cincinnati
Lawrenceburg
Aurora
Madison
Jeffersonville
New Albany
Louisville
Shawneetown
Evansville
Henderson
Owensboro
Hawesville
Cannelton
Tell City
Rockport
Boonville
Newburgh
Evansville
Princeton
Vincennes
Washington
Petersburg
Jasper
Huntingburg
Ferdinand
Jasper
Loogootee
Washington
Vincennes
Terre Haute
Brazil
Clinton
Danville
Paris
Effingham
Mattoon
Charleston
Mattoon
Decatur
Springfield
Jacksonville
Alton
East St. Louis
St. Louis
Belleville
Centralia
Du Quoin
Carbondale
Cairo
Paducah
Columbus
Fulton
Martin
Rives
Union City
Dyersburg
Memphis
Jackson
Humboldt
Trenton
Milan
Bells
Brownsville
Covington
Somerville
Grand Junction
Corinth
Iuka
Florence
Tuscumbia
Decatur
Huntsville
Stevenson
Bridgeport
Chattanooga
Cleveland
Dalton
Rome
Kingston
Atlanta
Knoxville
Morristown
Bristol
Johnson City
Jonesboro
Erwin
Asheville
Hot Springs
Marshall
Paint Rock
Newport
Morristown
Rogersville
Jonesboro
Bristol
Glade Spr.
Wytheville
Pulaski
Radford
Christiansburg
Roanoke
Lynchburg
Salem
Bedford City
Big Lick
Natural Bridge
Buena Vista
Goshen
Lexington
Staunton
Waynesboro
Gordonsville
Orange
Culpeper
Manassas
Alexandria
Fredericksburg
Quantico
Aquia
Potomac R.
Rappahannock R.
Rapidan R.
James R.
Appomattox R.
Chickahominy R.
Pamunkey R.
Mattaponi R.
York R.
Rivanna R.
Shenandoah R.
Monongahela R.
Kanawha R.
Ohio R.
Big Sandy R.
Tennessee R.
Cumberland R.
Kentucky R.
Green R.
Wabash R.
Illinois R.
Mississippi R.
Missouri R.
Lake Michigan
Lake Erie
Lake Ontario
Lake Huron
Lake Superior
Lake St. Clair
Detroit R.
Niagara R.
Genesee R.
Susquehanna R.
Delaware R.
Hudson R.
Raritan R.
Passaic R.
Hackensack R.
Newark Bay
Jersey City
Hoboken
Weehawken
Secaucus
Harrison
Newark
Elizabeth
Rahway
Perth Amboy
Trenton
Camden
Philadelphia
Wilmington
Chester
Lancaster
Reading
Harrisburg
Lebanon
Lewistown
Huntingdon
Tyrone
Altoona
Johnstown
Pittsburg
Washington
Wheeling
Parkersburg
Point Pleasant
Huntington
Ashland
Portsmouth
Ironton
Chillicothe
Circleville
Lancaster
Zanesville
Newark
Mt. Vernon
Orrville
Wooster
Ashland
Mansfield
Crestline
Bucyrus
Galion
Marion
Delaware
Columbus
Springfield
Xenia
Dayton
Middletown
Hamilton
Cincinnati
Lawrenceburg
Aurora
Madison
Jeffersonville
New Albany
Louisville
Shawneetown
Evansville
Henderson
Owensboro
Hawesville
Cannelton
Tell City
Rockport
Boonville
Newburgh
Evansville
Princeton
Vincennes
Washington
Petersburg
Jasper
Huntingburg
Ferdinand
Jasper
Loogootee
Washington
Vincennes
Terre Haute
Brazil
Clinton
Danville
Paris
Effingham
Mattoon
Charleston
Mattoon
Decatur
Springfield
Jacksonville
Alton
East St. Louis
St. Louis
Belleville
Centralia
Du Quoin
Carbondale
Cairo
Paducah
Columbus
Fulton
Martin
Rives
Union City
Dyersburg
Memphis
Jackson
Humboldt
Trenton
Milan
Bells
Brownsville
Covington
Somerville
Grand Junction
Corinth
Iuka
Florence
Tuscumbia
Decatur
Huntsville
Stevenson
Bridgeport
Chattanooga
Cleveland
Dalton
Rome
Kingston
Atlanta
Knoxville
Morristown
Bristol
Johnson City
Jonesboro
Erwin
Asheville
Hot Springs
Marshall
Paint Rock
Newport
Morristown
Rogersville
Jonesboro
Bristol
Glade Spr.
Wytheville
Pulaski
Radford
Christiansburg
Roanoke
Lynchburg
Salem
Bedford City
Big Lick
Natural Bridge
Buena Vista
Goshen
Lexington
Staunton
Waynesboro
Gordonsville
Orange
Culpeper
Manassas
Alexandria
Fredericksburg
Quantico
Aquia
Potomac R.
Rappahannock R.
Rapidan R.
James R.
Appomattox R.
Chickahominy R.
Pamunkey R.
Mattaponi R.
York R.
Rivanna R.
Shenandoah R.
Monongahela R.
Kanawha R.
Ohio R.
Big Sandy R.
Tennessee R.
Cumberland R.
Kentucky R.
Green R.
Wabash R.
Illinois R.
Mississippi R.
Missouri R.
Lake Michigan
Lake Erie
Lake Ontario
Lake Huron
Lake Superior
Lake St. Clair
Detroit R.
Niagara R.
Genesee R.
Susquehanna R.
Delaware R.
Hudson R.
Raritan R.
Passaic R.
Hackensack R.
Newark Bay
Jersey City
Hoboken
Weehawken
Secaucus
Harrison
Newark
Elizabeth
Rahway
Perth Amboy
Trenton
Camden
Philadelphia
Wilmington
Chester
Lancaster
Reading
Harrisburg
Lebanon
Lewistown
Huntingdon
Tyrone
Altoona
Johnstown
Pittsburg
Washington
Wheeling
Parkersburg
Point Pleasant
Huntington
Ashland
Portsmouth
Ironton
Chillicothe
Circleville
Lancaster
Zanesville
Newark
Mt. Vernon

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Bellaire Zanesville & Cin.—Prior lien mort., red. at 105	102	1889	$1,000	$250,000	6	J. & J.	N. Y., Farmers' L. & Tr.	July 1, 1899
1st M. for $1,000,000 ($262,000 res. for pr. l'n bds.)	102	1890	1,000	738,000	4	J. & J.	.....	Jan. 1, 1940
Belt RR & Stock Yard of Indianapolis—1st mort..	....	1876	....	500,000	6	J. & D.	Indianapolis.	Dec. 1, 1896
do mortgage for $1,000,000 gold.....	....	1881	1,000	500,000	6 g.	M. & N.	Phila., W. H. Newbolds.	Apr. 30, 1911
Belvidere Del.—1st M., ext'd in '77, conv., guar.....c	64	1887	1,000	1,000,000	6	J. & D.	Philadelphia, Pa. RR.	June 1, 1902
Cons. M. of '76, guar. by Un. Co's & Pa. RR., s. f..r	67	1885-7	1,000	1,250,000	4	Various	Philadelphia, Pa. RR.	Sept., 1925-27
do sinking fund.....r	67	1893	1,000	600,000	4	J. & J.	do do	Jan. 1, 1933
Bennington & Rutland—1st mortgage.....	59	1877	1,000	475,000	7	M. & N.	N.Y., Union Trust Co.	Nov. 1, 1897
Berkshire—Stock 6 p. c. (rental N. Y. N. H. & Hart.)	21	....	....	600,000	See text.	Q.—J.	Stockbridge Treasurer.	July 15, 1893
Birm. Shef. & Tenn. Riv.—1st M., $25,000 p.m., g.c*	119	1889	1,000	2,975,000	5 g.	A. & O.	In default.	Apr. 1, 1929
Boston & Albany—Stock ($30,000,000 authorized)..	389	....	100	25,000,000	8 per an.	Q.—M.	Boston, Of. Kneeland St.	Sept. 30, 1893
Bonds of 1875 not mortgage .....c&r	....	1875	1,000	2,000,000	6	J. & J.	do do	July 1, 1895
Bonds (not mort.) issued to State for its stock....r	....	1882	....	3,858,000	5	A. & O.	do do	Apr. 1, 1902
Pittsfield & North Adams (leased) stock.....	19	....	100	450,000	5 per an.	J. & J.	do do	July 1, 1893
Ware River RR. stock, 7 p. c. rental 999 years ...	49	....	100	750,000	7 per an.	J. & J.	do do	July 1, 1893
Boston & Lowell—Stock..	....	....	100	6,129,400	See text.	J. & J.	Boston, at Office,	July 1, 1893
Bonds, not mortgage..	....	1875	....	500,000	7	M. & S.	do do	Mch. 1, 1895
Bonds, do	....	1876	....	750,000	6	J. & J.	do do	July 1, 1896
Bonds, do	....	1879	....	620,000	5	J. & J.	do do	July 1, 1899
Bonds, do } Boston & Maine gives	....	1883	....	250,000	4½	M. & N.	do do	May 1, 1903
Bonds, do a rental guarantee	....	1885-9	....	3,675,000	4	Various	do do	1905-6-7-9
Bonds, do c*.. for 99 years.	....	1892	1,000	1,000,000	4	A. & O.	do do	Apr. 1, 1932
Bonds, do c*..	....	1893	1,000	400,000	4	F. & A.	do do	Feb. 1, 1913
L.&L. and S.&L. bonds.	...	....	....	426,900	6	A. & O.	do do	Oct. 1897&'98
Nash. &Low plain b'ds	....	1880	....	100,000	5 g.	J. & J.	Nashua, Co.'s Office.	July 1, 1900
Boston & Maine—Stock, common	....	....	100	18,738,425	See text.	See text	Boston, at Office.	Nov. 15, 1893
Preferred stock, 6 per cent, non-cumulative.....	....	....	100	3,149,800	6 per an.	M. & S.	do do	Sept. 1, 1893
Plain bonds, not mortgage.....c&r	....	1874	500 &c.	2,000,000	7	J. & J.	do do	Jan., 1894
Imp'nt bonds ($1,000,000 due Feb., 1905) s. f....	....	1885-7	1,000	1,500,000	4	F. & A.	do do	Feb., 1905&'07
Do do	....	1887	1,000	1,919,000	4	F. & A.	do do	Feb. 1, 1937
Bonds for improvem'ts and refundg (see text)..c&r	....	1892	1000&c.	2,500,000	4	F. & A.	do do	Aug. 1, 1942
Eastern RR. certs. of indebt. 1st M., g., s.f., not drn..c	119	1876	$ & £	8,954,984	6 g.	M. & S.	Bost.; Lond., Baring Br.	Sept. 1, 1906

mortgage 5 per cent bonds and $1,000,000 new stock, both guaranteed by the New York Central. These securities will be issued from time to time to pay for extensions of the road through Clearfield in a southwesterly direction about 70 miles, reaching undeveloped coal fields. In September, 1892, $250,000 of these 5 per cents and $500,000 of stock were issued to pay for extensions, etc. N. Y. Stock Exchange in June, 1893, reported $500,000 of 5 per cents outstanding; company itself only $250,000. (V. 55, p. 21.) Car trusts (5 per cents) $334,000.

DIVIDENDS—On preferred, 1886 to 1888, inclusive, 5 per cent per annum; in 1889, 2½; in January, 1890, 5 per cent; in 1891 stock was all made common, and on this dividends of 4 per cent are guaranteed. See guaranty in V. 52, p. 570.

LATEST EARNINGS.—Jan. 1, 1893, to June 30, 1893 (6 months), gross $718,086, against $596,490 in 1892; net, $396,107, against $210,204.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was in V. 55, p. 542, showing gross earnings $1,230,834, net $528,177; first charges, $315,234; dividend, $200,000; balance, surplus, $12,943. In 1890-91 gross $1,101,237, net $551,262. (V. 52, p. 80, 238, 321, 498, 570; V. 54, p. 328, 887; V. 55, p. 21, **542**, 551; V. 56, p. 331.)

Bellaire Zanesville & Cincinnati.—Owns Bellaire, O., to Wilhelm Station, O., 102 miles, three foot gauge; Muskingum County Railroad, Wilhelm to Mill Run, 9 miles; trackage B. & O. RR., Mill Run to Zanesville, 9 miles; total operated, 112 miles. Reorganized in 1889. Stock is: Common, $832,000; preferred, $795,910; par $50. In year ending June 30, 1892, gross earnings $97,015, (against $88,931 in 1890-91); net over expenses and taxes, $10,291.

Belt Railroad & Stock Yard of Indianapolis.—Owns 14 miles of belt road, etc., at Indianapolis. Leased for 999 years to Indianapolis Union—which see. Stock is: Common, $1,000,000; preferred 6 per cent (1½ per cent quarterly), $500,000; par, $50. In 1892 the company stated that the "common stock had not paid less than 3 p. c. semi-annually (J. & J.) and at times more for past fifteen years." The mortgage of 1876 is held by the City of Indianapolis.

Belvidere Delaware.—Owns from Trenton, N. J., to Manunka Chunk, N. J., 67 miles; Flemington RR., &c., 14 miles; operated cut-off, 1 mile; total operated, 82 miles. Leased to United Companies, and transferred to Penn. RR. March 7, 1876. Net earnings paid as rental. The first mortgage (convertible into stock) and the $1,250,000 4 per cents of 1885-7 are guaranteed by the United Companies, and their guaranty assumed by the Penn. RR. under its lease. In 1892, net, $216,141; interest on bonds, $160,248; interest on rolling stock, $26,784. Dividends of 6 per cent are paid. Stock, $1,150,000 (par $50).

Berkshire.—Owns from Connecticut State Line to West Stockbridge, Mass., 21 miles. Leased from April 1, 1893, for 99 years to the New York New Haven & Hartford at 6 per cent on stock, which is exchangeable for stock of lessee at rate of five shares of Berkshire for three of lessee during six months. Lessee pays taxes. Old lease to Housatonic is suspended but not canceled.

Birmingham Sheffield & Tennessee River.—ROAD—Sheffield to Jasper, Ala., and branches, 119 miles. E. A. Hopkins, of Philadelphia, was appointed receiver in June, 1893. STOCK—$3,275,000; par, $100. MORTGAGE trustee is Knickerbocker Trust Co. EARNINGS—From July 1 to Apr. 30, 1893 (10 months), gross earnings were $214,366, against $192,177 in 1891-92; net, $60,470, agst. $72,780 In year 1891-92 gross earnings were $227,311; net, $87,563; interest on bonds, $148,750; taxes, $13,863. There are car trusts outstanding. V. 55, p. 768. Matured coupons unpaid on June 30, 1892, amounted to $364,880. V. 56, p. 1014.

Boston & Albany.—Owns from Boston, Mass., to Albany, N. Y. 202 miles; numerous branches, 104 miles; leased lines, 83 miles; total operated, 389 miles. A consolidation of December, 1867.

STOCK—In 1889 obtained permission from the Legislature to issue $10,000,000 additional stock, $7,000,000 being for bonds due in 1892 and 1895 and the remainder for improvements. On Jan. 5, 1892, $5,000,000 of this new stock was issued to retire 7 per cents due Feb. 1.

DIVIDENDS—Cash dividends at the rate of 8 per cent yearly have been paid for many years. Stock dividend, 10 p. c. in 1883 and 3⅓ p. c. in 1886.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1892-93 in V. 57, p. 296, states that $701,435 spent during the year for construction and improvements has been charged to operating expenses and that there is no floating debt.

Year ending June 30—	1891.	1892.	1893.
Gross earnings	$9,216,222	$9,863,316	$10,169,875
Operating expenses and taxes.	6,807,751	7,403,183	7,750,089
Net earnings	$2,408,471	$2,460,133	$2,419,786
Interest paid	$662,900	$517,067	$312,900
Rentals	78,000	78,000	78,000
Dividends (8 per cent)	1,600,000	1,800,000	2,000,000
Balance, surplus	$67,571	$65,066	$28,886

—(V. 54, p. 243, 762; V. 55, p. **254**, **317**, 806; V. 56, p. 247, 754; V. 57, p. 216, **296**.)

Boston & Lowell.—ROAD—Owns Boston to Lowell, 27 miles; branches—Salem and Lowell, 17 miles; Lowell and Lawrence, 12 miles; others, 32 miles; Middlesex Central, 11 miles; leases—Manchester & Keene RR., 29 miles (owned jointly with Concord & Mon. RR.); Central Massachusetts, 104 miles; Connecticut & Passumpsic, 147 miles; total leased, 280 miles; total owned and leased, 369 miles.

LEASES.—Leased in 1887 for 99 years to the Boston & Maine at 7 per cent on stock till January, 1897, and 8 per cent thereafter.

BONDS AND STOCK—Stock authorized, $6,529,400. July 1, 1893, loans and bills payable $400,000. In February, 1893, $400,000 of 4s due 1913 and $200,000 stock were sold for new terminal.

DIVIDENDS since 1880—In 1881 and 1882, 4 per cent; in 1883, 5; in 1884, 5½; in 1885 and 1886, 6; in 1887, 6½; in 1888 and since at rate of 7 per cent yearly; but see terms of lease above. (V. 54, p. 78.)

Boston & Maine.—ROAD—The system Oct. 1, 1892, consisted of the following:

Lines owned.	*Miles.*	*Lines leased.*	*Miles.*
Boston, Mass., to Portland, Me.	116	Boston to Sherbrooke, Can	290
Boston to N. H. State Line....	41	Other branches	560
Conway Junc., Me., to North Conway, N. H.	73	Total operated Oct. 1, 1892	1,210
Small branches	130	Double track	225
		Controls Me. Cent. (which see)	822

To this in February, 1893, was added the Connecticut River Road, Springfield, Mass., to Keene, N. H., with branches, 80 miles in all The leased lines include: Boston & Lowell, Central of Mass., Nashua & Lowell, Northern of N. H., Worcester Nashua & Rochester, etc. For terms of leases see each company.

ORGANIZATION, ETC.—In 1890 a consolidation was made with the Eastern Railroad of Massachusetts and the Portsmouth Great Falls & Conway, on terms in V. 50, p. 589. Authority to consolidate with its other leased lines was granted in 1891. Company owns $2,264,400 Maine Central stock and is interested in St. Johnsbury & Lake Champlain. In January, 1893, authority to lease or purchase the Concord & Montreal was sought from the Massachusetts Legislature. See V. 56, p. 205, 463, 668. In February, 1893, the Connecticut River Road was leased for 99 years. See that Company and V. 56, p. 245.

In October, 1892, Mr. McLeod became President, and in May, 1893, resigned, the Reading having sold its stock. Mr. Lucius Tuttle was elected President in August. V. 57, p. 341. An agreement with N. Y. New Haven & Hartford was made in 1893. (V. 56, p. 464.)

STOCK.—On Oct. 1, 1892, common stock authorized was $21,819,300; preferred stock, $3,149,800; outstanding, as in table above. In 1891-92 $4,592,100 stock was issued to stockholders at par. (V. 52, p. 164, 349,) and in July, 1892, $750,600 more was authorized to retire the stock of the Chelsea Beach, &c., roads, mostly owned by B. & M. Of the common stock $945,200 held by mortgage trustees of Eastern RR., draws no dividends.

DIVIDENDS.—On common stock since 1880:—In 1881 to 1885 inclusive, 8 per cent; in 1886, 9½; in 1887, 10; in 1888 and 1889, 9; in 1890, 9½. in 1891, 9; in 1892, May, 4; Nov., 4; in 1893, May, 4 p. c. In 1893, dividends changed to quarterly, and in August paid 2 p. c.; Nov., 2 p. c.

BONDS.—In 1892-93 issued $2,500,000 of 4 per cent bonds, of which $1,500,000 to retire a like amount of 7 per cents due Jan. 1, 1893, and $1,000,000 for improvements, etc. To refund the $2,000,000 7 per cents due Jan. 1, 1894, a like amount of 50 years 4s has been authorized.

There were outstanding Mar. 31, 1893, $3,105,000 loans and bills payable. Early in 1893 B. & M. "assumed" the Conn. River Co.'s $876,000 notes payable. Charleston land mortgages are $584,900. Jointly with Maine Central the B. & M. guarantees $300,000 bonds of the Portland Union Ry. Station Co's.

LATEST EARNINGS.—For 12 months ending June 30 earnings were:

12 *mos.*	*Gross earns.*	*Net.*	*Oth. income.*	*Charges.*	*Bal., surp.*
1892-93..	$17,257,986	$5,555,342	$543,135	$4,000,918	$2,097,559
1891-92..	15,783,795	5,447,904	427,289	3,886,988	1,988,205

ANNUAL REPORT.—Fiscal year changed to end June 30. Annual meeting second Wednesday in October. For years ending Sept. 30 earnings have been as below. Report for 1891-92 was in V. 55, p. 936.

Year Ending Sept. 30.	1890.	1891.	1892.
Miles operated	1,210	1,210	1,210
Passenger earnings	$7,347,201	$7,514,771	$7,951,561
Freight	7,118,583	7,011,127	7,424,549
Mail, express, &c.	625,907	656,764	700,742
Total gross earnings	$15,091,691	$15,182,662	$16,076,852
Operating expenses and taxes.	10,567,213	10,728,685	11,387,875
Net earnings	$4,524,478	$4,453,977	$4,688,977
Total net, includ'g other income	$4,963,978	$4,951,311	$5,218,728
Rentals paid	$2,576,381	$2,018,090	$2,012,567
Interest on bonds	580,544	982,224	1,160,412
Other interest	150,757	181,077	
Sinking funds	100,000	68,381	76,947
Dividends	1,042,211	1,329,030	1,478,132
Rate of dividend	(9½c.; 3 pf.)	(9c.; 6 pf.)	(8c.; 6 pf.
Balance, surplus	$514,085	$372,509	$490,670

—(V. 54, p. 328, 762; V. 55, p. 21, 337, 462, 704, 722, 723, 894, **936**, 1034; V. 56, p. 82, 205, 245, 289, 463, 464, 668, 835; V. 57, p. **341**.)


TORONTO
Guelph
Milton
Galt
Wellington Sq.
Harrisburg
Hamilton
Brantford
St. Catharines
Caledonia
Hagersville
Canfield
Jarvis
Port Colborne
Welland
Clifton
Niagara R.
Pt. Dalhousie
Youngstown
Somerset
Kendall
Albion
Lockport
Middleport
Lewiston
SUSPENSION BRIDGE
NIAGARA FALLS
Tonawanda
Akron
Batavia
Le Roy
Avon
Bergen
Maplewood
Brookdale
Scottsville
Garbutsville
Mumford
CHARLOTTE
Lake Beach
Wallington
ROCHESTER
Fairport
Newark
Lyons
Canandaigua
Stanley
Penn Yan
Canandaigua Lake
Wayland
Perkinsville
Prattsburgh
Keuka Lake
Hammondsport
Kanona
Bath
Hornells V.
Canisteo
Painted Post
Addison
Corning
Lawrence V.
Elkland
Tioga
Westville
Mills
Stokesdale
Wellsborough
Blossburg
Antrim
Hoytville
Lloyd
Robinson
Slate Run
Trout Run
Williamsport
North Point
Jersey Shore
Farrands V.
Eagleton
Mill Hall
Lock Haven
Beech Cr.
Snow Shoe
Perse
Milesburg
Bellefonte
Spring Ms.
Scotia
Milroy
Lewistown
Mifflin
Millers T.
Bloomfield
Mt. Union
Huntingdon
Petersburg
Altoona
Tyrone
Bellwood
Roaring Sprs.
Mines
Hollidaysburg
Cresson
Ebensburg
Johnstown
Ore Hill
Brooks Mills
Blairsville Br.
Blairsville
Saltsburg
Nth. West
Arnolds
Indiana
Irvona
Mitchell's
Ramsey
Osceola
Phillipsburg
Belsena
Gassam
Curwensville
Morrisdale
Clearfield
Karthaus
Keating
Driftwood
Emporium
Costello
Shippen
Galeton
Coudersport
Port Allegheny
Smethport
Olean
Bolivar
Wellsville
Andover
Belvidere
Cuba
Angelica
Friendship
Belfast
Mt. Morris
Silver Lake
Chaffee's
Pavilion
Pearl Cr.
Wyoming
Saltville
Gainesville
Pike
Bliss
Eagle
Freedom
Farmers V.
Nunda
Portage
Swains
Dunkirk
Brocton
Dayton
West Valley
Rice V.
Arcade
Attica
Warsaw
Rock Glen
Colden
Glenwood
E. Concord
Springville
West Falls
Orchard Park
Buffalo Creek
Ripley
Mayville
Chautauqua
Westfield
Erie
Jamestown
Red House
Union
Corry
Youngsville
Irvineton
Warren
Kinzua
Corydon
Garland
Clarendon
Sheffield
Vandergrift
Kane
Sheffield Jc.
Titusville
Tionesta
Meadville
Buchanan
Rouse V.
Oil City
Stoneboro
Franklin
Collins
Cranberry
Clarion Jc.
Clarion
Foxburgh
Sligo
Parker
Coaltown
Mercer
Morristown
Branchton
Red Bank Jc.
Kittanning
Roston
Butler
Callery Jc.
Rochester
Kelley's
Freeport
Junction
Allegheny Cy.
Arnolds
Saltsburg
Mansfield
Brinton
Birmingham
Irwin
Finley V.
Washington
Brownsville
Waynesburgh
Greensburg
Latrobe
Tauger
Lewickly
Ligonier
Morewood
Mt. Pleasant
Everson
Connellsville
Somerset
Rockwood
Berlin
Uniontown
Fairchance
Smithfield
Myersdale
W. Salisbury
Bridgeport
Cumberland
Ashford
Machias
Ellicottville
Gt. Valley Cen.
Salamanca
S. & B. JC
Kilbuck
Carrollton
Limestone
Kendall
Bradford
Degolia
Custer City
Howard Jc.
Big Shanty
Crawford Jc.
Ridgway
Kinzua Viaduct
Mt. Jewett
Clermont
Freeman
Rasselas
Clarion Jc.
Johnsonburg
Whistletown
Ridgeway
Daguscahonda
Carmen
Elmont
Forrestville
Brockway V.
Beech Tree Jc.
Grove Summit
Falls Creek
Sig. Soils
Reynoldsville
Brookville
Summerville
Mayville
Bethlehem
Prescottville
Carlisle
Sykesville
Big Run
Eleanora
Adrian
Punxsutawney
Coal Mines
Walston
Elk Run Jc.
Lindley
Horatio
Curwensville
Gassam
La Jose
Bellis
Irvona
Mitchell's
Tyrone
Bellwood
Petersburg
Lewistown
Huntingdon
Altoona
Ebensburg
Cresson
Hollidaysburg
Mines
Brooks Mills
Roaring Sprs.
Johnstown
Ore Hill
Latrobe
Greensburg
Irwin
Blairsville
Blairsville Br.
Indiana
Nth. West
Arnolds
Saltsburg
Pittsburg
Brinton
Mansfield
Birmingham
Finley V.
Washington
Brownsville
Waynesburgh
Connellsville
Somerset
Everson
Mt. Pleasant
Morewood
Lewickly
Tauger
Ligonier
Greensburg
Latrobe
Irwin
Unionton
Rockwood
Berlin
Fairchance
Smithfield
Myersdale
W. Salisbury
Bridgeport
Cumberland
Pittsburg
Allegheny Cy.
Callery Jc.
Rochester
Kelley's
Freeport
Junction
Butler
Kittanning
Roston
Red Bank Jc.
Coaltown
Mercer
Morristown
Branchton
Foxburgh
Sligo
Parker
Clarion Jc.
Clarion
Oil City
Stoneboro
Franklin
Collins
Cranberry
Rouse V.
Titusville
Tionesta
Meadville
Buchanan
Sheffield Jc.
Sheffield
Vandergrift
Kane
Garland
Clarendon
Corydon
Kinzua
Warren
Irvineton
Youngsville
Union
Corry
Erie
Jamestown
Red House
Olean

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Bost. & Maine—(Con.)—Ports. G't F. & Con. 1st M.	c	73	1877	$500&c.	$1,000,000	4½	J. & D.	Boston, 2d Nat. Bank.	June 1, 1937
Boston & N. Y. Air-Line—See N. Y. New Haven & Hartford.									
Boston & Prov.—Stock, 10 p. c. guar. 99 yrs., Old Col.		68	....	100	4,000,000	10 pr.an.	Q.—J.	Boston, Office, Park Sq.	Oct. 1, 1893
Bonds, not mortgage	c*	....	'88-'93	1,000	2,170,000	4	J. & J.	do do	July 1, 1918
Boston Revere Beach & Lynn—Stock		....	....	100	850,000	See text.	J. & J.	Boston.	July 1, 1893
1st mortgage	c	9	1877	1,000	350,000	6	J. & J.	Boston, Of. Atlantic Av.	July 15, 1897
Boston Winthrop & Shore 1st mortgage, guar.		8	1886	1,000	289,000	5	M. & S.	do do	Sept. 1, 1906
Brooklyn Bath & West End—1st m., A. (See text)	c	6½	1887	1,000	250,000	5	J. & J.	N. Y., Seligman & Co.	Jan. 1, 1907
1st mortg., series B, subj. to call after Jan. 1, '97.		6½	1887	1,000	250,000	5	A. & O.	do do	Jan. 1, 1916
2d M. for $100,000, subj. to call after July 1 '96.		6½	1891	1,000	52,000	5	J. & D.	do do	June 1, 1911
Brooklyn & Brighton Beach—1st mortgage	c	7½	1887	1,000	500,000	5	M. & S.	N. Y., Cent. Trust Co.	Sept. 1, 1927
Brooklyn Elevated—1st m., gold, s. f., not drawn	c*	6	1884	1,000	3,500,000	6 g.	A. & O.	N. Y., Cent. Trust Co.	Oct. 1, 1924
2d mortgage, gold, sinking fund, not drawn	c*	6	1885	1,000	1,250,000	5 g.	J. & J.	do do	July 1, 1915
Union El., 1st M., $550,000 p. m., gold, assumed	c*	11	1887	1,000	6,150,000	6 g.	M. & N.	do do	May 1, 1937
2d M., inc., non-cum., $185,000 per mile, gold	c*	11	1887	1,000	2,068,000	5 g.	J. & J.	do do	Jan. 1, 1927
Seaside & B'klyn B. 1st M. gold, guar. p. and i. c&r		4	1892	1,000	1,500,000	5 g.	J. & J.	do do	July 1, 1942
Buff. Brad. & Pitts.—Gen. M. (10,000 acres land)	r	26	1865	1,000	580,000	7	J. & J.	N. Y. L. Erie & W. RR.	Jan. 1, 1896
Buffalo Creek—1st mortgage	r	6	1882	1,000	250,000	6	J. & J.	N. Y., Farmers' L. & Tr.	Jan. 1, 1907
Consol. mortgage for $1,000,000 gold	c*	6	1891	1,000	238,000	5 g.	J. & J.	do do	Jan. 1, 1941
Buff. N. Y. & Erie—Stock (7 p. c. rent. N.Y.L.E.&W.)		142	....	100	950,000	7 per an.	J. & D.	N. Y. L. Erie & W. RR.	June 1, 1893
1st mortgage	c*	142	1876	1,000	2,380,000	7	J. & D.	do do	June 1, 1916
Buffalo Rochester & Pittsburg—Stock—Common		304	....	100	6,000,000	....	.....	.....	.....
Preferred 6 per cent non-cumulative		304	....	100	6,000,000	See text.	Q.—F.	N. Y., 36 Wall Street.	Feb. 15, 1893
R. & P. 1st M, gold, Rochester to Salamanca	c*	108	1881	1,000	1,300,000	6 g.	F. & A.	N. Y., Union Trust Co.	Feb. 1, 1921
R. & P. consol. mort., $20,000 per mile, gold, g.	c*	....	1882	1,000	3,920,000	6 g.	J. & D.	do do	Dec. 1, 1922
B. R. & P. 1st general M. ($10,000,000) gold	c*	273	1887	1,000	3,971,000	5 g.	M. & S.	do do	Sept. 1, 1937
R. & P., car trusts, $675,000 are gold	c*	....	Var's	1,000	939,000	5, 6 & 7	Various	N. Y., Gallatin Bank.	Var. to 1900
Lincoln Park & Charlotte 1st mort., gold, guar.	c*	11	1889	1,000	350,000	5 g.	J. & J.	N. Y., Union Trust Co.	Jan., 1939
Buffalo & Southw.—1st M., gold, int. guar. by Erie.	c*	67	1877	50 &c.	1,500,000	6 g.	J. & J.	N. Y., First Nat. Bank.	July 1, 1908
Buffalo & Susq.—1st M., $15,000 p. m., g., s. f.	c*&r	60	1893	500 &c.	900,000	5 g.	A. & O.	N. Y., H. Fisk & Sons.	Oct., 1913
Burlington Cedar Rapids & Northern—Stock		....	....	100	5,500,000	See text.	F. & A.	N. Y., Corn Exch. Bank.	Aug. 1, 1893
1st mortgage	c*&r	369	1876	100&c.	6,500,000	5	J. & D.	N. Y., Central Trust Co.	June 1, 1906

Boston & N. Y. Air Line.—See N. Y. New Haven & Hartford.

Boston & Providence.—Owns Boston, Mass., to Providence, R. I., 44 miles; branches, 20 miles; leases to North Attleborough, 4 miles. Leased for 99 years, April 1, 1888, to Old Colony RR. at 10 per cent yearly on stock and a bonus of $1,300,000 cash, out of which an extra dividend of $32 50 was paid. Old Colony to July 1, 1892, had invested $1,671,938 in road on lease and improvement account. In July, 1893, $505,000 4 per cents replaced $500,000 of 7 per cents maturing.

Boston Revere Beach & Lynn.—Owns narrow-gauge road from Lynn to East Boston, Mass., 9 miles, connecting with Boston by company's ferry boats; Boston Winthrop & Shore RR., East Boston to Winthrop, 5 miles, with branches 3 miles. On July 1, 1891, consolidated with Boston Winthrop & Shore. Notes payable (net) June, 1893, were $60,000. Dividends: From 1888 to 1891 inclusive, 7 per cent per annum; in 1892, 5½; in 1893, Jan., 2½; July, 2½ p. c.

Earnings.—In year 1892-93, gross earnings $317,471 (against $336,922 in 1891-92); net, $96,258; interest, $37,271; taxes, $16,487; dividends, 5 p. ct., $42,500. (V. 55, p. 297; V. 56, p. 289, 754; V. 57, p. 299.)

Brooklyn & Brighton Beach.—Owns double-track road from Atlantic Avenue corner Franklin Avenue, Brooklyn, to Brighton Beach, N. Y., 7½ miles. Successor to the Brooklyn Flatbush & Coney I sold in foreclosure in October, 1887. Stock is—common, $500,000; preferred, $500,000. In year ending June 30, 1893, gross earnings were $98,713; net, $19,150, against gross $113,406 and net $24,277 in 1892; interest and other charges, $69,554; deficit, $50,404, against deficit $43,480 in 1891-92. On July 1, 1893, there were loans and bills payable for $297,954. President, J. Jourdan, Brooklyn. (V. 55, p. 506; V. 57, p. 426.)

Brooklyn Bath & West End.—Owns double-track road from Brooklyn (Union Depot), Fifth Avenue and 36th Street, via Bath Beach and Bensonhurst to Coney Island, 6½ miles, and has trackage to 39th Street Ferry. Reorganized in 1885. In January, 1893, Brooklyn Traction Co. secured control. See "Micellaneous Companies."

Common stock, $500,000 (par $100). Preferred stock, $52,000. Increase of stock to $1,000,000 was authorized by State Railroad Commissioners in June, 1893, for betterments. V. 57, p. 21. July 1, 1892, there were loans, bills payable and mortgages for $71,028. The series A bonds are subject to call after Jan. 1, 1897. In year ending June 30, 1892, gross earnings were $78,274, against $103,066 in 1890-91; deficit, $1,879; interest, $31,094. (V. 55, p. **506**; V. 57, p. 21.)

Brooklyn Elevated.—Owns from Fulton Ferry and Brooklyn Bridge to East New York, 6¾ miles; Broadway and Lexington Avenue to Broadway Ferry, 2¾ miles, and Myrtle Avenue to Adams Street and Brooklyn Bridge, 4¾ m.; branch to Greenwood, 3½ m.; operates Seaside & B. B. E. RR. to Cypress Hills, 1½ miles; total, 19¼ miles.

History.—In October, 1890, consolidated with the Union Elevated and in June, 1892, stockholders voted to consolidate with the Seaside & Brooklyn Bridge Elevated RR. Of the Seaside road 1½ miles to Cypress Hills Cemetery was opened May 29, 1893, and the line to 39th Street ferry will be completed in 1893.

Stock.—Stock is $13,283,600 (par $100).

Bonds.—When net earnings suffice, a sinking fund will purchase *Brooklyn Elevated* 2d 5s if obtainable at 90 and first 5s at 105—no bonds drawn.

The *Union Elevated* first mortgage is for $7,000,000; the second for $2,500,000; trustee of both, Central Trust Company. Abstracts in V. 49, p. 583. See also V. 48, p. 129; V. 49, p. 471.

The *Seaside Company's* mortgage is for $4,000,000, of which $3,000,000 for the construction and equipment of the roads north of Sixty-fifth Street and $1,000,000 for those south of it. V. 55, p. 722.

Latest Earnings.—For 9 months ending June 30, 1893, gross, $1,702,009, against $1,417,504 in 1891-92; net, $670,122, against $631,849; charges were $563,235, against $501,942 in 1891-92.

Annual Report.—Fiscal year ends June 30. Annual statement for 1891-92 with balance sheet was in V. 55, p. 421, showing gross earnings, $1,825,326; net, $794,799; total net (including other income), $804,126; interest, $628,711; taxes, $30,100; rentals, etc., $2,563; balance, surplus, $142,750. For 1892-93 gross, $1,947,131; net, $842,896. (V. 53, p. 256, **603**, 754; V. 54, p. 597, 761, 924, 1048; V. 55, p. 21, 298, **421**, 722; V. 56, p. 42, 245, 886; V. 57, p. 342.)

Buffalo Bradford & Pittsburg.—Owns 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; par $100. Advances by lessee to July 1, 1892, $243,544.

Buffalo New York & Erie.—Owns from Buffalo, N. Y., to Corning, N. Y., 142 miles. Leased in 1863 to the New York & Erie for 490 years, and now operated by the New York Lake Erie & Western Company. Rental, $238,100—viz., 7 per cent on stock and bonds, and organization expenses. Dividends and interest paid directly by lessees.

Buffalo Rochester & Pittsburg Railway.—*(See Map.)*—Road. Owns Rochester, N. Y., and Buffalo, N. Y., to Walston, Pa. (except 19 miles of trackage mentioned below and here deducted), 261 miles; branches to mines, 12 miles. Proprietary roads owned: Lincoln Park & Charlotte Railroad, 11 miles; Perry RR., 1 mile; Clearfield & Mahoning RR., Du Bois to Clearfield on Beech Creek, 27 miles. Trackage—Clarion Junction, Pa., 15; Buffalo Creek RR., 4 miles; total operated, 331 miles.

Organization, etc.—Formed in March, 1887, as successor of the Rochester & Pittsburg, which was foreclosed in October, 1885. In April, 1890, a controlling interest in the stock was purchased by a Buffalo syndicate, headed by the Bell, Lewis & Yates Coal Mining Company, a certain coal tonnage being guaranteed to the railroad for five years. See V. 50, p. 560, 589. The entire capital stock of the Rochester & Pittsburg Coal & Iron Company is owned.

In May, 1893, the Clearfield & Mahoning RR. was completed and leased, and its securities guaranteed. The road was built under a fifty-year traffic agreement with the N. Y. Central and Philadelphia & Reading, and will afford outlet for coal to seaboard. See C. & M.

Dividends.—On preferred stock dividends have been paid as follows: In 1892, 5; in 1893, Feb., 1¼ p. c.; May, none; Aug., none.

Bonds.—Of the general mortgage (trustee Union Trust Co. of N. Y.) for $10,000,000, there are $6,000,000 reserved for prior bonds. See V. 54, p. 203. There are also $7,000 incomes, due in 1921, mortgages on real estate for $326,500, and $20,000 Perry RR., guar., 7s due 1902.

General Finances.—The change in the ownership of this company, in 1890, mentioned above, greatly improved its business, and in May, 1892, it began dividends on the preferred stock. In July, 1892, $100,000 general 5s were issued, in Jan., 1893, $600,000 more for new equipment, new road from Howard Junction to Mount Jewett, Pa., about 21 miles to replace Erie trackage, etc., and in Feb., 1893, $500,000 more on same account. Gold car trusts for $443,000 were issued in 1892-3. Loans and bills payable Mar. 31, 1893, $499,933.

Latest Earnings.—From July 1 to July 31, 1893 (1 month), gross, $317,310, against $277,206 in 1891-92; net, $108,556, against $77,308; interest, rentals, etc., $71,683, against $59,161; balance surplus, $36,873, against $18,147 in 1892.

Annual Report.—Fiscal year ends June 30. The annual meeting is held at New York on the third Monday in November. The report for 1891-92 in full was in V. 55, p. 855, 858, showing:

Year ending June 30—	1891.	1892.	1893.
Gross earnings	$2,511,484	$2,947,106	$3,308,740
Net earnings	$628,974	$756,726	$857,235
Other income	30,674	52,555	45,724
Total receipts	$659,648	$809,281	$902,959
Interest on bonds	$496,357	$518,781	$554,247
Int. on floating debt	15,841	23,709	24,030
Rentals	72,984	73,195	72,981
Balance, surplus	$74,465	$193,595	$251,701

—(V. 55, p. 257, 806, **855**, 894, 937; V. 56, p. 207, 247, 502, 668, 752, 972; V, 57, p. 300.)

Buffalo & Southwestern.—Owns from Buffalo to Jamestown, N. Y., 67 miles. In July, 1880, leased to the New York Lake Erie & Western for 99 years—at 35 per cent of gross earnings, but interest on bonds guaranteed. Rental in year ending June 30, 1892, $144,516; surplus over interest, $48,375; dividends, $51,902. Stock, $471,833 common, and $471,833 7 per cent preferred; par, $100. Common stock shares dividends after 7 on preferred. Dividends—On common, in 1889, 1890 and 1891, 1 per cent; in 1892, August, 2 per cent.

Buffalo & Susquehanna.—*(See Map.)*—Owns from Keating Summit, on the Western New York & Pennsylvania RR., to Galeton, Pa., on the New York Lake Erie & Western RR., 47 miles, with branch 13 miles; total, 60 miles, of which 13 miles have been in operation since 1885; the remaining mileage was completed in September, 1893. An extension from Galeton to Ansonia, 13 miles, is proposed. The road passes through an extensive timber section (upwards of 220,000 acres), to which it affords an outlet to Buffalo on the west, and to New York and Philadelphia, via several connecting lines, as shown by the accompanying map.

Bonds.—A mortgage for $2,000,000 has been authorized (Mercantile Trust Company, Trustee). Bonds cannot be issued to exceed $15,000 per mile of road completed and equipped. The mortgage is also a lien on about 86,000 acres of timber lands, estimated at a low valuation worth $1,700,000. The sinking fund will retire one-twentieth annually of the outstanding bonds, purchasable in the open market, or subject to call at par in the order of their numbers, beginning with the highest outstanding.

Burlington Cedar Rapids & Northern.—Operates as follows:

Lines owned in fee—		*Leased—All stock owned*—	
Burlington, Ia., to State Line, Minn. (including 11 miles leased)	241	Iowa City & Western RR., Iowa City to What Cheer, &c.	73
State Line to Albert Lea, Minn. (leased)	12	Cedar Rapids, I. F. & N. W., Holland, Ia., to Watertown, So. Dak., &c.	493
Branches owned to Postville, Riverside, Holland and Davenport	204	Ced. Rap. & Clinton RR., &c.	111
		Total operated Jan. 1, 1893	1,134

An extension is being built from Forest City to Estherville, Ia., of which 46 miles completed in 1892.


MAP OF THE
BUFFALO & SUSQUEHANNA R. R.
AND CONNECTING LINES.
Showing 220,000 Acres of Timber Lands dependent on this Line for an Outlet to the Markets in New York, Buffalo, Philadelphia, Etc.
NEW YORK
PENNSYLVANIA
NEW JERSEY
BUFFALO
ROCHESTER
SYRACUSE
UTICA
ALBANY
CORNING
ELMIRA
BINGHAMTON
SCRANTON
WILKESBARRE
WILLIAMSPORT
WESTPORT
KEATING
NORWICH
BRADFORD
OLEAN
POUGHKEEPSIE
NEWBURGH
JERSEY CITY
NEWARK
Lake Seneca
Cayuga Lake
Tonawanda
Akron
Batavia
Le Roy
W. Rush
Avon
Canandaigua
Geneva
Lyons
Weedsport
Oneida
Canastota
Clinton
Herkimer
Fonda
Rotterdam Jc.
Schenectady
Schoharie
Middleburgh
Coeymans Jc.
Catskill
Cairo
Elma
Attica
Warsaw
Mt. Morris
Nunda Junc.
Portage
Arcade
Dayton
Machias Jc.
Ashford
Holland
Belfast
Cuba
Salamanca
Carrollton
Hinsdale
Bolivar
Eldred
Larabee's
Port Allegheny
Coudersport
Smethport
Kane
Johnsonburg
Ridgway
Driftwood
Earley
Shawmut
Falls Cr.
Du Bois
Penfield
Karthaus
Cato
Curwensville
Clearfield
Gazzam
Phillipsburg
Osceola Mills
La Jose
Bellefonte
Milesburg
Lock Haven
Jersey Shore
North Bend
Keating
Slate Run
Woodland
Roaring Branch
Blossburg
Fall Brook
Tioga
Westfield
Harrison Valley
Genesee Fork
Elkland
Addison
Painted Post
Horse Head
Lawrenceville
Waverly
Sayre
Towanda
Monroeton
Tunkhannock
Bernice
Ricketts
Nanticoke
Pittston
Wilkesbarre
Cresco
White Haven
Penn Haven
Mauch Chunk
Danville
Bloomsburg
West Milton
Lewisburg
Sunbury
Trevorton Jc.
Tamaqua
Delaware Water Gap
Stroudsburg
Andover
Waterloo
Denville
Paterson
Manunka Chunk
Belvidere
Washington
Morristown
Montrose
Alford
Hop Bottom
La Plume
Carbondale
Honesdale
Lackawaxen
Hawley
Port Jervis
Middletown
Goshen
Newburgh Jc.
Monticello
Ellen V.
Kingston
Hancock
Susquehanna
Phoenicia
Arkville
Walton
Nineveh
Chenango Forks
Sidney
Delhi
Bloomville
Lisle
Carolina
Ithaca
Varna
Freeville
Cortland
Cascade
Cayuga Jc.
Auburn
Cayuga
Dresden
Penn Yan
Stanley
Watkins
Hammondsport
Prattsburg
Perkinsville
Swains
Hornellsville
Kanona
Bath
Adrian
Wellsville
Andover
Belvidere
Olean
Rippleton
Richfield Jc.
Richfield Spr's
Spencer
Oswego
York
Lehigh Valley
Erie
Lackawanna
Delaware & Hudson
Pennsylvania
Reading
Central New York
Buffalo, Rochester & Pittsburg
Buffalo & Susquehanna R. R.
Gaines
Galeton
Austin
Costello
East Fork
Cross Fork Jc
Cross Fork
Summit
Emporium
Ansonia
Fall Brook
Lehigh
Valley
Susq.
Buffalo
Pittsburg
Fall Brook
Williamsport
Lock Haven
Jersey Shore
Reading
to Philadelphia
Tamaqua
Penn Haven
Mauch Chunk
Wilkesbarre
Scranton
Pittston
Nanticoke
Ricketts
Bernice
Anderson
Tunkhannock
Towanda
Monroeton
Roaring Branch
Blossburg
Fall Brook
Tioga
Westfield
Harrison Valley
Genesee Fork
Elkland
Addison
Painted Post
Horse Head
Lawrenceville
Waverly
Sayre
Susquehanna
Binghamton
Oswego
Elmira
Corning
Watkins
Hammondsport
Prattsburg
Dresden
Penn Yan
Stanley
Canandaigua
Geneva
Lyons
Weedsport
Oneida
Canastota
Clinton
Herkimer
Fonda
Rotterdam Jc.
Schenectady
Schoharie
Albany
Middleburgh
Coeymans Jc.
Catskill
Cairo
Kingston
Poughkeepsie
Newburgh
Goshen
Middletown
Port Jervis
Hawley
Lackawaxen
Honesdale
Carbondale
Monticello
Ellen V.
Hancock
Susquehanna
Phoenicia
Arkville
Walton
Nineveh
Chenango Forks
Sidney
Delhi
Bloomville
Lisle
Carolina
Ithaca
Varna
Freeville
Cortland
Cascade
Cayuga Jc.
Auburn
Cayuga
Rippleton
Richfield Jc.
Richfield Spr's
Utica
Syracuse
Rochester
Buffalo
Elma
Attica
Warsaw
Mt. Morris
Nunda Junc.
Portage
Arcade
Dayton
Machias Jc.
Ashford
Holland
Belfast
Cuba
Salamanca
Carrollton
Hinsdale
Bolivar
Eldred
Larabee's
Port Allegheny
Coudersport
Smethport
Kane
Johnsonburg
Ridgway
Driftwood
Earley
Shawmut
Falls Cr.
Du Bois
Penfield
Karthaus
Cato
Curwensville
Clearfield
Gazzam
Phillipsburg
Osceola Mills
La Jose
Bellefonte
Milesburg
Lock Haven
Jersey Shore
North Bend
Keating
Slate Run
Woodland
Roaring Branch
Blossburg
Fall Brook
Tioga
Westfield
Harrison Valley
Genesee Fork
Elkland
Addison
Painted Post
Horse Head
Lawrenceville
Waverly
Sayre
Towanda
Monroeton
Tunkhannock
Bernice
Ricketts
Nanticoke
Pittston
Wilkesbarre
Cresco
White Haven
Penn Haven
Mauch Chunk
Danville
Bloomsburg
West Milton
Lewisburg
Sunbury
Trevorton Jc.
Tamaqua
Delaware Water Gap
Stroudsburg
Andover
Waterloo
Denville
Paterson
Manunka Chunk
Belvidere
Washington
Morristown
Jersey City
Newark
New York
Montrose
Alford
Hop Bottom
La Plume
Carbondale
Honesdale
Lackawaxen
Hawley
Port Jervis
Middletown
Goshen
Newburgh Jc.
Monticello
Ellen V.
Kingston
Hancock
Susquehanna
Phoenicia
Arkville
Walton
Nineveh
Chenango Forks
Sidney
Delhi
Bloomville
Lisle
Carolina
Ithaca
Varna
Freeville
Cortland
Cascade
Cayuga Jc.
Auburn
Cayuga
Rippleton
Richfield Jc.
Richfield Spr's
Utica
Syracuse
Rochester
Buffalo

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Burlington Cedar Rapids & North'n—(Concluded.)								
Iowa City & West., 1st M., g., int. gu., red. at 105. c*&r	73	1879	$1,000	$584,000	7 g.	M. & S.	N. Y. Central Trust.	Sept. 1, 1909
Ced. Rap. I. F. & N. W., 1st M. g., guar., red. at 105	55	1880	1,000	825,000	6 g.	A. & O.	do do	Oct. 1, 1920
Consol. 1st M., gold, guar. (See text) c	493	1881	1,000	1,905,000	5 g.	A. & O.	do do	Oct. 1, 1921
B. C. R. & N. con. 1st M. & col. trust, gold. ..... c*&r	All	1884	1,000&c	5,841,000	5 g.	A. & O.	do do	Apr. 1, 1934
Minneapolis & St. Louis, 1st mort., gold (assumed)	12	1877	500 &c.	150,000	7 g.	J. & D.	N. Y. Continental Trust.	June 1, 1927
Butte Anaconda & Pacific.—1st mort., $3,000,000.	....	1893	....	(?)	5	(?)	.....	1923
Calgary & Edmonton.—1st M., red. at 110, July 1, 96)	300	1890	£100	£1,140,400	6 g.	J. & J.	London.	July 1, 1910
California Pacific—1st mort., gold (ext'd in 1887)..	114	1867	1,000	$2,232,000	4½g.	J. & J.	N. Y., S. Pac. Co., 23 Br'd.	Jan. 1, 1912
2d M., gold, gu. p. &i., end. by Cen. Pac., ext. in '91	114	1871	1,000	1,595,000	4½g.	J. & J.	do do	Jan. 1, 1911
3d M., gold, guar. by Cent. Pac. ($1,000,000 are 3s)	114	1875	500	2,998,000	3 g. & 6 g.	J. & J.	do do	July 1, 1905
Cambria & Clearfield.—1st M. ($2,000,000) gold. c*	80	1891	1,000	1,174,000	5 g.	J. & J.	Phila., Of., 233 S. 4th St.	Jan. 1, 1941
Camden & Atlantic—Stock ($880,250 of it pref.)....	79	....	50	1,258,150	3 on pref.	.....	Phila., Of., 233 S. 4th St.	Dec. 9, 1889
2d mortgage ..... c*	79	1879	1,000	497,000	6	A. & O.	do do	Oct. 1, 1899
Consol. mort. ($650,000 are 5s; balance 6s coupon).	79	1881	1,000	1,000,000	5 & 6	J. & J.	do do	July 1, 1911
Camden & Burlington County.—1st mortgage.... c*	31	1867	500 &c.	350,000	6	F. & A.	Phila., Penn. RR. Co.	Feb. 1, 1897
Canada Atlantic—1st mortgage, gold..... c*	142	1889	1,000	3,450,000	5 g.	J. & J.	New York City.	Jan. 5, 1909
Canada Southern—Stock.....	456	....	100	15,000,000	See text.	F. & A.	N. Y., Gr'd Cent. Depot.	Aug. 1, 1893
1st mort., interest guar. by N. Y. C. till 1898.... c	404	1878	1,000	13,923,600	5	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1908
2d mortgage ..... c&r	404	1883	1,000&c	5,650,000	5	M. & S.	do do	Mch. 1, 1913
Canadian Pacific—Stock (See text).....	....	....	100	65,000,000	See text.	F. & A.	N. Y., 59 Wall St. & Lon.	Aug. 17, 1893
Pref. stock for $8,000,000, non-cum. (See text)...	....	....	....	(?)	4 per an.	....	.....	New.
Can. Cent. RR. 1st and 2d morts., 1st M. s. f., dr. at 105	....	....	£100 &c	1,823,333	5 & 6	Various	Montreal.	1899 & 1910
Quebec Prov. due on Q. M. O. & O. and N. S. RR.	....	'82-'83	....	7,000,000	5	A. & O.	do	1902 & 1904
Can. Pacific, land mort, gold (redeem at 110)....	....	1881	500 &c.	3,426,000	5 g.	A. & O.	Montreal, N.Y. or Lond'n	Oct. 1, 1931
1st mortgage debenture sterling.....	2,856	1885	£100 &c	34,998,633	5 g.	J. & J.	London, Baring B. & Co.	July 1, 1915
1st mort. on Algoma Branch, gold..... c*&r	183	1888	£100 &c	3,650,000	5 g.	J. & J.	do do	July 1, 1937
Land grant bonds, int. gu. by Can. Gov't... c*&r	....	1888	£100 &c	$15,000,000	3½g.	J. & J.	do do	July 1, 1938
Consolidated perpetual debenture stock.....	....	1889	....	34,953,008	4	J. & J.	London, Comp'ys office.	Irredeemable.
Manitoba S. W. Col. R'y $12,000 p. m., int. guar. g	213	1884	1,000	$2,544,000	5 g.	J. & J.	N. Y., 59 Wall & London	June 1, 1934
Atlantic & Northwest—1st mort. gold, guar.. c*&r	325	1887	£100 &c	£1,330,000	5 g.	J. & J.	London, Baring B. & Co.	Jan. 1, 1937
North Shore Railway—1st mortgage.....	....	....	....	£99,600	5	A. & O.	do do	Apr. 20, 1904
St. Lawrence & Ottawa—1st mort., gold, see text	58	1876	£50 &c	£200,000	(6) 4	15J. &D.	Can. Pac. office, London.	June 15, 1910

HISTORY.—Foreclosed June 22, 1876. Leases in perpetuity the Iowa City & Western and Cedar Rapids Iowa Falls & N. W., etc.

STOCK.—Authorized, $30,000,000; outstanding, $5,500,000; par, $100. The Rock Island Co. is understood to be a large stockholder.

DIVIDENDS—First dividend (1½ per cent) was paid in February, 1893; in August paid 1½ p. c.

BONDS.—*Iowa City & Western* bonds are guaranteed as to interest and are subject to call at 105; see guaranty V. 56, p. 695. *Cedar Rapids I. F. & N. W.* bonds are guaranteed, principal and interest, and so endorsed; the 6s are subject to call at 105. Of the 5 per cents $825,000 are reserved to retire the 6s and $4,188,000 are deposited as collateral under the B. C. R. & N. consol. mort. Under the B. C. R. & N. *consol. mortgage* of 1884 (Central Trust Co., Trustee), bonds are reserved to retire, if deemed best, all prior and divisional bonds. Bonds for extensions may be issued under this consolidated mortgage at $15,000 per mile for single track and $7,500 per mile for second track, the total authorized issued not being limited. *Minneapolis & St. Louis* bonds due June, 1927, numbered from 1,101 to 1,400, for $500 each ($150,000 in all), were assumed by the Burlington Cedar Rapids & Northern Railroad. Due on equipment January 1, 1892, $255,057. Consols for $528,000 were issued for new construction in December, 1892.

LATEST EARNINGS.—January 1 to July 31 in 1893 (7 months), gross, $2,159,632. against $2,256,739 in 1892; net, $460,457, agst. $602,038.

ANNUAL REPORT.—Fiscal year ends December 31. Annual meeting is held on last Tuesday in May. Report for 1892 was in V. 56, p. 791.

Year ending Dec. 31—	1889.	1890.	1891.	1892.
Miles operated.....	1,046	1,046	1,083	1,090 Avg.
Gross earnings.....	$2,986,543	$3,303,982	$3,886,340	$4,354,789
Net earnings.....	$808,609	$816,147	$1,272,696	$1,161,648
Other receipts.....	96,308	105,256	24,410	22,922
Total net income...	$904,917	$921,403	$1,297,106	$1,184,570
Interest on debt.....	771,130	775,479	778,055	788,180
Surplus over int..	$133,787	$145,924	$519,051	$396,390
Add cash assets.....	.....	235,990	328,896	332,259
Deduct impts., &c...	.....	150,314	632,871	811,634
Cash assets Dec. 31.	.....	$231,600	$215,076	*def. $82,985

*Add sale of bonds $514,000; balance, $431,015.

—(V. 52, p. **640**; V. 54, p. **641**; V. 55, p. 1036; V. 56, p. **791**.)

Butte Anaconda & Pacific.—Nearly completed in Sept., 1893, from Butte to Anaconda, Mont., 30 miles. Bonds for $2,000,000 were to be issued at once and balance at $40,000 per mile of completed road.

Calgary & Edmonton.—Owns 300 miles of road operated by Canadian Pacific. See SUPPLEMENT of July, 1892.

California Pacific.—Owns from Vallejo, Cal., to Sacramento, Cal., 60 miles; branches to Calistoga, &c., 55 miles; total, 115 miles. In November, 1886, leased for 50 years to Southern Pacific Company. Rental, $600,000 per annum. Capital stock, $12,000,000; par, $100. In 1892 gross earnings, $1,417,398; net, $691,738, against $759,525 in 1891; taxes, etc., $51,187; rental, $600,000; surplus to lessee, $40,552. Lessor's account, rental, $600,000; paid interest, etc., $326,786; surplus to lessor, $273,213.

Cambria & Clearfield.—In operation from Cresson to Brubaker Junction, 26 miles; Brubaker Junction to La Jose, 9 m.; branches, 45 m.; total, 80 miles. Stock—authorized, $2,150,000 (par $50); paid in $1,175,650 all owned by the Pennsylvania RR. Co., which operates the property under an arrangement terminable at option of either party. Net earnings are paid as rental. A full abstract of the mortgage was in V. 52, p. 976. In 1892 gross earnings $159,146; net, $31,764.

Camden & Atlantic.—Owns Camden, N. J., to Atlantic City, and branch, 62 miles; Atlantic City to Longport, 6 miles; Philadelphia Marlton & Medford Railroad—Haddonfield to Medford, 12 miles; Chelsea Branch RR., 1 mile; ferries, 2 miles; total operated, 83 miles.

STOCK, ETC.—Preferred stock is entitled to 7 per cent if earned, and to as high as paid to common if more than 7. Pennsylvania RR. owns $234,100 common and $451,950 preferred, and to it was due Jan. 10, 1893, $300,000; bonds and mortgages outstanding, $88,300. There are $100,000 Phila. Marl. & Medford guaranteed 5s (J&J), due July 1, 1911, redeemable after July 1, 1896.

DIVIDENDS since 1880: On common, in 1882, 3 per cent, and none since; on preferred, in 1881, 3½ in scrip; in 1882, 4; in 1884, 7; in 1887, 5; in 1888, 2½; in 1889, 3; none since.

LATEST EARNINGS.—For 7 months ending July 31 earninge were:

7 *months*—	*Gr. earn'gs.*	*Deficit.*	*Charges.*	*Balance.*
1893.....	$458,404	$63,844	$60,438	sur. $3,406
1892.....	430,965	40,938	62,821	def. 21,883

ANNUAL REPORT.—Report for 1892 in V. 56, p. 971, showed:—On main line and branches, gross earnings, $807,924; net, $137,553, against $151,716 in 1891; interest, $110,787; rentals, $18,099; extraordinary improvements, $14,155; miscellaneous, $4,561; balance, deficit, $10,051. (V. 54, p. **720**; V. 56, p. **971**.)

Camden & Burlington County.—Owns from Camden, N. J., to Pemberton, N. J., 23 miles; branch, Burlington, N. J., to Mount Holly, 7 miles; total, 30 miles. Operated by the Pennsylvania Railroad, Lease rental, $44,415, yielding 6 per cent on stock and bonds. Stock $381,925; par $25. Dividends in Jan. and July. In 1892 gross, $286,765; net, $70,939, agst. $63,787 in '91; profit to lessee in '91, $19,372

Canada Atlantic.—Owns Ottawa, Canada, to Rouse's Point, Vt., 142 miles, with bridge over St. Lawrence; trackage to St. Albans, 24 miles. Leases for 99 years the Central Counties Ry., extending from Glen Robertson to Hawkesbury, 21 miles. The Ottawa Arnprior & Parry Sound Ry. is being built in the interest of this company from Ottawa to Parry Sound, 260 miles, of which on the eastern end 35 miles to Arnprior is completed and 70 miles additional under contract, and on the western end 20 miles completed and 20 miles under contract. Trustee of mortgage of 1889 is Farmers' Loan & Trust Company. STOCK, $2,000,000 common and $1,000,000 preferred. EARNINGS in year ending June 30, 1892, were, gross, $570,697; net, $201,420. In 1890-91 gross, $558,831. (V. 51, p. 493.)

Canada Southern.—*(See Map New York Central & Hudson River Railroad.)*—ROAD—Main line from Cantilever Bridge to Windsor, Ont., 226 miles; branches to Courtright, Ont., etc., 230 miles; total, 456 miles, of which 105 miles are nominally owned by proprietary companies.

ORGANIZATION, CONTRACTS, ETC.—The Company was chartered in Canada February 28, 1868, and debt readjusted in 1878. In Nov., 1882, a close contract was made with the Michigan Central for 21 years from January 1, 1883, providing for the payment to Canada Southern of one-third the joint income over all fixed charges, but Mich. Central, by reduction of its interest charges, received more than two-thirds. The contract, however, provided for a re-apportionment every five years, and in December, 1892, it was agreed to give the Canada Southern 40 per cent and the Mich. Cent. 60 per cent of the first $1,000,000 of net earnings, any amount over that to be divided on the basis of one-third and two-thirds, as before. This adds to Canada Southern's share just ½ p. c. per annum on its capital stock. V. 55, p. 1078.

DIVIDENDS since 1880—In 1881, 2½ per cent; in 1882, nil; in 1883 and 1884, 2; in 1885 and 1886, nil; in 1887, 1888 and 1889, 2½; in 1890, 3½; in 1891, 2½; in 1892, Feb., 1¾, of which ½ extra; in Aug., 1¼; in 1893, Feb., 1¾ per cent, of which ½ extra; August, 1¼ per cent.

BONDS.—Interest on the 1st mortgage is guaranteed by the New York Central till 1898 but the principal is not guaranteed. V. 56, p. 696.

EARNINGS.—From 1892's earnings the surplus to Canada Southern was $380,712, (against $446,776 in 1891); other income, $27,504; balance income previous years, $218,417; total, $626,632; dividends $450,000; total surplus Jan. 1, 1893, $176,417. (V. 55, p. 1077.) For latest reports of earnings see Michigan Central.—(V. 53, p. 968; V. 54, p. **923**; V. 55, p. 21, 1077, **1014**, 1056.)

Canadian Pacific.—ROAD—Owns from Montreal to Vancouver on the Pacific Coast in British Columbia, 2,905 miles. There are branches and auxiliary lines owned of 1,186 miles, and 2,085 miles of leased lines; 56 miles used jointly; 777 miles operated independently for account of owners, including the Calgary & Edmonton RR., making the whole system on January 1, 1893, 7,009 miles, of which 6,015 included in traffic returns and 217 miles under construction.

Also controls the Minneap. St. P. & Sault Ste. Marie (1,278 miles) completed Sept., 1893, affording a direct route from the West to St. Paul and Minneapolis; also controls Duluth South Shore & Atlantic, 584 miles, and in February, 1893, acquired Duluth & Winnipeg—which see.

HISTORY, ETC.—Incorporated Feb. 18, 1881, under charter from Dominion of Canada, receiving $25,000,000 in cash as a subsidy, also 25,000,000 acres of land, all to be fit for settlement. The Ontario & Quebec, Montreal to Toronto Junction, 334 miles, was leased in 1883 for 999 years, and its stock and bonds guaranteed. In July, 1890, leased the New Brunswick Ry. for 990 years.—(See V. 51, p. 113.)

STOCK.—In Nov., 1883, the Dominion Government gave a guarantee of 3 per cent dividends per annum till August, 1893. Preferred stock for $8,000,000, to bear 4 per cent interest and be non-cumulative, was authorized by stockholders May 10, 1893. See V. 56, p. 336, 578, 792.

DIVIDENDS paid—In 1883, 2½ per cent; in 1884, 5; in 1885, 4; from 1886 to 1889 inclusive, 3 p. c. yearly; in 1890, 5; in 1891, 5; in 1892, 5; in 1893, February, 2½ per cent; August, 2½ per cent.

BONDS, DEBENTURE STOCK, GUARANTEED BONDS, ETC.—In May, 1888, the company relinquished its exclusive right to operate in Manitoba lines to the International Boundary, receiving the Dominion Government guarantee of interest on $15,000,000 of *land grant* bonds. These bonds are a lien on 15,444,200 acres of land subject only to $3,426,000 land grant bonds of 1881, which are redeemable at 110.

The first issue of *consolidated debenture stock* was made in October, 1889 (see CHRONICLE, V. 49, p. 116).

In June, 1890, company agreed to *guarantee* the principal and interest of $20,000,000 4 per cents, to be issued by the Duluth South Shore & Atlantic; also 4 per cent interest on bonds of the Minneapolis St. Paul & Sault Ste. Marie. (See V. 50, p. 874; V. 51, p. 239; V. 52, p. 608.) Of the Dul. S. S. & At. bonds it owned $9,734,000 Jan. 1, 1893.

To the *Atlantic & Northwest* Railroad, crossing the State of Maine, the Dominion Government grants a subsidy of $186,000 per year till 1906 and Canadian Pacific guarantees the balance of interest money.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Canadian Pacific—(Concluded.)—								
Ontario & Quebec stock guaranteed in perpetuity	334	....	$100	$2,000,000	6 per an.	J. & D.	Montreal and London.	June, 1893
Ont. & Que. deben., interest guar. in perpetuity..	....	....	....	£4,007,381	5	J. & D.	London, Morton, Rose.	Irredeemable.
Toronto Grey & Bruce, 1st M., gold, int. as rental.	190	1883	£100	£719,000	4 g.	J. & J.	Toronto and London.	July 26, 2882
New Brunswick Ry. 1st M., gold, int. from rental. c*	174	1884	£100	£600,000	5 g.	F. & A.	London.	Aug. 1, 1934
Perpetual consol. debent. stock, int. guar.....	....	....	....	£759,310	4	J. & J.	do do	Irredeemable.
Cape Fear & Yadkin Valley—Stock for $3,000,000.	338	....	$100	1,960,400	....	.....	.....	.....
1st Mortgage series A, gold.....c*&r	150	1886	1,000	1,500,000	6 g.	J. & D.	N.Y., Farm. L. & Tr. Co.	June 1, 1916
1st M., Ser. "B," gold (2d on 233 m.).....c*&r	73	1886	1,000	734,000	6 g.	J. & D.	do do	June 1, 1916
1st " , series C, gold (2d mort. on 225 miles.).c*&r	82	1886	1,000	820,000	6 g.	J. & D.	do do	June 1, 1916
Consolidated mortgage $15,000 per mile, gold. c*&r	329	1889	1,000	1,868,700	6 g.	A. & O.	.....	Oct. 1, 1919
S. Car. Pac. (leased) 1st M. State line to Bennettsv.	10½	1884	100 &c.	104,600	6	A. & O.	N. Y., 4th N. Bank, &c.	Oct. 1, 1914
Carolina Central—Stock.....	276	....	....	1,200,000	....	.....	.....	.....
1st mortgage, gold, (Wilm. to Shelby, 240 m.)..c*	240	1881	1,000	2,000,000	6 g.	J. & J.	Balt., F'mers'&Plant. Bk	July 1, 1920
2d and 3d mortgages, gold, income, non-cumul..r	240	1881	1,000	2,700,000	6 g.	J. & J.	.....	1910 & 1915
Carolina Cumb. Gap & Chic.—1st M., gold.....c*&r	25	1882	1,000	375,000	6 g.	M. & N.	New York City.	Nov. 1, 1912
Carson & Colorado—1st M. for $3,500,000, g., s.f. c*&r	300	1892	1,000	2,000,000	4 g.	J. & J.	.....	1941
Carthage & Adir.—1st M. $1,600,000 g..gu.p.&i.c*&r	43	1892	1,000	1,100,000	4 g.	J. & D.	New York City.	Dec. 1, 1981
Catawissa—Pref. stocks, 7 per cent. guar. P. & R....	98	....	50	3,200,000	7 per an.	M. & N.	Philadelphia Co.'s office	May 19, 1893
Mortgage bonds.....c	93	1870	500 &c.	1,300,000	7	F. & A.	Phila., Phila. & Read. Co.	Aug. 1, 1900
1st mort., assumed by Philadelphia & Read.....r	....	1882	500	230,500	6	F. & A.	do do	Aug. 1, 1902
Cayuga & Susq.—Stock, 9 p. c. rental D. L. & W....	34	....	30	589,110	9 per an.	J. & J.	New York, 52 Wall St.	July 1, 1893
Cedar Falls & Minn.—Bonds on 2d div. sink. fund. c*	61	1866	500 &c.	1,377,000	7	J. & J.	Last paid July, 1887.	Jan. 2, 1907
Cent. Br. U. P.—1st M. Atch. & P. P. RR., gold.....c	100	1865	1,000	1,600,000	6 g.	M. & N.	N.Y., Un. Tr. Co. & Bost.	May 1, 1895
Fund int. (mort.) bds. (coup. held in trust) gold. c	100	1879	1,000	630,000	7 g.	M. & N.	do do	May 1, 1895
2d mortgage (Government subsidy).....	100	'66-7-8	1,000	1,600,000	6	.....	U.S. Treas., at maturity.	1896, '97, '98
Central Massachusetts—1st mortgage.....c*	99	1886	1,000	2,000,000	5	A. & O.	Boston Office & Int. Tr.	Oct. 1, 1906
Central N.Y. & Western—1st mort. for $1,000,000. c*	....	1892	1,000	350,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1943
Central Ohio—Stock ($411,550 of this is preferred).	....	....	50	2,860,048	6 per an.	J. & J.	Balt., at B. & O. office.	July 31, 1893
Con. 1st M. (for $2,850,000) now 1st lien, gold..c	137	1886	1,000	2,500,000	4½ g	M. & S.	N. Y., Union Trust Co.	Sept. 1, 1930
Central Pacific—Stock for $68,000,000.....	....	....	100	67,275,500	2 per an.	F. & A.	N.Y., S.Pac.Co., 23 Br'd.	Sept. 15, 1893
1st M., ser. A to I, incl., gold (2 sink. f'ds) not dr'n	737	1865-8	1,000	25,883,000	6 g.	J. & J.	do do	1895, '96, '7 &'8
1st M. S. Joaquin Val. Br., g. (s. f.) not drawn.....	146	1870	1.000	6,080,000	6 g.	A. & O.	do do	Oct. 1, 1900

St. Lawrence & Ottawa bonds are endorsed with the Canadian Pacific's acceptance of a 999 years' lease at a rental sufficient to pay 4 per cent interest on bonds, and the bondholders' agreement to accept interest at 4 per cent (instead of 6 per cent as formerly), and to refrain from demanding payment of principal during continuance of lease.

The *New Brunswick Railway* consolidated debenture stock has interest guaranteed by C. P.; interest on the first mortgage bonds, though not guaranteed, is paid out of rental under 990 year lease.

LANDS.—Lands unsold Dec. 31, 1892, were 15,864,231 acres of Canadian Pacific grant and 1,108,065 acres of Manitoba Southwestern grant. Total sales in 1892, from both grants, were 392,467 acres for $1,355,618; net from town sites, $344,552. See V. 56, p. 838.

GENERAL FINANCES.—In addition to 3 per cent dividend guaranteed by Government till August, 1893, 2 p. ct. yearly has been paid out of earnings. In 1893 it was decided to place $4,000,000 on special deposit with the company's bankers to meet any possible deficiency at any time in maintaining dividends at 5 per cent on the ordinary stock. See V. 56, p. 810. In 1892 issued $15,182,516 consol. debenture stock.

EARNINGS.—Jan. 1 to July 31 in 1893 (7 months), gross $11,323,265 against $11,618,583 in 1892; net, $3,760,207, against $4,004,426.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at Montreal on the second Wednesday in May. The report for 1892 in full was in the CHRONICLE, V. 56, p. 810, 833, 837.

Year ending Dec. 31.	1890.	1891.	1892.
Miles operated December 31..	5,568	5,678	5,958
Passenger earnings.....	$4,774,714	$5,459,789	$5,556,316
Freight	10,106,644	12,665,540	13,330,540
Mail, expr'ss and miscellaneous	1,671,171	2,115,767	2,522,496
Total earnings.....	$16,552,529	$20,241,096	$21,409,352
Operating expenses.....	10,252,828	12,231,436	12,989,004
Net earnings.....	$6,299,700	$8,009,660	$8,420,348
Per ct. of oper. exp. to earn'gs.	61·94	60·43	60·67
Fixed charges.....	$4,246,617	$4,664,493	$5,102,018
Supplementary dividends.....	1,300,000	1,300,000	1,300,000
Balance, surplus.....	$753,083	$2,045,166	$2,018,330

To surplus for 1892 as above add interest on loans and deposits ($203,603); and surplus of previous years ($4,701,599), making total surplus December 31, 1892, $6,923,532.

—(V. 55, p. 100, 297; V. 56, p. 205, 245, 331, 414; V. 56, p. 578, 621, 710, 792, 810, 833, 837, 972; V. 57, p. 255, 375.)

Cape Fear & Yadkin Valley.—In operation from Wilmington, N. C., to Mount Airy, 248 miles; Fayetteville, N. C., to Bennettsville, S. C., 57 miles; Factory branch, 19 miles; Madison and Granite branches, 14 miles; total, 338 miles, of which 10 miles leased.

STOCK authorized, $3,000,000; outstanding, as in table above, of which July 1, 1892, North Star Improvement Co. held $1,608,000.

BONDS.—First mortgage (trustee Farmers' Loan & Trust Co.) is in three series, each a first lien on one division of the road and a second lien on the other divisions. North State Improvement Co., virtually the owners of the road, hold the $1,868,000 consols outstanding, and have agreed not to draw interest upon them unless fully earned. In March, 1893, directors were authorized to build extensions, to consolidate with any other road, and, if deemed advisable, to execute a consolidated mortgage.

LATEST EARNINGS.—From Jan. 1 to March 31, 1893 (3 months), gross $149,062, against $133,469 in 1892; net $59,132, agst. $50,414 in 1892.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 in V. 55, p. 1034, showing gross earnings $550,552; net, $196,591; obligatory interest charge, $183,240. In 1890-91, gross, $589,829; net, $239,458. (V. 53, p. 752; V. 55, p. 1034.

Carolina Central.—Owns from Wilmington, N. C., to Rutherfordton, N. C., 267 miles, of which 2½ miles (the Wil. R. Bridge) owned jointly. Sold in foreclosure May 31, 1880. Controlled by Seaboard & Roanoke and Raleigh & Gaston. In year ending June 30, 1892, gross earnings were $505,633; net, $115,206; interest, rentals, &c., $163,218; balance, deficit, $48,012, against surplus in 1890-91 of $25,429. There are also $210,000 Wilmington Railway Bridge bonds, guaranteed by Carolina Central, Wil. Col. & Aug. and Wil. & Weldon roads. Net current liabilities June 1, 1893, $258,707

Carson & Colorado.—(3-foot guage.)—From Mound House, Nev., to Candelaria, Nev., 158 miles; Junction, Nev., to Keeler, Cal., 142 miles; total, 300 miles. Stock, $6,300,000 authorized; $4,380,000 issued. Reorganized in 1892.

Carthage & Adirondack.—Owns from Carthage to Benson Mines, New York, 43 miles; branches, 5½ miles. The entire stock, $500,000, is owned by N. Y. Central, which in April, 1893, leased the property in perpetuity and guaranteed its $1,600,000 of new 4 per cents, of which $500,000 were reserved for improvements or extensions, if desirable. In year ending June 30, 1892, gross earnings were $122,224; net, $42,578. (V. 55, p. 502; V. 56, p. 502; V. 57, p. 218.)

Catawissa.—Owns from Tamanend, Pa., to Williamsport, Pa., 93 miles; branch, Summit Station to Silver Brook, 4 miles; total operated, 98 miles. Leased from November 1, 1872, for 999 years to Philadelphia & Reading. Rental, 30 per cent of gross earnings and $8,000 a year for company expenses. Funded debt was assumed by lessees. There are also chattel mortgage 5s due 1900 $24,500; 7 per cent construction bonds due June 1, 1917, $62,000, and other bonds, $185,000. Seven per cent is guaranteed on preferred stocks, of which $2,200,000 is first pref. Common stock, $1,159,500, par $50. In 1891-92 rental $338,830.

Cayuga & Susquehanna.—Owns from Susquehanna River to Ithaca, N. Y., 34 miles. Charter expires in 1899. Leased till then to Delaware Lackawanna & Western at a rental of $54,600 a year.

Cedar Falls & Minnesota.—Owns from junction near Cedar Falls, Iowa, to Minnesota State Line, 76 miles. Leased to Dubuque & Sioux City for 40 years from January 1, 1867, at minimum rental of $113,370 per annum. In 1887 a suit was brought to annul the lease of this road, but in October, 1890, the United States Circuit Court decided lease was valid. See V. 51, p. 493. Case has been appealed to the United States Supreme Court. Interest was defaulted January, 1888, and rental is paid into court pending litigation. The Dubuque & Sioux City is controlled by the Illinois Central. Stock, $1,586,500, par $100.

EARNINGS.—In year ending June 30, 1892, gross earnings were $117,311; deficit, after payment of taxes, $16,991; rental, $113,370; loss to lessee, $130,362. J. Kennedy Tod, President.

Central Branch Union Pacific.—Owns from Atchison, Kan., to Waterville, Kan., 100 miles; leases Atchison Colorado & Pacific, 254 miles; Atchison Jewell County & Western, 34 miles; total operated, 388 miles. United States subsidy was $1,600,000. Controlled by Union Pacific, but leased to Missouri Pacific for 25 years from Sept., 1885; rental, net earnings. STOCK is $1,000,000 (par, $100), of which the Union Pacific owns $874,200. Accounts payable, $1,125,132; interest on Government loan accrued and unpaid Jan. 1, 1893, $1,904,307.

DIVIDENDS.—In 1885, 5 per cent; in 1886, 10; in 1887, 10.

EARNINGS.—Jan. 1 to July 31, 1893 (7 months), gross earnings $589,610, against $696,216 in 1892; net, $101,103, against $235,527. In year 1892 gross, $1,319,890, against $894,160 in 1891: net, $494,080 agst. $246,073; deficit under charges $16,664, agst. $243,189 in 1891.

Central Massachusetts.—Owns North Cambridge to Northampton, Mass., 99 miles. The stock is $7,419,202 (par $100), of which $3,949,102 is preferred and controls the company until 8 per cent dividends shall have been earned thereon in any one year. Leased to Boston & Lowell for 99 years from October 1, 1886, at a rental of 20 per cent of gross earnings up to $1,000,000, but with a guarantee of sufficient rental to pay interest. New issue of bonds proposed.

Central Ohio.—Owns from Bellaire, Ohio, to Columbus, Ohio, 137 miles, of which Newark to Columbus (33 miles) is owned jointly with Pittsburg Cin. Chicago & St. Louis; operates branch, 7 miles. LEASED to Baltimore & Ohio till 1926, with option of renewal; rental, 35 per cent of gross earnings, with minimum guaranteed of $166,000; rental in 1892 being $474,092, against $475,642 in 1891.

DIVIDENDS on common stock since 1880 have been: In 1881, 6½; from 1882 to July 31, 1893, both inclusive, 6 per cent yearly.

EARNINGS.—In 1891-92 gross, $1,419,931; net, $285,999, against $187,542 in 1890-91; all charges in 1890-91, $509,072; loss, $321,530.

Central Pacific.—*(See Map of Southern Pacific.)*—LINE OF ROAD.—Main Line—San Francisco, Cal., to Ogden, Utah (including 11 miles leased), 883 miles; Lathrop to Goshen, 146 miles; Roseville Junction to Oregon State Line, 296 miles; other lines, 35 miles; total, 1,360 miles.

ORGANIZATION.—A consolidation (August 22, 1870) of the Central Pacific (organized October 8, 1864), etc.

LEASE.—In March, 1885, the lines were leased to the Southern Pacific *Company*. The Central Pacific receives all its net surplus income above annual charges of every sort and betterments, and this net surplus income is guaranteed to be not less than $1,360,000 yearly, this sum being applicable to the payment of dividends.

SUBSIDY.—Interest is not payable on subsidy loan till the bonds mature, but the "Thurman" act provides for payments yearly to the sinking fund. See V. 50, p. 276. January 1, 1893, principal due Government on C. P. loan was $25,885,120; interest, $30,089,320; on Western Pacific loan, principal, $1,970,560; interest, $2,722,984. Par value of securities in U. S. sinking fund Jan. 1, 1893, was $4,666,500. There are considerable claims against the U. S. Government for transportation on non aided lines.

DIVIDENDS—In 1877, 8 per cent; 1880, 6; 1881, 6; 1882, 6; 1883, 6; 1884, 3; from Feb., 1888, to Sept., 1893, inclusive, 2 p. ct. yearly.

BONDS.—Several of the loans have sinking funds but none of the bonds are subject to call before maturity. The total holdings of the sinking funds on Jan. 1, 1893, exclusive of the land grant fund—which see below—were $8,031,468, including $2,035,000 So. Pac. of N. M. 1st 6s; two notes of the So. Pac. Improvement Co. secured by collateral and aggregating $3,541,481; also other securities and $1,201,154 in cash. The 5 per cent mortgage bonds of 1889 are guaranteed principal and interest by the Southern Pacific Company; the mortgage is for $16,000,000, the Metropolitan Trust Co. of New York being trustee. (V. 49, p. 340); of the amount authorized $2,250,000 are reserved to retire at maturity any land grant bonds not redeemed from land sales, and $2,750,000 can be applied only to the improvement or purchase of property on which the mortgage shall have a first lien. The land grant 5s of 1900 are stamped with the Southern Pacific guaranty of principal and interest.


MAP OF THE
RAILROAD SYSTEM
OF THE
CENTRAL RAILROAD
AND
BANKING CO
OF GEORGIA
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
SOUTH CAROLINA
FLORIDA
ATLANTIC OCEAN
GULF OF MEXICO
MEMPHIS
CHATTANOOGA
SPARTANBURG
GREENVILLE
CHARLOTTE
ATLANTA
AUGUSTA
COLUMBUS
MACON
MONTGOMERY
SELMA
BIRMINGHAM
MOBILE
NEW ORLEANS
SAVANNAH
CHARLESTON
PORT ROYAL
MILLEN
ALBANY
BRUNSWICK
JACKSONVILLE
TALLAHASSEE
PENSACOLA
Tennessee R.
Chattahoochee R.
Appalachicola R.
Ocmulgee R.
Altamaha R.
Savannah R.
Santee R.
St. Johns R.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payably, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Central Pacific—(Concluded).—								
U. S. Loan (2d lien on certain terms) gold	737	....	....	$25,885,000	6 g.	J. & J.	United States Treasury.	1895 to 1898
Western Pacific, old issue, gold	147	1865	$1,000	111,000	6 g.	J. & D.	N.Y., S.Pac.Co., 23 Br'd.	Dec. 1, 1895
Western Pacific 1st mortgage, series A & B., gold.	147	1869	1,000	2,624,000	6 g.	J. & J.	do do	July 1, 1899
Western Pacific, Government lien, gold	123	1865-9	....	1,970,000	6 g.	Various	United States Treasury.	1895 & 1899
Cal. & O. 1st M., ser. A, g. (exte'd) } s. f. yearly,	296	1868	1,000	5,982,000	5 g.	J. & J.	N.Y., S.Pac.Co., 23 Br'd.	Jan. 1, 1918
Do do ser. B, g. (exte'd) } not drawn..	296	1872	1,000	4,358,000	5 g.	J. & J.	N.Y., S.Pac.Co. & London	Jan. 1, 1918
Land grant 1st M., gold, guar., extended in 1890.	....	1870	1,000	2,840,000	5 g.	A. & O.	do do	Oct. 1, 1900
Mort. gold 6s, 1936, ld. gr. s. f., not drawn	....	1886	1,000	56,000	6 g.	A. & O.	do do	Oct. 1, 1936
Mort. gold, 5s, 1939, ld. gr., guar., s. f., not dr'n.c	1,360	1889	1,000	11,000,000	5 g.	A. & O.	N. Y. & San Francisco.	Apr. 1, 1939
Notes due land grant fund ($500,000 due yearly.)	....	....	....	1,500,000	4	.....	New York.	Oct. 1, '93 to '95
Central RR. & Banking Co. of Georgia—Stock	....	....	100	7,500,000	See text.	.....	Jan., '92, div. last paid.	Jan., 1892
General mortgage "tripartite" bonds	620	1872	1,000	4,999,000	7	J. & J.	Jan., '92, coup. last paid.	Jan. 1, 1893
Consol. mort. for $13,000,000, gold, red. at 110.c*	311	1890	1,000	As collateral	5 g.	A. & O.	.....	Apr. 1, 1937
Collateral trust bonds, gold, redeemable at 110.c*	....	1887	1,000	4,880,000	5 g.	M. & N.	N. Y., Security & Tr. Co.	May 1, 1937
Certs. of debt, payable at option	....	1881	100	4,600,000	6	J. & J.	Jan., '92, coup, last paid.	After July, '91
Equip. notes on Oct. 1, 1892, incl. int. to maturity	....	....	....	872,439	....	.....	.....	1893 to 1897
Ocean SS. Co. 1st mortgage, gold, guaranteed...c	....	1890	1,000	1,000,000	5 g.	J. & J.	N.Y., Security & Tr. Co.	July 1, 1920
Hoboken Wharf notes, including int. to maturity	....	....	....	241,320	....	.....	.....	1893 to 1898
Savannah & Atlantic 1st mortgage, assumed...c*	18	1890	500 &c.	250,000	5	M. & S.	Mar., '92, coup. last paid.	Mch. 1, 1920
Cent. RR. of N. Jersey—Stock ($30,000,000 author.)	....	....	100	22,488,000	7 per an.	Q.—F.	{ N. Y., Office, corner } { West & Liberty Sts. }	Aug. 1, 1893
Bonds, secured by consolidated mortgage of 1874	....	1872	1,000	1,167,000	7	M. & N.		Nov. 1, 1902
Consolidated mortgage (now first mortgage)...c*	....	1874	1,000	3,836,000	7	Q.—J.	do do	July 1, 1899
Convert. debentures, convert. into stock till 1907	....	1883	1,000	474,000	6	M. & N.	do do	May 1, 1908
Long Branch & Sea Shore, 1st mortgage.....c*	6	1869	1,000	197,000	7	J. & D.	do do	Dec. 1, 1899
N. J. Southern 1st M. (assumed by Cent. N. J.) .c*	78	1879	600	411,000	6	J. & J.	do do	July 15, 1899
Cent. RR. of N.J., Gen. mort. for $50,000,000, g., c&r	All.	1887	500 &c.	37,460,000	5 g.	See text.	do do	July 1, 1987
Real estate bond and mortgages	....	....	....	218,522	5	J. & D.	do do	Various dates
Lehigh Coal & Nav., mortgage, gold, assumed	....	1867	500 &c.	2,310,000	6 g.	Various	Phila., Leh. C. & Nav. Co.	Dec. 15, 1897
Guaranteed Bonds—								
Am. Dock & Imp. Co. 1st M., gu., redeem. at 110...c*	....	1881	1,000	4,987,000	5	J. & J.	N. Y., Cent. RR. of N. J.	July 1, 1921
N. Y. & L'g Br'h 1st M., red. in 1899 at 110, gold...c*	38	1882	1,000	1,500,000	5 g.	J. & D.	do do	Dec. 1, 1931
General mortgage, for $2,500,000, gold.....c*	38	1891	1,000	142,000	5 g.	M. & S.	do do	Sept. 1, 1941
Central of South Carolina—1st mortgage, gold....c	40	1881	1,000	300,000	6 g.	J. & J.	N. Y., Cuyler, Morgan.	July 1, 1921

LAND GRANT.—The total land granted the Central Pacific and the California & Oregon companies was about 12,000,000 acres, of which about 2,828,000 acres had been sold to December 31, 1892. Sales in 1892, 16,715 acres for $50,963; bonds redeemed at par, $642,000. Land contracts on hand January 1, 1893, $1,072,631; cash, $541,049; notes of Cent. Pac. RR., $1,500,000.

EARNINGS.—Jan. 1 to July 31, 1893 (7 months), gross $8,001,349, against $8,164,579 in 1892; net, $2,991,874, against $3,230,557.

ANNUAL REPORT.—Report for 1892 was in V. 56, p. 922, 929, showing gross $14,612,990; net, $5,707,579; net profit for year under lease, $861'873; deficit to make guaranteed rental paid by So. Pac. $498,127; total to lessor under the lease, $1,360,000; other income, $22,047; dividends paid (2 per cent), $1,345,510; surplus, $36,537. Total surplus income to January 1, 1893, $3,887,108. In 1891 gross, $16,629,404; net, $7,417,354. (V. 54, p. 884, 964; V. 56, p. 922, 929.)

Central Railroad & Banking Co. of Georgia.—*(See Map.)*—The system, clearly shown on the accompanying map, is as follows:

Lines owned—	*Miles.*	*Earns. kept separately*—	*Miles.*
Sav'h to Atlanta and branch.	311	Western of Alabama	138
Savannah & Atlantic RR.	18	Georgia RR.	314
Lines leased, etc.—		Port Royal & Augusta	112
Augusta & Savannah	53	Atlanta & West Point	87
Eatontown Branch RR.	22	Port Royal & Western Carol.	227
Southwestern & Branches	333	Wrightsville & Tennille	35
Mobile & Girard and extension (till 1985)	122	Upson County RR.	16
Savannah & Western	622	Gainesville Jeff. & Southern.	65
Montgomery & Eufaula	80	Grand total	2,660
Macon & Northern	105	See statements for each co.	
Total included in earnings	1,666	Ocean SS. Co., est. equiv. of	300

HISTORY, RECEIVERSHIP, &c.—This road was was opened in 1843-46. In 1886 the Richmond & West Point Terminal Company became the holder of a majority of the stock and thereby exercised control until April, 1892, when the U. S. Circuit Court at Macon decided that the Terminal Company as a competing interest had no right to vote the stock which it holds, and appointed receivers. The permanent receiver is H. M. Comer. In July, 1893, the injunction to restrain the Terminal from voting its Central of Georgia stock was dissolved. V. 57, p. 59. Foreclosure sale under the tripartite mortgage has been ordered for Jan. 31, 1894, but reorganization may preclude necessity for foreclosure. See V. 57, p. 21. The plan of Jan. 10, 1893 (CHRONICLE Jan. 21,'93), failed of adoption. See statement V. 57, p. 144.

In June, 1893, the Court ordered that unless the stockholders of the Augusta & Savannah, Mobile & Girard and Milledgeville & Eastern were willing to accept as rental all the net earnings of their properties not in excess of the guaranteed rentals that their roads should be surrendered to them. V. 57, p. 21.

COUPONS IN DEFAULT.—For the last coupon paid on the several loans see the table above and the statement for each of the leased lines respectively. Interest due May 1, 1893, on the collateral trust bonds, and July 1, 1893, on the Ocean SS. bonds was paid when due.

GUARANTIES, ETC.—The following were guaranteed: Chatt. Rome & Col. first mortgage 5s, $2,240,000; Columbus & Rome and Columbus & Western 1st 6s, $1,000,000; Macon & Northern 1st 4½s, $2,200,000 (jointly with Richmond & Danville); Mobile & Girard 1st mortgage, $1,000,000; Montgomery & Eufaula 1st 6s, $1,500,000; Port Royal & Augusta 2d mortgage 6s, $112,000; Savannah & Western 1st consol. 5s, $7,755,000; Western of Alabama 1st 4½s, $1,543,000 (jointly with Georgia Railroad & Banking Company). See also statement for each of above. There are also rentals under leases, making aggregate charges in September, 1892, about $2,500,000 per annum, exclusive of interest on floating debt and car trusts.

FLOATING DEBT.—The items which should be funded were reported by the receiver in November, 1892, as follows (see statement V. 55, p. 805): Tripartite bonds, due Jan. 1, 1893, $4,999,000; floating debt, $5,232,025; past-due coupons, $427,340; past-due interest on certificates of indebtedness, $138,000; equipment notes, in which is included interest to maturity, $872,439; wharf notes, in which is included interest to maturity, $287,935; additions and improvements recommended by General Superintendent, $4,575,000; total, $16,531,739. As security were pledged Cent. of Ga. consols for about $8,000,000, Sav. & West. consols for $1,628,000, etc.

STOCK.—Of the stock $4,220,000 is held by the Richmond & West Point Terminal, $220,000 in its own name and $4,000,000 in the name of the Georgia *Company*, the entire capital stock of the latter being held by the Terminal. A suit to cancel the agreement by which the Terminal came into possession of this $4,000,000 stock at a price, it is claimed, far exceeding its value was brought by the Receiver of the Terminal in November, 1892. See V. 55, p. 422, 938.

DIVIDENDS.—In 1882, 8 per cent; in 1883, 7½; in 1884, 5½; in 1885, 6; in 1886, 6; from 1887 to December, 1890, at rate of 8 per cent per annum; in June, 1891, 3½; in 1892, January, 3½; none since.

GENERAL FINANCES.—This road was long one of the most prosperous in the South. After passing into the Richmond Terminal system it ran up a considerable floating debt for new construction on the Savannah & Western, &c., and in 1892 receivers were appointed.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 in V. 55, p. 805, gave operations of the property under the receivership from March 4 to September 30, 1892, as follows.

March 4 to Sept. 30, 1892.	*Earnings.*	*Expenses.*
Central Railroad	$1,260,735	$830,735
Augusta & Savannah	120,040	81,805
Southwestern, Georgia	470,533	484,928
Montgomery & Eufaula	138,968	137,579
Mobile & Girard	97,521	100,365
Savannah & Western	651,454	680,366
Savannah & Atlantic	22,415	24,387
Macon & Northern	7,641	7,525
Steamships	1,190,285	1,039,991
Bank	8,979	8,254
Total	$3,968,576	$3,395,937
Net earnings, Central system		$572,638
Loss on three auxiliary roads (355 miles)		$116,065

The following shows earnings for a series of years:

Year ending June 30.	1887-88.	1888-89.	1889-90.	1890-91.
Mileage	1,477	1,667	1,743	1,898
Gross earnings	$5,606,825	$5,844,465	$6,847,997	$7,065,823
Net, incl. invest. & SS. earn.	2,869,417	2,553,638	2,400,536	2,263,687
Fixed charges	1,601,134	1,668,729	1,896,193	2,084,471

Estimated fixed charges for year 1892-93, $2,721,097.

—(V. 55, p. 21, 22, 58, 145, 503, 543, 805, 937, 977, 1110; V. 56, p. 42, 82, 126, 205, 207, 537, 578, 923, 972; V. 57, p. 21, 59, 105, 144, 375, 468.)

Central RR. of New Jersey.—*(See Map)*—Operates 664 miles of railroad, of which 182 miles are owned, the remainder being mostly proprietary lines or operated under 999-year leases. There are 249 miles of second and 29 miles of four tracks.

ORGANIZATION, ETC.—Chartered in 1849. From May, 1883, to Jan. 1, 1887, leased to Philadelphia & Reading. Receivers were in possession from January 1, 1887, till January, 1888, when the road went back to its owners. The terms of reorganization, etc., were given in the CHRONICLE V. 44, p. 714, 716. Dividends were resumed August, 1889, and increased to 1¾ quarterly in August, 1891. Concerning the company's coal properties see Lehigh & Wilkesbarre in "Miscellaneous."

In February, 1892, the Philadelphia & Reading began operating the Central of New Jersey, under a 999 years lease, but in August, 1892, the Central was ordered by the court to resume possession of its property, and in Feb., 1893, the lease was abrogated. See references below.

DIVIDENDS.—In 1883, 1½ per cent; in 1884, 4½; in 1889, 3; in 1890, 6; in 1891, 6½; from February, 1892, to August, 1893, both inclusive, 7 per cent, payable quarterly.

BONDS.—Of the general mort. of 1887 (see abstract of mort. V. 45, p. 402) $8,428,100 on Jan. 1, 1893, were reserved for other issues, and $5,111,900 were available for other purposes. Interest on the general mortgage coupon bonds is payable J. & J., on the registered bonds Q.—J.; trustee of is the Central Trust Co. Of the N. Y. & Long Branch general 5s $1,500,000 are reserved to retire the 5s of 1882.

GENERAL FINANCES, &c.—The earning capacity of this company has increased largely since the reorganization in 1888. In June, 1892, $1,500,000 additional general mortgage 5 per cent bonds were issued to construct and equip the Navesink Railroad, making the total amount listed $36,460,000, and in January, 1893, $1,000,000 more were sold for purchase of Tom's River & Waretown RR. for betterments, etc. Loans and bills payable were $550,000 in March, 1893.

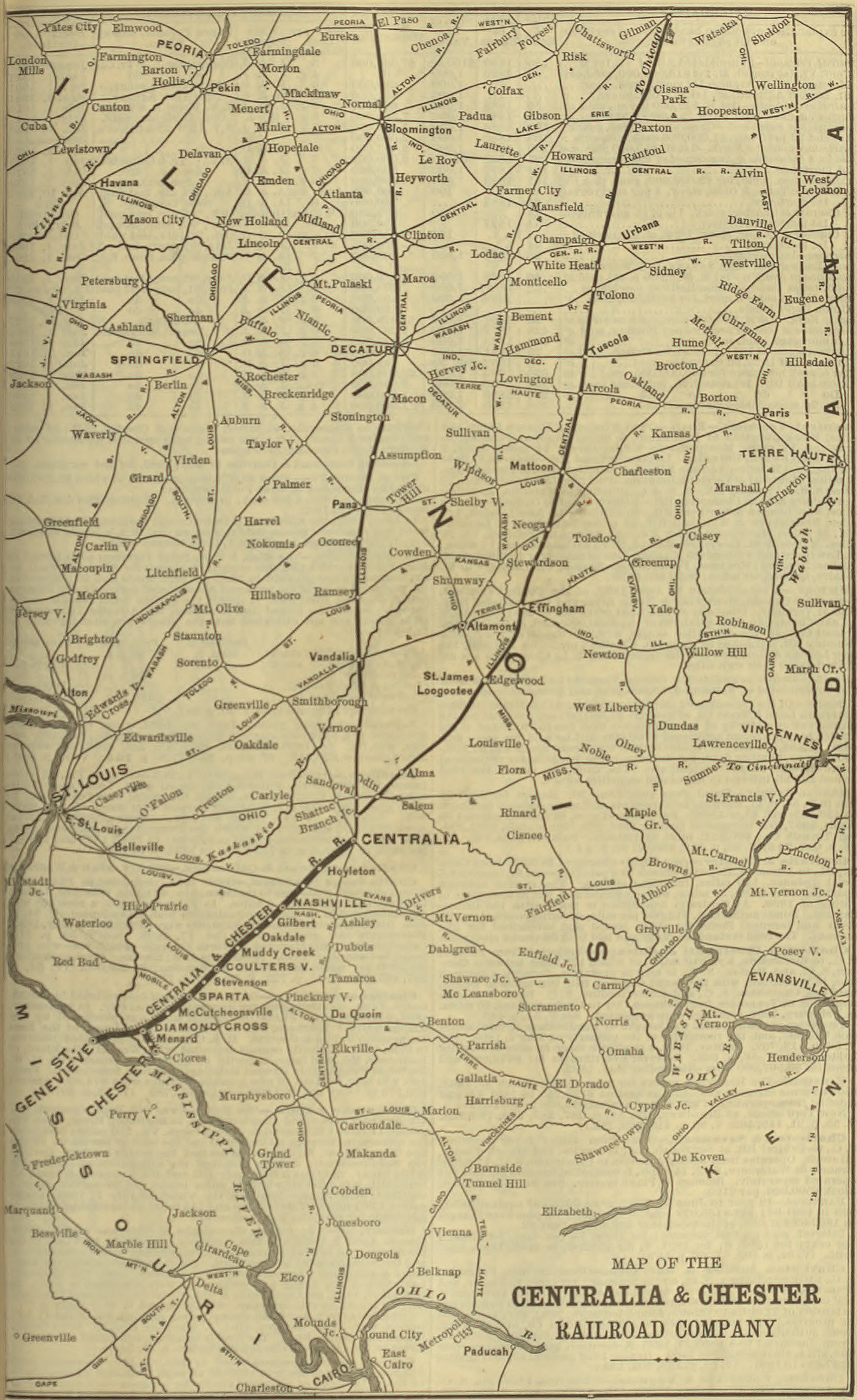
LATEST EARNINGS.—Jan. 1 to July 31, 1893 (7 months), gross, $8,418,336, agst. $7,981,829 in 1892; net, $3,253,219, agst. $3,309,040.

ANNUAL REPORT—Fiscal year ends Dec. 31. Annual meeting is held on Friday next preceding second Monday in May. The report for 1892, in full, was in V. 56, p. 330, 333. (See also editorial, V. 56, p. 313.)

Year ending Dec. 31.	1890.	1891.	1892.
Passenger and freight	$6,691,568	$6,906,211	$7,310,422
Anthracite coal	6,703,813	7,004,145	6,556,993
Mail, express, etc.	268,344	291,411	351,133
N. Y. & L. B. Division	462,838	451,920	497,689
Total gross earnings	$14,126,563	$14,653,687	$14,716,237
Operating expenses and taxes.	8,161,276	8,526,168	8,821,009
Net earnings	$5,965,287	$6,127,519	$5,895,228
Income from investments	$837,293	$844,628	$856,774
Premium account	322,753	52,648	127,755
Total net income	$7,125,334	$7,024.795	$6,879,755
Rentals paid	$1,819,815	$1,897,771	$1,839,442
Interest on debt	2,798,148	2,739,579	2,709,928
Dividends	(6) 1,117,092	(6½) 1,455,431	(7) 1,572,725
Balance, surplus	$1,390,279	$932,014	$757,669

—(V. 55, p. 22, 178, 332, 373, 374, 680, 722, 857, 938, 1110; V. 56, p. 82, 247, 313, 330, 333, 538; V. 57, p. 422.)


MAP OF THE
CENTRAL RAILROAD
OF
NEW JERSEY
AND CONNECTIONS.
NEW YORK
PENNSYLVANIA
NEW JERSEY
MARYLAND
DELAWARE
Moravia
Cortland
Freeville
Ithaca
Watkins
Havana
Richford
Candor
Van Etten
Horse Heads
Elmira
Owego
Newark Val.
Chenango Forks
Binghamton
Nineveh
Sidney Plains
New Berlin
N. Norwich
Norwich
Colliers
Oneonta
Davenport
Hobart
Stamford
Delhi
Walton
Deposit
Susquehanna
Great Bend
Sayer
Snedikers
Towanda
Troy
Monroeton
Barclay
Canton
Ralston
Bernice
La Porte
Montrose
Thompson
Hancock
Uniondale
Hop Bottom
Spring V.
Meshoppen
Tunkhannock
Factory V.
Honesdale
Carbondale
Archbald
Hawley
Lackawaxen
Hankins
Cochecton
Monticello
Narrowsburg
Pine Bush
Summit
Crawford Jc.
Middletown
Port Jervis
Goshen
Greycourt
West Pt.
Cornwall
Newburg
Cold Spr.
Fishkill
Dutchess Jc.
Clove Br. Jc.
Poughkeepsie
New Paltz
Fallsburg
Summitville
Phœnicia
Shokan
Kingston
Rondout
Catskill
Hudson
Chatham
Athens
Coeymans
N. Scotland
Cobleskill
Carlyle
Schenevus
Colliers
Roxbury
Moresville
Rhinebeck
Stissing
German T.
Summit
Ulster
Pittston
Wyoming
Kingston
Sugar Notch
Nanticoke
Wanamie
Ashley
Solomon's Gap
Penobscot
Rita
Berger
Pannel
White Haven
Mescopec Jc.
Drifton Jc.
Leslie Run
Rockport
Penn Haven Jc.
Glen Onoko
Mauch Chunk
Lehighton
Weissport
Bowman
Lehigh Gap
Walnut Port
Laubach
Freidens
Siegfried
Stockton
Catasauqua
Wilkesbarre
Scranton
Minooka
Moscow
Tobyhanna
Branch V.
Williamsport
Milton
Danville
Bloomsburg
Hazleton
Summit
Catawissa
Sunbury
Shamokin
Mt. Carmel
Trevorton
Herndon
Pottsville
Schuylkill Haven
Auburn
Port Clinton
Tremont
Millersburg
Pine Grove
Dauphin
Rock V.
Harrisburg
Lebanon
Reading
Sinking Sp.
Middletown
Manheim
Landisville
Lancaster
Waynesburg
Downing T.
Coates V.
Paoli
York
Columbia
Wrights V.
Strasburg
Pomeroy
West Chester
Chadds Ford
Quarryville
Junc.
Hanover
Oxford
Newark
Elkton
Parkton
Port Deposit
Havre de Grace
Belair
Phœnix
Magnolia
Baltimore
Ellicott's C.
Annapolis Jc.
Odenton
Bowie
Annapolis
Bladensburg
Washington
Centerville
Goldsboro
Easton
Harrington
Bridgeville
Seaford
Milford
Lewes
Rehoboth
Georgetown
Cape May
Delaware Bay
Atlantic Ocean
Atlantic City
Ocean City
Seaville
Mt. Pleasant
Belle Plain
Pt. Norris
Maurice River
Millville
Bridgeton
Vineland
Landis V.
Wheatland
Mays Landing
Egg Harbor
Cedar L.
Winslow
Spr. Garden
Atsion
Glassboro
Woodbury
Haddonfield
Medford
Woodmansie
Lebanon
Pemberton
Mt. Holly
Burlington
Camden
Philadelphia
Chester
W. Jc.
Media
Wilmington
New Castle
Delaware City
Salem
Elmer
Landisville
Bombay Hook
Smyrna
Dover
Townsend
Chesapeake City
Kennedyville
Black's
Still Pond
Lynch's
Worton
Chestertown
Bingham's
Delaney's
Massey's Jc.
Lambdon
Trenton
Princeton
Jamesburg
Heightstown
Yardley
Perkiomen
Norristown
Doylestown
Landsdale
Phœnixv.
Pottstown
Birdsboro
Sinking Sp.
Blandon
Mt. Pleasant
Alburtis
Emaus
Allentown
Bethlehem
Hope
Easton
Phillipsburg
Belvidere
Bath
Clyde
Shimers
Parry
Slatington
Oxford
Washington
Pen Argyl
Wind Gap
Bangor
Stroudsburg
Saylorsburg
Water Gap
Columbia
Delaware R.
Hackettstown
Port Murray
Washington
Oxford
Belvidere
Phillipsburg
Bloomsburg
Springtown
Valley
Asbury
High Bridge
Ringoes
Lambertville
Stockton
Raven Rock
Byram
Flemington
3 Bridges
Neshanic
Flag T.
Ringoes
Lambertville
Stockton
Raven Rock
Byram
Flemington
3 Bridges
Neshanic
Flag T.
Somerville
Bound Brook
Dunellen
Plainfield
Netherwood
Fanwood
Scotch Plains
Westfield
Roselle
Elizabeth
Elizabethport
Jersey City
Newark
Orange
Montclair
Denville
Dover
Rockaway
Chester
Hackelbarney
Kenvil
Drakesville
Clarys
Gladstone
Mt. Vernon
Port Oram
Hoboken
Patterson
Paterson
Passaic
Clifton
Garfield
Wallington
Lodi
Carlstadt
Rutherford
East Rutherford
Passaic
Clifton
Garfield
Wallington
Lodi
Carlstadt
Rutherford
East Rutherford
Franklin
Sufferns
Shortsburg
New City
Stony Pt.
Greenwood L.
Turners
Warwick
Peekskill
Yonkers
Fordham
Tremont
Spuyten Duyvil
Harlem
Manhattan
Brooklyn
New York
Long Branch
Seaside Park
Bay Head
Manasquan
Ocean Grove
Asbury Park
Ocean Beach
Sea Girt
Point Pleasant
Farmingdale
Freehold
Lakewood
Ridgeway
Manchester
Whitings
Toms River
Tuckerton
Barnegat
Manahawken
Staffordville
West Cr.
Bamber
Lacey
Forked River
Waretown
Shamong
Harris
Woodmansie
Lebanon
Pemberton
Mt. Holly
Burlington
Camden
Philadelphia
Chester
W. Jc.
Media
Wilmington
New Castle
Delaware City
Salem
Elmer
Landisville
Bombay Hook
Smyrna
Dover
Townsend
Chesapeake City
Kennedyville
Black's
Still Pond
Lynch's
Worton
Chestertown
Bingham's
Delaney's
Massey's Jc.
Lambdon
Trenton
Princeton
Jamesburg
Heightstown
Yardley
Perkiomen
Norristown
Doylestown
Landsdale
Phœnixv.
Pottstown
Birdsboro
Sinking Sp.
Blandon
Mt. Pleasant
Alburtis
Emaus
Allentown
Bethlehem
Hope
Easton
Phillipsburg
Belvidere
Bath
Clyde
Shimers
Parry
Slatington
Oxford
Washington
Pen Argyl
Wind Gap
Bangor
Stroudsburg
Saylorsburg
Water Gap
Columbia
Delaware R.
Hackettstown
Port Murray
Washington
Oxford
Belvidere
Phillipsburg
Bloomsburg
Springtown
Valley
Asbury
High Bridge
Ringoes
Lambertville
Stockton
Raven Rock
Byram
Flemington
3 Bridges
Neshanic
Flag T.
Somerville
Bound Brook
Dunellen
Plainfield
Netherwood
Fanwood
Scotch Plains
Westfield
Roselle
Elizabeth
Elizabethport
Jersey City
Newark
Orange
Montclair
Denville
Dover
Rockaway
Chester
Hackelbarney
Kenvil
Drakesville
Clarys
Gladstone
Mt. Vernon
Port Oram
Hoboken
Patterson
Paterson
Passaic
Clifton
Garfield
Wallington
Lodi
Carlstadt
Rutherford
East Rutherford
Franklin
Sufferns
Shortsburg
New City
Stony Pt.
Greenwood L.
Turners
Warwick
Peekskill
Yonkers
Fordham
Tremont
Spuyten Duyvil
Harlem
Manhattan
Brooklyn
New York
Long Branch
Seaside Park
Bay Head
Manasquan
Ocean Grove
Asbury Park
Ocean Beach
Sea Girt
Point Pleasant
Farmingdale
Freehold
Lakewood
Ridgeway
Manchester
Whitings
Toms River
Tuckerton
Barnegat
Manahawken
Staffordville
West Cr.
Bamber
Lacey
Forked River
Waretown
Shamong
Harris
Woodmansie
Lebanon
Pemberton
Mt. Holly
Burlington
Camden
Philadelphia
Chester
W. Jc.
Media
Wilmington
New Castle
Delaware City
Salem
Elmer
Landisville
Bombay Hook
Smyrna
Dover
Townsend
Chesapeake City
Kennedyville
Black's
Still Pond
Lynch's
Worton
Chestertown
Bingham's
Delaney's
Massey's Jc.
Lambdon
Trenton
Princeton
Jamesburg
Heightstown
Yardley
Perkiomen
Norristown
Doylestown
Landsdale
Phœnixv.
Pottstown
Birdsboro
Sinking Sp.
Blandon
Mt. Pleasant
Alburtis
Emaus
Allentown
Bethlehem
Hope
Easton
Phillipsburg
Belvidere
Bath
Clyde
Shimers
Parry
Slatington
Oxford
Washington
Pen Argyl
Wind Gap
Bangor
Stroudsburg
Saylorsburg
Water Gap
Columbia
Delaware R.
Hackettstown
Port Murray
Washington
Oxford
Belvidere
Phillipsburg
Bloomsburg
Springtown
Valley
Asbury
High Bridge
Ringoes
Lambertville
Stockton
Raven Rock
Byram
Flemington
3 Bridges
Neshanic
Flag T.
Somerville
Bound Brook
Dunellen
Plainfield
Netherwood
Fanwood
Scotch Plains
Westfield
Roselle
Elizabeth
Elizabethport
Jersey City
Newark
Orange
Montclair
Denville
Dover
Rockaway
Chester
Hackelbarney
Kenvil
Drakesville
Clarys
Gladstone
Mt. Vernon
Port Oram
Hoboken
Patterson
Paterson
Passaic
Clifton
Garfield
Wallington
Lodi
Carlstadt
Rutherford
East Rutherford
Franklin
Sufferns
Shortsburg
New City
Stony Pt.
Greenwood L.
Turners
Warwick
Peekskill
Yonkers
Fordham
Tremont
Spuyten Duyvil
Harlem
Manhattan
Brooklyn
New York
Long Branch
Seaside Park
Bay Head
Manasquan
Ocean Grove
Asbury Park
Ocean Beach
Sea Girt
Point Pleasant
Farmingdale
Freehold
Lakewood
Ridgeway
Manchester
Whitings
Toms River
Tuckerton
Barnegat
Manahawken
Staffordville
West Cr.
Bamber
Lacey
Forked River
Waretown
Shamong
Harris


MAP OF THE
CENTRALIA & CHESTER
RAILROAD COMPANY
ILLINOIS
INDIANA
KENTUCKY
MISSOURI
SPRINGFIELD
DECATUR
CENTRALIA
ST. LOUIS
E. St. Louis
Belleville
Edwardsville
Alton
Godfrey
Jerseyville
Carlinville
Litchfield
Hillsboro
Mt. Olive
Staunton
Vandalia
Greenville
Smithboro
Sorento
Nokomis
Virden
Girard
Auburn
Waverly
Jacksonville
Petersburg
Virginia
Ashland
Sherman
Buffalo
Niantic
Rochester
Berlin
Breckenridge
Stonington
Taylor V.
Palmer
Harvel
Pana
Assumption
Macon
Mt. Pulaski
Lincoln
Mason City
New Holland
Havana
Lewistown
Canton
Cuba
Farmington
London Mills
Yates City
Elmwood
Peoria
Farmingdale
Morton
Pekin
Mackinaw
Menert
Minier
Hopedale
Delavan
Tremont
Emden
Atlanta
Midland
Clinton
Maroa
Monticello
Bement
Hammond
Lovington
Hervey Jc.
Sullivan
Windsor
Shelbyville
Mattoon
Neoga
Cowden
Shumway
Effingham
Altamont
Stewardson
Toledo
Greenup
Casey
Marshall
Charleston
Tuscola
Arcola
Champaign
Urbana
Rantoul
Paxton
Gibson
Padua
Colfax
Normal
Bloomington
Le Roy
Heyworth
Farmer City
Mansfield
Howard
Laurette
Risk
Forrest
Fairbury
Chenoa
El Paso
Gilman
Chattsworth
Watseka
Sheldon
Cissna Park
Wellington
Hoopeston
Alvin
West Lebanon
Danville
Tilton
Westville
Sidney
White Heath
Lodac
Champaign
Tolono
Ridge Farm
Eugene
Chrisman
Metcalf
Hume
Brocton
Oakland
Borton
Paris
Hillsdale
Kansas
Terre Haute
Farrington
Wabash R.
Sullivan
Robinson
Willow Hill
Newton
West Liberty
Dundas
Vincennes
Lawrenceville
Olney
Noble
Flora
Louisville
Edgewood
St. James
Loogootee
Alma
Salem
Rinard
Clinee
Maple Gr.
St. Francis V.
Princeton
Mt. Carmel
Browns
Albion
Mt. Vernon Jc.
Grayville
Posey V.
Evansville
Carmi
Shawnee Jc.
Mc Leansboro
Sacramento
Norris
Omaha
Mt. Vernon
Henderson
El Dorado
Cypress Jc.
De Koven
Shawneetown
Elizabeth
Harrisburg
Gallatia
Parrish
Elkville
Benton
Du Quoin
Pinckneyville
Sparta
Coulters V.
Muddy Creek
Oakdale
Gilbert
Ashley
Dubois
Dahlgren
Enfield Jc.
Tamaroa
Nashville
Evans
Drivers
Fairfield
Mt. Vernon
Hoyleton
Shattuc Branch Jc.
Odin
Sandoval
Carlyle
Trenton
O'Fallon
Caseyville
Edwardsville
Oakdale
Vernon
Greenville
Smithborough
Sorento
Hillsboro
Ramsey
Mt. Olive
Staunton
Brighton
Godfrey
Alton
Edwards R. Cross
Missouri R.
Mississippi R.
Ohio R.
Wabash R.
Kaskaskia R.
Big Muddy R.
Cape Girardeau
Jackson
Marble Hill
Bessville
Marquand
Fredericktown
Perry V.
Murphysboro
Grand Tower
Makanda
Carbondale
Marion
Cobden
Jonesboro
Vienna
Dongola
Belknap
Elco
Delta
Greenville
Mounds Jc.
Mound City
East Cairo
Cairo
Paducah
Metropolis City
Charleston
Burnside
Tunnel Hill
Omaha
Gallatia
Harrisburg
Parrish
Elkville
Benton
Du Quoin
Pinckneyville
Sparta
Coulters V.
Muddy Creek
Oakdale
Gilbert
Ashley
Dubois
Dahlgren
Enfield Jc.
Tamaroa
Shawnee Jc.
Mc Leansboro
Sacramento
Norris
Omaha
Mt. Vernon
Henderson
El Dorado
Cypress Jc.
De Koven
Shawneetown
Elizabeth
Harrisburg
Gallatia
Parrish
Elkville
Benton
Du Quoin
Pinckneyville
Sparta
Coulters V.
Muddy Creek
Oakdale
Gilbert
Ashley
Dubois
Dahlgren
Enfield Jc.
Tamaroa
Shawnee Jc.
Mc Leansboro
Sacramento
Norris
Omaha
Mt. Vernon
Henderson
El Dorado
Cypress Jc.
De Koven
Shawneetown
Elizabeth

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Central Vermont—Consolidated RR. of Vt. 1st M...	185	1883	$100&c.	$7,000,000	5	J. & J.	Boston, Am. L. & Tr. Co.	June 30, 1913
Cent. Vt. 1st consol. M. for $15,000,000, gold.c&r	....	1892	1,000	(?)	4 g.	J. & J.	do do	Jan. 1, 1943
Malone & St. Lawrence, 1st mort., gold, guar....	....	....	1,000	240,000	5	M. & S.	New York Agency.	Sept. 1, 1991
St. Law. & Adirondack, 1st M., gold, guar.....c	....	....	1,000	400,000	5	M. & S.	New York Agency.	Mch. 1, 1981
Centralia & Chester—1st M. $12,000 per m., gold.c*	50	1889	1,000	600,000	5 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	July 1, 1919
Char. C. & Chic.—Old 1st M., g., ($25,000 p. m.).c*	....	1887	1,000	7,345,000	5 g.	Q.—J.	Oct., 1890, last paid.	July 1, 1947
Charleston & Savannah—General mortgage, gold.c*	103	1886	1,000	1,500,000	7 g.	J. & J.	N.Y.,12 W.23 & Cha'st'n	Jan. 1, 1936
1st and 2d pref. inc., $1,000,000 each, non-cum..	103	1886	1,000	2,000,000	7	.....	.....	Irredeemable.
Charleston Sumter & North.—1st M., $15,000 p.m., g.c	150	1890	1,000	2,082,000	6 g.	A. & O.	.....	Apr. 2, 1910
Charlotte Columbia & Augusta—1st mort. consolid.	191	1869	500 &c.	2,000,000	7	J. & J.	N.Y., C. Tr. & Columbia.	Jan. 1, 1895
2d mortgage	191	1872	1,000	500,000	7	A. & O.	do do	Oct 1, 1910
Consol. mort., gold, for $3,000,000, guar. p. & i.c	191	1883	1,000	500,000	6 g.	J. & J.	See text.	July 1, 1933
Leas'd Yes Atlantic Tenn. & Ohio, stock, 4 per cent rental	44	....	100	400,000	4 per an.	A. & O.	Apr., '93, div. last paid.	Apr. 10, 1893
Leas'd Yes 1st mortgage	44	1883	....	150,000	6	A. & O.	New York City.	1913
Leas'd Yes Cheraw & Chester, stock, 1½ p. ct. guaranteed	44	....	50	273,350	1½ p. an.	October	Oct., '92, div. last paid.	Oct., 1892
Leas'd Yes 1st mortgage	44	1877	....	150,500	7	J. & J.	July, '92, coup. last pd.	July, 1897
Leas'd Yes Chester & Lenoir, stock, 1½ p. ct. guaranteed..	44	....	100	345,400	1½ p. an.	A. & O.	Oct., '92, div. last paid.	Oct., 1892
Leas'd Yes 1st mortgage	44	....	....	350,000	7	J. & J.	July, '92, coup. last pd.	July 1, 1900
Chartiers—1st mortgage.....c	23	1871	1,000	500,000	7	A. & O.	Philadelphia, Penn. RR.	Oct. 1, 1901
Chatt. Rome & Col.—See Savannah & Western.—								
Chattanooga South'n—1st M. ($15,000 p. m.) gold.c*	86	1889	1,000	1,440,000	6 g.	J. & D.	June, '91, coup. last paid	Dec. 1, 1919
Chattanooga Union—Union Railway mortgages ...	....	'85-'87	1,000	200,000	6	J. & J.	July, '91, coup. last paid	J'y, '05-Jan. '07
Chat. Union consol. mort. for $600,000, gold...c*	....	1888	1,000	400,000	6 g.	J. & J.	do do	July 1, 1918
Union Depot bonds	....	....	....	150,000	6	J. & J.	do do	1920
Ches. & Nash.—1st M., $25,000 p.m., g., s.f., not d'rn.c*	35	1887	1,000	875,000	5 g.	F. & A.	In default.	Aug. 15, 1937
Chesapeake & Ohio—Purch. money funding, gold.c*	428	1878	1,000	2,287,000	6 g.	J. & J.	N.Y., Drexel, Morg. & Co.	July 1, 1898
1st mortgage, gold, series "A".....c*	503	1878	1,000	2,033,729	6 g.	A. & O.	do do	July 1, 1908
1st mortgage, of 1911, Peninsular Extens., gold.c*	75	1881	1,000	2,000,000	6 g.	A. & O.	do do	Jan. 1, 1911
1st mort., of 1922, on extension, gold.....c*	8	1882	500 &c.	142,000	6 g.	J. & D.	do do	June 1, 1922
1st consol. mortgage for $30,000,000, gold ..c*&r	655	1889	1,000	23,398,000	5 g.	M. & N.	do do	May 1, 1939
Rich. & All Div. 1st consol. M., gold, (See text).c*	256	1890	1,000	5,000,000	2-4 g.	J. & J.	do do	Jan. 1, 1989
Do do do gold.....c*	256	1890	1,000	1,000,000	4 g.	J. & J.	do do	Jan. 1, 1989
Do 2d consolidated mortgage, gold.....	256	1890	1,000	1,000,000	4 g.	J. & J.	do do	Jan. 1, 1989

Central Vermont.—Road.—Owns Windsor to Rouse's Point, 158 miles; Essex Junction to Burlington, 8 miles; Swanton Junction to Province, 11 miles; Montpelier to Williamstown, 14 miles; other, 2 miles; total owned, 193 miles. Leases Rutland RR.—Bellows Falls to Burlington, 120 miles; Addison RR.—Leicester Junction to Ticonderoga, 15 miles; Montreal & Vermont Junction—Province Line to St. Johns, 23 miles; S. S. & Chambly RR.—S. S. & C. Junction to Waterloo, 43 miles; Ogdensburg & Lake Champlain RR.—Rouse's Point to Ogdensburg, 118 miles; New London & Northern RR.—Brattleboro to New London, 121 miles; Brattleboro & Whitehall RR., 36 miles; Burlington & Lamoille RR., 34 miles; Mississquoi Valley RR. —St. Albans to Richford, Vt., 28 miles; Malone & St. Lawrence, Malone, N. Y., to Canada Line, 12 miles; St. Lawrence and Adirondack, Canada Line to Salaberry de Valleyfield, Quebec, 20 miles; Montreal, Portland and Boston, St. Lambert to St. Cesaire, Quebec, 40 miles; total 803 miles.

History.—A consolidation in June, 1892, of the Central Vermont, Vermont & Canada, Montpelier & White River and Consolidated Railroad of Vermont. Company owns $1,591,000 stock of the Ogdensburg & Lake Champlain RR.; $400,500 of the $800,000 stock of Ogdensburg Transit Co.; all the securities except £79,300 bonds of the S. S. & Chambly RR. [St. Johns to Waterloo, 43 miles], etc. The Rutland, the New London & Northern and the Ogdensburg & L. Champlain are described under their own titles.

Stock.—Before consolidation Central Vermont had $1,000,000 stock and Consolidated of Vermont $750,000 pref. and $800,000 common.

Bonds.—Of the consolidated mortgage fours for $15,000,000 [trustee American Loan & Trust Co. of Boston] $7,000,000 are reserved for the retirement at maturity of the $7,000,000 fives due in 1913, and, if the trustee so requires, an additional $700,000 will be held for same purpose; $1,488,000 were to replace certain temporary bonds and $2,500,000 to pay floating debt, the balance being issuable for permanent improvements on the system, etc. The mortgage covers the road owned and all interest in leases and securities owned.

Annual Report.—Fiscal year ends June 30. Report for 1891-92 was in V. 56, p. 41, showing total receipts, including steamer earnings, $5,450,583; net, $1,664,896. Payments—Taxes, $120,590; interest on bonds, $357,751; interest on floating debt, $89,768; rentals, $881,294; Og. Transit Co., $80,551; total, $1,529,955. Balance, $134,940. (V. 51, p. 680, **715**; V. 53, p. 712, 880; V. 56, p. **41**.)

Centralia & Chester.—*(See Map.)*—Chartered to build from Chester, Ill., to Altamont, Ill., with branch to a point opposite St. Genevieve. Total distance, 140 miles, including sidings. The section between Sparta and Centralia, 50 miles, was completed and put in operation in spring of 1893. At Centralia connection is made with the Illinois Central. Bonds authorized, $12,000 per mile, covering roadbed, equipment and terminal facilities; stock issued and subscribed for like amount. The road is standard gauge and laid with 56-pound steel rails.

Charleston Cincinnati & Chicago.—Projected from Sumter, S. C., to Richardson, Ky., 510 miles, of which 175 miles between Camden, S. C., and Marion, N. C., is now in operation, forming a through line, in connection with the South Carolina RR., 290 miles in length, between Charleston, S. C., and Rutherfordton, N. C. Road is also in operation in Tennessee from Johnson City to Unaka Springs, 20 miles. In February, 1891, receivers were appointed. See V. 54, p. 485.

Tennessee portion of road was bought by bondholders at foreclosure sale in 1892, and the remainder of the property on May 2, 1893. See V. 56, p. 413, 752. In May, 1893, a syndicate made an offer to security holders. See V. 56, p. 668. Receiver's certificates for $276,897 and stock for $6,567,000 were outstanding May, 1893.

Earnings.—The Receiver's report for year ending March 31, 1893, showed gross earnings $155,425, as against $170,245 in 1891-92; and a deficit from operating of $25,602, as against $15,096 in 1891-92.

New York offices, 45 Broadway. (V. 54, p. 287, 485, 683, 799, 968; V. 55, p. 21, 145, 462; V. 56, p. 413, 668, 752.)

Charleston & Savannah.—Owns from Ashley River Junction, S. C., to Central RR. at Savannah, Ga., 102 miles, and branch 6 miles, all steel. Operates from Ashley Junction to Charleston, S. C., 11 miles. Branch to Waterboro, S. C., 14 miles, is controlled in same interest but operated separately. Belongs to Plant system. See Sav. Fla. & West. Stock $500,000, par $100.

Earnings.—In year to June 30, 1893, gross $625,397 against $650,993 in 1891-92; net $135,073 against $96,509; surplus over charges in 1892-93 $32,033, against deficit of $39,450 in 1891-92.

Interest paid on first incomes: for 1888, 1½ per cent, for 1889, 2 per cent; for 1890, 6; for 1891, 6; for 1892, 6; in April, 1893, 5 per cent. (V. 54, p. 405. V. 56, p. 887.)

Charleston Sumter & Northern.—Operates from Pregnalls, S. C., to Gibson Station, N. C., on the Seaboard Air Line, 132 miles, and branches, 18 miles. Receiver appointed January, 1892, and receivers' certificates for $200,000 authorized and mostly used to pay for the extension of 11 miles to Gibson, completed Sept., 1892. Reorganization in progress. Mortgage trustee is Atlantic Trust Co. of New York. Stock authorized $12,000 per mile; outstanding, $1,380,000; par, $100. From January 1 to August 31, 1893 (8 months), gross earnings were $98,473 against $88,237 in 1892. In year 1892 gross $149,501, against $137,664 in 1891. (V. 54, p. 158, 403, 525.)

Charlotte Columbia & Augusta.—Owns from Charlotte, N. C., to Augusta, Ga., 191 miles; leases Atlantic Tennessee & Ohio RR. Charlotte to Statesville, 44 miles; Cheraw & Chester, (3 ft.) 29 miles; and Chester & Lenoir (3 ft.), 109 miles; total operated (including 10 of Western North Carolina), 373 miles.

Leased to Richmond & Danville in May, 1886, for net earnings.

Stock, Bonds, Etc.—Stock $2,578,000 (par $100) of which $1,300,000 owned by Richmond & West Point Terminal.

Dividends in 1888, 4 per cent; in 1889, 2. Floating debt due R. & D. was $212,000 in 1893.

In June, 1892, the Richmond & Danville and the Richmond Terminal went into receivers' hands, but interest on C. C. & A.'s bonds was paid July 1, 1892, and Jan. 1 and Apr. 1, 1893, but see below.

Reorganization.—The Rich. & West Point Terminal plan issued in May, 1893, provides that this company's *consols* for $500,000 shall be exchanged for 100 per cent in the 5 per cent bonds and 20 per cent in the preferred stock of the proposed consolidated company, the interest being adjusted from Jan. 1, 1893; the earlier loans remain undisturbed. As for the leased line securities, the Atlantic Tennessee & Ohio bonds are not disturbed but the others are exchangeable as follows:

	For new 5s.	*Pref. stock.*	*Com. stock.*
At Tennessee & Ohio stock	20 p. c.	80 p. c.	.....
Cheraw & Chester stock	.....	.....	100 p. c.
1st mortgage 7s.....	.....	100 p. c.	.....
Chester & Lenoir stock....	.....	.....	100 p. c.
1st mortgage 7s.....	.....	100 p. c.	.....

See earnings of leased lines V. 56, p. 881.

Earnings.—In year ending June 30, 1892, gross earnings were $865,306; net, $234,686; interest, $205,000; rentals, &c., $63,438; deficit, $33,752. In 1890-91, gross, $992,748; net, $306,003; surplus above charges, $36,912. (V. 53, p. 843; V. 55, p. **764**; V. 56, p. 880.)

Chartiers.—Owns from Mansfield, Pa., to Washington, Pa., 23 miles Leased till 1971 to the Pittsburg Cincinnati & St. Louis (now Pittsburg Cincinnati Chicago & St. Louis); the rental is net earnings. In 1892 gross $262,394; net, $104,839; surplus over fixed charges $52,285; dividends (8 per cent), $51,624; balance, $661. Capital stock, $645,300 (par $50), of which the Pennsylvania Railroad owns $333,850. Dividends since 1886 as follows: In 1887, 1888 and 1889, 5 per cent; in 1890, 5½; in 1891, 7½; in 1892, 8; in 1893, 10.

Chattanooga Rome & Columbus.—See Savannah & Western.

Chattanooga Southern.—Owns road, completed in June, 1891, from Tennessee State line to Gadsden, Ala., 86 miles; branches, 3 miles; trackage to Chattanooga, 5 miles. In February, 1892, a receiver was appointed, and in March a reorganization plan was adopted. V. 54, p. 485. Receiver's certificates for $250,000 were authorized in May, 1892. Foreclosure sale postponed till Oct. 17, 1893. See V. 56, p. 710. Consolidation with Marietta & North Georgia—which see—was proposed in December, 1892. Receiver is J. W. Bourke. Stock authorized ($15,000 per mile), $2,000,000; outstanding, $1,440,000. (V. 54, p. 287, 485, 886; V. 55, p. 722; V. 56, p. 578, 710.)

Chattanooga Union.—Owns 43 miles of belt railroad in Chattanooga, Tenn., connecting the ten lines entering that city. In September, 1891, $510,000 of the $1,000,000 capital stock was purchased by the Alabama Great Southern, and so is held in the interest of the East Tennessee Virginia & Georgia. H. S. Chamberlain appointed receiver in Feb., 1892. Majority consols deposited with Wm. H. Blackford, of Baltimore, Md., and large majority of underlying issues with H. W. Bartol, of Philadelphia (Drexel Building), pending foreclosure. From Jan. 1 to Sept. 30, 1891 (9 mos.), gross earnings were $74,860, against $86,570 in 1890; net, $22,099, against $33,789. (V. 53, p. 407.)

Chesapeake & Ohio.—*(See Map.)*—Owns Old Point Comfort, Va. via Newport News and Charlottesville, to Big Sandy River, West Virginia, 511 miles; Richmond to Clifton Forge, Va., 230 miles; also holds the ownership (through all the bonds and the bulk of the stock) of the line from Ashland, Ky., to Covington and the bridge between Covington and Cincinnati; and has absorbed the Elizabethtown Lexington & Big Sandy, the Ohio & Big Sandy RR. and the Kentucky & South Atlantic RR., 203 miles (of which 21 miles leased and 20 narrow gauge.); together with various branches, the whole on July 1, 1893, aggregating 1,261 miles of ownership and 115 miles of leasehold and trackage rights for reaching Washington, etc.

History, &c.—The former Chesapeake & Ohio was sold in foreclosure April 2, 1878, and this company organized. In 1888, under the direction of Drexel, Morgan & Co., reorganized without foreclosure, and the road extended to Cincinnati. The consolidation with the Richmond & Alleghany was consummated in January, 1890. The Elizabeth Lexington & Big Sandy and other roads were absorbed in 1892. In December, 1892, the Chesapeake & Ohio Steamship Company (Limited), was organized, by this company. See below and V. 55, p. 1078.

Until January 1, 1894, the voting power and control of the C. & O. remain with three trustees, viz.: J. Pierpont Morgan, John Crosby Brown and George Bliss. The road is therefore controlled in same interest as the Cleveland Cincinnati Chicago & St. Louis.

Capital Stock.—Common stock is $60,805,400; increased from $45,000,000 to this figure in 1892-93 through exchange of practically all the $25,000,000 of preferred stocks for common stock and general mortgage 4½ per cents in certain proportions. Less than 2 per cent


MAP OF THE
CHESAPEAKE & OHIO
RAILWAY
AND ITS CONNECTIONS.
CHICAGO
MICHIGAN
INDIANA
OHIO
KENTUCKY
TENNESSEE
WEST VIRGINIA
VIRGINIA
PENNSYLVANIA
NEW YORK
NEW JERSEY
MARYLAND
DELAWARE
NORTH CAROLINA
L. ERIE
ATLANTIC OCEAN
CHESAPEAKE & OHIO RAILWAY
CHESAPEAKE & OHIO RAILWAY
Toledo
Cleveland
Pittsburg
Wheeling
COLUMBUS
CINCINNATI
INDIANAPOLIS
LOUISVILLE
LEXINGTON
NEWPORT
Chicago Jc.
Shelby
Mansfield
Coshocton
Dresden
Bridgeport
Cambridge
Zanesville
Marietta
Parkersburg
Clarksburg
Weston
Glenville
Buckhannon
Mt. Pleasant
Gallipolis
Chillicothe
Hillsboro
Waverly
Sardinia
Portsmouth
Ironton
Petersburg
Braxton
Addison
Clay C. H.
Gauley
Huntington
Lewis T.
Pt. Clinton
Allen T.
Mauch Chunk
Easton
Port Jervis
Paterson
Newburg
Harrisburg
Reading
TRENTON
Lancaster
PHILADELPHIA
Camden
Wilmington
York
Connellsville
Somerset
Hyndman
Cumberland
Hagerstown
BALTIMORE
Frederick
Charlestown
Harpers Ferry
Strasburg Jc.
Front Royal
Alexandria
WASHINGTON
DOVER
Salisbury
Ocean City
Delmar
Crewe
Lynchburg
Burkeville
Keysville
Petersburg
RICHMOND
West Pt.
OLD POINT COMFORT
NEWPORT NEWS
Norfolk
Portsmouth
Suffolk
Hicksford
Weldon
Clarksville
Danville
Stuart
Mt. Airy
Bristol
Rogersville
Jonesboro
Cumberland Gap
Morristown
Knoxville
Greeneville
Asheville
Salisbury
Statesville
Newton
Lincolnton
Charlotte
Gastonia
Greensboro
Winston
Durham
Carey
RALEIGH
Sharpsburg
Oxford
Henderson
Halifax
Edenton
Wilson
Jamesville
Pamlico
Washington
Smithfield
Goldsboro
Sanford
Fayetteville
New Berne
Nashville
Lebanon
Gallatin
Clarksville
Scottsville
Adairsville
Guthrie
Russellville
Memphis Jc.
Bowling Green
Glasgow
Glasgow Jc.
Central Cy.
Greensburg
Owensboro
Henderson
Evansville
Princeton
Vincennes
Washington
Mitchell
N. Vernon
Columbus
Martin V.
Terre Haute
Greencastle
Crawfordsville
Lafayette
Kokomo
Peru
Plymouth
Elkhart
Michigan City
St. Joseph
Benton Harbor
Jonesville
Monroe
Sandusky
Norwalk
Akron
Canton
Alliance
New Castle
Butler
Homewood
Warren
Ashtabula
Erie
Elyria
Fostoria
Findlay
Defiance
Van Wert
Lima
Celina
Decatur
Wabash
Huntington
Logansport
Sheldon
Seneca
Kankakee
St. Anne
Muncie
Anderson
Westfield
New Castle
Hartford
Richmond
Springfield
Dayton
Xenia
Urbana
Piqua
Sidney
Bellefontaine
Marion
Mt. Vernon
Galion
Newark
Circleville
Washington
Hamilton
Rushville
Greensburg
Shelbyville
Franklin
Madison
Lawrenceburg
Aurora
Covington
Jefferson V.
New Albany
Jeffersonville
Princeton
Evansville
Henderson
Owensboro
Cecilian Jc.
Leb. Jc
Springfield
Lebanon
Danville
Rowland
Richmond
Livingston
London
Corbin
Pineville
Jellico
Knoxville
Maryville
Spring City
Sparta
Columbia
Newburgh
Tullahoma
Decherd
Cowan
Chattanooga
Cleveland
Dickson
Lebanon
NASHVILLE
Robbins
Cumberland R.
Kings Mt.
Norton Vi
Big Stone Gap
Jackson
Pocahontas
Foster Falls
Glade Spr.
Saltville
Abingdon
Damascus
Tazewell
Bluefield
Princeton
Hinton
Gauley
Deepwater
Montgomery White Sulphur Springs
Lewisburg
Ronceverte
Clifton Forge
Covington
Gordonsville
Orange C. H.
Charlottesville
Gordons V.
Waynesboro
Staunton
Harrisonburg
Strasburg
Winchester
Front Royal
Harpers Ferry
Martinsburg
Hagerstown
Cumberland
Connellsville
Somerset
Hyndman
Tyrone
Lewis T.
Huntington
Pittsburg
Wheeling
Bellaire
Nounds V.
Steubenville
Wellsburg
Weirton
Follansbee
Toronto
Mingo Jc.
Kenova
Ceredo
Huntington
Ashland
Catlettsburg
Richardson
Frenchburg
Jackson
Willard
Shawnee
Portsmouth
Ironton
Hanging Rock
Gallipolis
Pomeroy
Mc Arthur
Athens
Nelsonville
Logan
Hocking Valley
Columbus
Springfield
Dayton
Xenia
Urbana
Piqua
Sidney
Bellefontaine
Marion
Mt. Vernon
Galion
Mansfield
Shelby
Chicago Jc.
Fostoria
Findlay
Defiance
Van Wert
Lima
Celina
Decatur
Wabash
Huntington
Logansport
Sheldon
Seneca
Kankakee
St. Anne
Muncie
Anderson
Westfield
New Castle
Hartford
Richmond
Springfield
Dayton
Xenia
Urbana
Piqua
Sidney
Bellefontaine
Marion
Mt. Vernon
Galion
Newark
Circleville
Washington
Hamilton
Rushville
Greensburg
Shelbyville
Franklin
Madison
Lawrenceburg
Aurora
Covington
Jefferson V.
New Albany
Jeffersonville
Princeton
Evansville
Henderson
Owensboro
Cecilian Jc.
Leb. Jc
Springfield
Lebanon
Danville
Rowland
Richmond
Livingston
London
Corbin
Pineville
Jellico
Knoxville
Maryville
Spring City
Sparta
Columbia
Newburgh
Tullahoma
Decherd
Cowan
Chattanooga
Cleveland
Dickson
Lebanon
NASHVILLE
Robbins
Cumberland R.
Kings Mt.
Norton Vi
Big Stone Gap
Jackson
Pocahontas
Foster Falls
Glade Spr.
Saltville
Abingdon
Damascus
Tazewell
Bluefield
Princeton
Hinton
Gauley
Deepwater
Montgomery White Sulphur Springs
Lewisburg
Ronceverte
Clifton Forge
Covington
Gordonsville
Orange C. H.
Charlottesville
Gordons V.
Waynesboro
Staunton
Harrisonburg
Strasburg
Winchester
Front Royal
Harpers Ferry
Martinsburg
Hagerstown
Cumberland
Connellsville
Somerset
Hyndman
Tyrone
Lewis T.
Huntington
Pittsburg
Wheeling
Bellaire
Nounds V.
Steubenville
Wellsburg
Weirton
Follansbee
Toronto
Mingo Jc.
Kenova
Ceredo
Huntington
Ashland
Catlettsburg
Richardson
Frenchburg
Jackson
Willard
Shawnee
Portsmouth
Ironton
Hanging Rock
Gallipolis
Pomeroy
Mc Arthur
Athens
Nelsonville
Logan
Hocking Valley
Columbus

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Ches. & Ohio.—*(Co'el'ded.)*—Craig Val.br.1st m.,g.c*	26	1890	$1,000	$650,000	5 g.	J. & J.	N.Y.,Drexel,Morg.& Co.	July 1, 1940
Warm Springs Branch 1st mortgage, gold.....c*	22	1890	1,000	400,000	5 g.	M. & S.	do do	Mch. 1, 1941
General mortgage (for $70,000,000, etc.) gold..c*	985	1892	1,000	18,855,000	4½ g.	M. & S.	do do	Mch. 1, 1992
Eliza. Lex. & Big Sandy 1st m., g., guar. p. & i..c*	109	1872	1,000	3,007,000	5 g.	M. & S.	do do	Mch. 1, 1902
Ches. & Ohio Equipment trust bonds, gold.....c*	....	Var.	1,000	116,000	6 g.	Various	do do	Various.
Alleghany Car Trust, Series A, B and C.....	....	....	....	214,000	5	Various	do do	.....
Equipment notes.....	....	....	....	909,870	6	Various	do do	Various.
Elevator Co. 1st M., gold, p. & i. guar. by C. & O.c*	....	1888	1,000	820,000	4 g.	A. & O.	do do	Oct. 1, 1938
2d mortgage, for $500,000, income, non-cum.c*	....	1888	1,000	315,000	4	Oct. 1.	.....	Oct. 1, 1988
New River Bridge Bonds, gold.....	....	1888	1,000	170,000	6 g.	M. & N.	N.Y., Drexel, Morg. & Co.	May 1, 1898
Buck'am Br.RR.1stM., $15,000 p.m.,g.gu.,p.&i.c*	18	1892	1,000	221,000	5 g.	M. & S.	Richmond.	Sept. 1, 1942
Greenbrier & New River RR. bonds.....	....	....	1,000	225,000	5	.....	do do	Aug. 1, 1942
Ches. Ohio & Southwestern.—								
Paduc. & Eliz.,1stM.,s. f., dr'n at 100($300,000 8s)	186	1877	1,000	500,000	6 & 8	F. & A.	N. Y., 23 Broad St.	Feb. 1, 1897
C. O. & S. W. 1st mort., gold ($19,000 per mile).c*	352	1881	1,000	6,176,000	6 g.	F. & A.	do do	Aug. 1, 1911
2d mortgage ($11,000 per mile).....c*	352	1881	1,000	3,865,000	6	F. & A.	do do	Aug. 1, 1911
Equipment trust bonds, not drawn.....c*	....	....	1,000	685,000	6	Semi-an	do do	June, 1901
Chicago & Alton—Common stock.....	....	....	100	16,269,300	8 per an.	Q.—M.	{ N.Y., Cuyler, Morg'n }	Sept. 1, 1893
Preferred stock (7 per cent yearly not cumulative)	....	....	100	3,479,500	8 per an.	Q.—M.	{ &Co &Chic.Tr.Office }	Sept. 1, 1893
General mortgage, sterling, for £900,000.....c*	322	1873	1,000	4,379,850	6 g.	J. & J.	Lond'n,J.S.Morgan&Co.	July 1, 1903
S.f.bonds(K.C.St.L.&C.1stM.col.),gold,not dr'n.c*	162	1878	1,000	1,932,000	6 g.	M. & N.	N. Y., Cuyler, Morg. & Co.	May 1, 1903
Kansas City St. L. & C. pref. stock, guaranteed..	162	....	100	1,750,000	6 per an.	Q.—F.	do do	Aug., 1893
Joliet & Chic., 7 p.c. stock, perpet.,guar. by C.&A.	38	....	100	1,500,000	7 per an.	Q.—J.	N. Y., U. S. Trust Co.	Oct., 1893
St. Louis Jacksonville & Chic., 1st M., assumed..	150	1864	1,000	2,929,000	7	A. & O.	N. Y., Cuyler, Morg. & Co.	Apr. 1, 1894
2d mortgage, endorsed by Chicago & Alton....	37	1868	1,000	188,000	7	J. & J.	do do	July 1, 1898
2d mortgage, assumed.....	150	1868	1,000	42,000	7	J. & J.	do do	July 1, 1898
Louisiana & Mo., guaranteed preferred stock....	101	....	100	329,000	7 per an.	F. & A.	do do	Aug. 1, 1893
1st mort. bonds, assumed by Chic. & Alton.....	101	1870	1,000	439,000	7	F. & A.	do do	Aug. 1, 1900
1st mort. (interest guaranteed Chic. & Alton)..	101	1870	1,000	1,287,000	7	F. & A.	do do	Aug. 1, 1900
Do do (special account).....	101	....	1,000	59,000	7	F. & A.	do do	Aug. 1, 1900
2d mort. (interest guaranteed Chicago & Alton)	101	1877	1,000	300,000	7	M. & N.	do do	Nov. 1, 1900
Miss. River Bridge, stock (7 per ct. guar. (C.& A)..	....	....	....	300,000	7 per an.	J. & J.	Chic., Treasurer's Office	July, 1893
1st M., gold, assumed, sink. fund, dr'n at 100..c*	....	1877	1,000	586,000	6 g.	A. & O.	N.Y., Cuyler, Morg. & Co.	Oct. 1, 1912

of the preferred remains out. See terms of exchange in V. 54, p. 642.

BONDS.—The *consolidated mortgage*, due in 1939, is for $30,000,000 (trustee, Central Trust Co.), and sufficient bonds are reserved to provide for prior liens. This mortgage is also secured by deposit in trust of the $11,000,000 bonds and two-thirds of the stock of the Maysville & Big Sandy RR., Ashland to Covington, Ky., and the Bridge to Cincinnati, all owned by the Ches. & O. RR. (See abstract, V. 49, p. 147.)

Of the *first consolidated* mortgage on the *Richmond & Allegheny* division, $5,000,000 carry 2 per cent interest till January, 1894, and thereafter 4 per cent. (See abstracts of mortgages, V. 51, p. 144.)

The *general mortgage* of 1892 (Central Trust Co. and H. T. Wickham trustees) is for $70,000,000, but additional amounts at $25,000 per mile may be issued for double-tracking. Of the $70,000,000 as above, $32,691,000 bonds were reserved to provide for the $30,000,000 consols of 1889, issued or to be issued, etc. The balance unissued may be sold for new acquisitions, rolling stock, etc., but not more than $2,000,000 thereof in any one year. The mortgage covers the entire property of the company, real and personal, at the time the deed was made, and all additional property and mileage acquired with the proceeds of the bonds. When the preferred stocks shall have been entirely retired there will be $18,988,000 generals 4½s outstanding, out of which $4,000,000 are being used for improvements in 1892-93. See full abstract of mortgage in V. 54, p. 644; also V. 54, p. 642; V. 55, p. 335. Report for 1892-93 gave $18,855,000 outstanding. New York Stock Exchange, September, 1893, $18,310,000.

The *Elizabeth'n Lexington & Big Sandy* first mortgage bonds, interest on which has been reduced to 5 per cent, have been endorsed with the C. & O. guaranty of principal and interest, and general mortgage bonds have been set aside to retire them at maturity. There are also Manchester City 8s, $60,200, and 5s, $36,000.

OPERATIONS, FINANCES, &C.—Since the reorganization in 1888, when the control of the company was placed for five years in the hands of trustees, the property has been greatly enlarged and improved. It is operated in harmony with the Vanderbilt lines.

The annual report for 1892-93 shows a large increase in earnings for the year, the result of extensive expenditures for improvements and additions. The funded debt during the year was increased $6,293,745, of which $1,589,100 was for the conversion of preferred stock and the balance for extensions, equipment, &c. June 30 the company reported no floating debt except $640,742 bills payable issued to pay subscription to stock of new steamship line between Newport News and Liverpool. This line was formally opened Sept. 7, 1893. It has constructed wharves at Newport News and established six new steamers on the route.

EARNINGS.—July 1 to July 31, 1893 (1 month), gross $855,113, against $877,216 in 1891-2; net, $293,374, against $301,796.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Richmond on the Tuesday preceding the last Tuesday in October. Report for 1892-93 was in V. 57, p. 278, 297, 300, and showed the following, there being included in operating expenses of each year large amounts paid for new equipment and other additions, over $300,000 being so included in 1892-93.

Year ending June 30—	1891.	1892.	1893.
Miles operated.....	1,027	1,078	1,277
Passenger earnings.....	$1,765,299	$1,913,187	$2,356,975
Freight.....	5,963,516	6,694,953	7,565,511
Express, mail and miscel.	398,296	396,460	414,324
Total earnings.....	$8,127,111	$9,004,600	$10,336,810
Oper. expenses and taxes.	6,083,518	6,731,732	7,132,761
Net earnings.....	$2,043,593	$2,272,868	$3,204,049
Other income.....	18,520	.....	.....
Total net income.....	$2,062,113	$2,272,868	$3,204,049
Interest on bonds.....	$1,745,129	$1,798,095	$2,738,304
Rentals of tracks.....	11,609	10,916	3,880
Loss on grain elevator....	16,419	8,165	14,411
Discount and exch'ge, &c.	69,145	64,372	27,574
Balance.....	Sur.$219,810	Sur.$391,320	$419,880

—(V. 54, p. 597, 642, 643, 644, 964, 1009; V. 55, p. 58, **318, 331, 334,** 722, 937, 1078; V. 56, p. 403; V. 57, p. **278, 297, 300,** 422, 469.)

Chesapeake Ohio & Southwestern.—Louisville, Ky., to Memphis, Tenn., 392 miles, and branch Elizabethtown to Cecilian Junction 6 miles, 398 miles; of which is leased from Louisville & Nashville their Cecilian branch, 46 miles. Also operates separately the Ohio Valley Ry., Hopkinsville via Princeton to Evansville, Ky., branches, etc., 160 miles.; so too the Hodgensville & Elizabethtown and the Troy Tiptonville railroads, 16 miles in all, most of whose securities are owned.

SUCCESSOR to the Memphis Paducah & Northern, which was sold in foreclosure in 1881, and merged with the Paducah & Elizabethtown. The Newport News & Mississippi Valley Co. owns $9,120,300 of the capital stock and operates the property. The lease was canceled in July, 1893, under a new Kentucky law. See V. 57, p. 218. In 1891 $1,297,500 (60%) of the stock of the Ohio Valley Railway was purchased, the Ches. Ohio & Southw. guaranteeing its $2,162,000 bonds. See V. 52, p. 321, 718.

In August, 1892, a controlling interest in the stock of the Owensboro Falls of Rough & Green River RR. (which see) was purchased by parties connected with the Ches. O. & S. W. Its 42 miles of road will be operated separately. It was proposed to purchase the Hodgensville & Elizabethtown RR. by guaranteeing its bonds or otherwise, and to build extension to or toward Scottsville. In Sept., 1893, it was rumored that the Louisvile & Nashville would aborb the C. O. & S. W., and guarantee its bonds, principal and interest.

STOCK, ETC.—Common, $6,030,600, and pref. $3,860,000 ($164,000 additional unissued), of which the Newport News & Mississippi Valley Co. July 1, 1892, owned $5,608,700 common and $3,511,600 pref. Unpaid coupons were $591,910 July 1, 1892; due Newp't News Co., $1,399,701. Equipment trust *notes* July 1, 1892, $265,528.

EARNINGS.—From July 1, 1892, to May 31, 1893 (11 months), gross $2,234,955, against $2,134,299; net, $789,819, against $776,877.

ANNUAL REPORT.—Fiscal year changed to end June 30. Report for year 1891-92 in V. 55, p. 855.

Year—	*Gross earns.*	*Net*	*Other inc.*	*Int., etc.*	*Balance.*
1891-92.....	$2,297,825	$823,156	$45,528	$889,303	def. $18,619
1890-91.....	2,311,280	739,428	.....	.....	.....

—(V. 52, p. 569, 718; V. 53, p. 156; V. 55, p. 855; V. 57, p. 218, 510.)

Chicago & Alton.—LINE OF ROAD—Joliet to East St. Louis (main), 244 miles; Branches—Bloomington to Godfrey, 151 miles; to Coal City, 24 miles; Dwight to Washington and Lacon, 80 miles; Roodhouse to Louisiana, 38 miles; Upper Alton line, 7 miles. Total owned, 544 miles. Leased—Chicago to Joliet, 37 miles; Louisiana to Cedar City, 101 miles; Kansas City to Mexico, 162 miles. Total leased, 299 miles. Total operated, January 1, 1893, 843 miles.

HISTORY.—Chartered as the Chicago & Mississippi February 27, 1847; reorganized in 1857 as Chicago Alton & St. Louis, and again under present title in October, 1862; after foreclosure. In 1884 consolidated with the St. Louis Jacksonville & Chicago RR.

STOCK.—Stock for $2,200,000 was sold to stockholders at 114, to retire $2,383,000 of 7 per cent bonds due January 1, 1893. In August, 1893, the company offered $2,500,000 new stock to stockholders at 114 to retire $3,000,000 7 per cent bonds due April 1, 1894. V. 57, p. 468.

The Chicago & Alton preferred stock has prior right to a non-cumulative dividend not exceeding 7 per cent from net earnings and (after payment of 7 on common) also shares with common in any surplus.

DIVIDENDS since 1879—In 1880, preferred 7, common 6½; in 1881, both 8; in 1882, both 8; in 1883, both 8; in 1884, both 10; from 1885 to Sept., 1893, both inclusive, both 8 (2 per cent quarterly.)

LEASED LINES.—The *Kansas City St. Louis & Chicago* is leased in perpetuity from Nov. 1, 1877, at rental of 35 per cent of gross earnings. Its bonds are held by the U. S. Trust Co. as security for the Chicago & Alton bonds of 1878, which have a sinking fund of $60,000 per annum. Common stock, $271,700, of which $157,600 is owned by the C. & A.

The *Joliet & Chicago* is leased from January 1, 1864, for the term of its charter, and forms part of the main line. Rental, 7 per cent on stock.

The *Louisiana & Missouri River RR.* is leased for 1,000 years. Rental, 35 per cent of gross earnings, after taxes, &c., have been deducted from them, but interest guaranteed on bonds and $329,000 preferred stock; other preferred stock is $1,010,000 and common $2,272,700, neither of which have ever paid dividends. Rental in 1892, $161,468, against $162,138 in 1891. After payment of the debt to the C. & A. [of which $33,606 remained unpaid Jan. 1, 1893, $16,970 having been paid in 1892] and the redemption of the $59,000 special account bonds, the yearly rental will be applicable as follows: To interest on guaranteed stock and remaining bonds [excluding the $439,000 assumed by C. & A. and provided for by that company], $134,120; current expenses about $2,200; balance to dividends on La. & Mo. unguaranteed stock.

The *Mississippi River Bridge* is leased in perpetuity from Dec. 3, 1877, at 7 p. c. on $300,000 stock (all owned by C. & A.) and 6 p. c. on bonds. See V. 57, p. 170.

GENERAL FINANCES.—The Chicago & Alton Road has been particularly strong in having a large local business between Chicago and St. Louis. Its leased lines are as completely controlled as if owned, and the system is compact and very conservatively managed, no extensions having been built or new lines acquired of recent years. Since 1883 there has been practically no increase in the capital stock, except that made in January, 1893, to retire maturing bonds, as above stated. In this period $2,153,870 income has been expended in the purchase of additional real estate, rolling stock, etc., and the bonded debt has been reduced by the purchase and cancellation of $735,000 of bonds.

ANNUAL REPORT.—Fiscal year ends December 31. The annual meeting is held in Chicago the first Monday in April. Annual report for 1892 was in V. 56, p. 329, 356.

Year ending Dec. 31—	1889.	1890.	1891.	1892.
Total gross earnings	$7,516,617	$7,065,754	$7,590,881	$7,730,610
Net earnings.....	$2,944,881	$2,683,754	$3,132,131	$2,922,811
Other receipts.....	273,875	273,497	272,567	272,866
Prem's on new stock.	.....	.....	.....	305,917
Total receipts.....	$3,218,756	$2,957,251	$3,404,698	$3,501,594


MAP OF THE
CHICAGO,
BURLINGTON & QUINCY
RAILROAD SYSTEM.
MONT.
WYOMING
COLORADO
NEBRASKA
KANSAS
SOUTH DAKOTA
NORTH DAKOTA
MINNESOTA
IOWA
MISSOURI
WISCONSIN
ILLINOIS
MICHIGAN
INDIANA
CHICAGO
MINNEAPOLIS
ST. PAUL
DEADWOOD
OMAHA
COUNCIL BLUFFS
DES MOINES
QUINCY
KANSAS CITY
ST. LOUIS
DENVER
CHEYENNE
LA CROSSE
WINONA
DUBUQUE
ROCKFORD
MILWAUKEE
GREEN BAY
PEORIA
SPRINGFIELD
BURLINGTON
CLINTON
GALESBURG
HANNIBAL
ATCHISON
TOPEKA
ST. JOSEPH
BEATRICE
HASTINGS
HOLDREGE
McCOOK
ALLIANCE
CRAWFORD
EDGEMONT
HOT SPRGS
PRAIRIE DU CHIEN
Missouri R.
Platte R.
Republican R.
Arkansas R.
Mississippi R.
Illinois R.
Wisconsin R.
Minnesota R.
Cheyenne R.
Missouri River

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago Burl. & Northern—1st M., s.f., red. at 105..c*	363	1886	$500&c.	$8,522,500	5	A. & O.	N.Y., F.L.&T.Co.& Bost.	Apr. 1, 1926
2d M. ($10,000 p. m.) red. after May 31, 1898..c*	363	1888	1,000	2,215,000	6	J. & D.	do do	June 1, 1918
Ten-year debentures.....c*	....	1886	1,000	935,000	6	J. & D.	do do	Dec. 1, 1896
Equipment mortgage—see text.....	....	1888	1,000	940,000	5	F. & A.	do do	Feb. 1, 1903
Chicago Burlington & Quincy—Stock, see text.....	....	....	100	82,262,700	See text.	Q.—M.	N. Y., Boston and Chic.	Sept. 15, 1893
Con. M. cov'ng Ch. Term. (now 1st lien) see text.c*	750	1873	1,000	24,177,000	7	J. & J.	N.Y., Bk.of Com.& Bost.	July 1, 1903
Plain bonds.....c*	....	1871	1,000	547,500	7	J. & J.	do do	Jan. 1, 1896
Sinking fund bonds, (1st M. as coll.) not dr'n..c*	33	1875	1,000	330,000	5	J. & D.	Boston, Co.'s Office.	June 1, 1895
Sink. fund bonds (1st M. as coll.) not dr'n..c*&r	286	1876	1,000	2,316,000	5	A. & O.	N.Y., Bk.of Com.& Bost.	Oct. 1, 1901
Burl. & Mo. Riv. (in Iowa), 1st M. conv. bonds..c*	40	'69-'70	500 &c.	66,000	8	J. & J.	Boston, Co.'s Office.	July 1, 1894
Ch. Burl. & Q. Iowa Div., s. f. 5s, drawn at 105.. } Iowa Div., s. f. mortgage 4s, drawn at 100.c&r }	787	1879	1,000	2,892,000	5	A. & O.	N.Y., Bk.of Com.& Bost.	Oct. 1, 1919
		1879	1,000	8,152,000	4	A. & O.	do do	Oct. 1, 1919
Sink. fund 4s (for B. & S. W.) drawn at 100.c&r*	....	1881	1,000	4,300,000	4	M. & S.	do do	Sept. 1, 1921
Denver exten. (collat. tr.) b'ds, s.f. dr'n at 100.c*	415	1881	1,000	7,968,000	4	F. & A.	do do	Feb. 1, 1922
Ch. Burl. & Q. Debentures for Han. & St. Jo stk.c*	....	1883	1,000	9,000,000	5	M. & N.	do do	May 1, 1913
Nebraska ext., $20,000 p. m. (s. f., not dr'n).c*&r	1,432	1887	1,000&c	27,892,000	4	M. & N.	do do	May 1, 1927
Convertible debentures (See remarks).....	....	1890-2	100 &c.	15,264,300	5	M. & S.	do do	Sept. 1, 1903
B'rl.&Mo.RR.in Neb.con.M.l.gr.,s.f.dr'n at 100.. } Do do do exempt (See remarks).... }	561	1878	600 &c.	7,894,000	6	J. & J.	Boston, Bk. of Com'rce.	July 1, 1918
		1878	600 &c.	5,000,000	6	J. & J.	do do	July 1, 1918
Burl. & Mo. RR. in Neb., s. f. for At.&Neb.RR.st'k..	....	1880	1,000	3,347,000	4	J. & J.	do do	Jan. 1, 1910
Quincy Alton & St. L. (leased) 1st mortgage....c*	46	1876	1,000	840,000	5	F. & A.	N.Y., F.L.&T.Co.& Bost.	Feb. 1, 1896
Repub. Val. R., 1st M.g., (dr. at 100) s.f., $14,000...c	90	1879	600 &c.	1,078,000	6	J. & J.	Boston, Bk. of Com'rce.	July 1, 1919
Ottawa Oswego & Fox River, 1st mortgage ....c*	70	1870	1,000	1,076,000	8	J. & J.	N.Y., F.L.&T.Co.& Bost.	July 1, 1900
Chicago & Iowa 1st and 2d mortgages.....	80	'69-'71	1,000	1,750,000	8	J. & J.	do do	1900 & 1901
Chicago Rockford & Northern 1st mortgage.....	24	1875	....	250,000	8	A. & O.	do do	Oct. 1, 1895
Omaha & S. W., 1st mortgage, guaranteed.....c*	49	1871	1,000	669,000	8	J. & D.	Boston, Co.'s Office.	June 1, 1896
Nebraska Railway consolidated mort, guar.....c	132	1877	1,000	349,000	7	A. & O.	do do	Oct. 1, 1896
Atch. & Neb., 1st M., At. to Lin., Neb., etc., guar..c*	148	1878	100 &c.	1,125,000	7	M. & S.	Boston, Bk. of Com'rce.	Mch. 1, 1908
2d mort. on Atch. & Neb. RR. (1st M. on bridge)	148	1887	....	901,280	6	J. & D.	Boston.	Dec. 1, 1927
Linc'n & N.W. RR. 1st M. guar., s.f. 1 p.c., not dr'n..	73	1880	....	600,000	7	J. & J.	Boston, Co.'s Office.	Jan. 1, 1910
Chic. & East. Illinois—Com. stock ($15,000 p. mile).	....	....	100	7,746,000	....	.....	.....	.....
Preferred stock, 6 per cent ($10,000 per mile)....	....	....	100	4,830,700	6 per an.	Q.—J.	N.Y., Hanover Nat. B'k	Oct. 2, 1893

	1889.	1890.	1891.	1892.
Rentals paid.....	$669,478	$652,411	$674,722	$674,053
Construc., equip., &c.	159,810	184,271	200,220	238,841
Interest on debt.....	823,495	816,161	810,387	804,108
Dividends.....	1,407,712	1,407,560	1,407,560	1,407,560
Miscellaneous.....	38,059	189,227	88,742	169,986
Balance.....	sur.$120,202	def.$292,379	sr.$223,067	sur.$207.046

—(V. 55, p. 1036; V. 56, p. **329**, **356**; V. 57, p. 217, 468.)

Chicago Burlington & Northern.—Owns from Oregon, Ill. to St. Paul, Minn., 318 miles; Fulton to Savanna, Ill., 17 miles; branches 6 miles; trackage to Minneapolis, etc., 30 miles; total, 371 miles. Completed Aug., 1886. Stock authorized $12,000,000; par, $100. The C. B. & Q. owns nearly all the stock outstanding. (See V. 50, p. 390.)

BONDS.—The C. B. & Q. and Chicago & Iowa give a traffic guarantee for twenty years of one-half of their net earnings derived from business to and from the Northern (to be not less than $100,000 per year) for the retirement of Chicago Burlington & Northern firsts at 105; and after March 31, 1896, the whole issue may be retired at 105.

The equipment bonds were called for payment at 105 on Feb. 1, 1893, and holders given the privilege of retaining their bonds upon agreeing to 5 per cent interest and the waiving of the sinking fund provision.

EARNINGS.—From January 1 to July 31, 1893 (7 months), gross $1,352,138 agst. $1,122,424 in 1892; net, $448,437, agst. $329,600.

In 1892 gross earnings were $2,208,972; net, $807,938. In 1891 gross $2,224,203; net, 923,683; rentals, $111,087; interest, $700,059; taxes, $83,969; balance, surplus, $28,569. (V. 52, p. 641; V 55, p. 215.)

Chicago Burlington & Quincy.—*(See Map.)*—ROAD.—The accompanying map shows clearly the lines of this system, which include the following:

Road owned & leased.	*Miles.*	*Controll'd—op. separately.* †	*Miles.*
Chicago to Denver, Col.....	1,024	St. Louis Keokuk & N. W.....	220
Branches, and leased lines, practically owned.....	4,374	Chicago Burl. & Kansas City ..	195
Used jointly with other Co.'s.	158	Humeston & Shenandoah, half interest with Wabash	112
		*Chicago Burl. & Northern.....	371
		*Hannibal & St. Joseph	295
System proper, Jan., '93..	5,556		
Second track, 297 miles; third track, 30.			

* These properties, having securities of their own held by the public, are separately described in this SUPPLEMENT.

† Of this mileage 59 miles are already included in the system proper and 106 miles are trackage outside of system.

In 1892 road extended through Wyoming 145 miles to Sheridan. The St. Louis Keokuk & N. W., whose stock is owned, is being extended so as to afford entrance into St. Louis, its stock in August, 1893, having been increased from $8,000,000 to $20,000,000 for this purpose. The Kansas City St. Joseph & Council Bluffs is described under its own title. See V. 56, p. 671; V. 57, p. 342.

ORGANIZATION, &c.—This was a consolidation in July, 1875, of the Chicago Burlington & Quincy in Illinois and the Burlington & Missouri River in Iowa. In 1880 the Burlington & Missouri in Nebraska was absorbed. The leased lines are practically owned and there is no charge for rentals in the income account, except as interest on bonds. The ownership in the other roads above-mentioned is in the stocks and bonds thereof, and their accounts are kept separate.

LANDS.—The lands have mostly been sold, but 64,100 acres remaining; land notes outstanding, including interest payable, $525,729.

CAPITAL STOCK.—The stock has been increased for the acquisition of new lines, and in 1880 a distribution of 20 per cent was made. Stock for $5,876,500 was offered at par to stockholders in February, 1893.

DIVIDENDS.—From 1881 to 1887 inclusive, 8; in 1888, 5; in 1889, 4; in 1890, 5; in 1891, 4¼; in 1892, March, 1¼; June, 1¼; Sept., 1¼; Dec. 1¼; in 1893, March, 1¼ p. c.; June, 1¼ p. c.; Sept., 1¼ p. c.

SINKING FUNDS.—Included in the bonds outstanding in the table above are sundry bonds of the company which, with other bonds, (the whole representing a cost of $15,257,731) were on January 1, 1893 held alive and drawing interest for account of the various sinking funds,

BONDS.—The *consol. mortgage* of 1873 is for $30,000,000, of which $1,076,000 reserved to retire a like amount of Ottawa Oswego & Fox River guaranteed bonds—the remainder for construction and equipment. The consols are a first lien on 750 miles of road in Illinois and on Chicago terminal property.

The *Iowa Division* bonds cover the main line in Iowa from Burlington to East Plattsmouth on the Mo. River, 279 miles, and 16 branches, 511 miles. These Iowa bonds have a sinking fund of 1½ per cent ($203,800) yearly, for which the 4s are subject to call at 100, the 5s at 105. The *Denver Extension* bonds are secured by deposit with the trustee of first mortgage 5 per cent bonds (limited to $20,000 per mile of main track and $10,000 per mile of second track) upon about 400 miles of road, representing five different lines, of which the most important is that from Colorado State line westerly to Denver, 175 miles. They have a sinking fund of 1 percent, for which they are subject to call at 100.

The collateral trust *Nebraska extension* bonds of 1887 (New England Trust Co., of Massachusetts, trustee) are issued at $20,000 per mile for single track and $10,000 per mile additional for second track. See abstract of mortgage in V. 45, p. 441.

The 5 *per cent debentures* of 1890 and 1892 are *convertible* into stock at any time prior to December 1, 1902, except when books are closed, see terms of conversion on page 2 of the SUPPLEMENT for March, 1893.

Many of the bonds are redeemable (may be drawn) before maturity at various prices, plus accrued interest, as stated in the table above. The *Burlington & Missouri* in Nebraska 6s, due in 1918, are redeemable at 100, but this for the "*exempt*" bonds applies only after 1908.

GENERAL FINANCES.—The Chicago Burlington & Quincy Railroad has been one of the most profitable in the country, as its numerous branches tributary to the main line were built into choice agricultural territory. Corn, however, being one of the principal articles carried by it, its earnings vary greatly according to the size of the crop.

Debentures for $7,639,400 were issued in 1892 for construction, etc. In January, 1893, the company offered at par to stock holders of Feb. 18 new capital stock for $5,876,500, and the same amount of consol. 7s, due in 1903, the new securities being issued on July 1, 1893. The proceeds were used for new equipment, improvements, construction, St. Louis terminals, bridge across the Missouri, and for the payment of $3,542,550 Burlington & Missouri 7s due Oct. 1, 1893. The payment of the B. & M. 7s freed about $7,000,000 of bonds drawing interest in the sinking fund, so that the net increase in charges and dividends was only about $50,000. See V. 56, p. 164; V. 57, p. 105.

LATEST EARNINGS.—Jan. 1 to July 31, 1893 (7 months), gross $21,295,382, against $21,450,975 in 1892. For 6 months ending June 30 earnings, including lines controlled, were:

6 *mos.*	*Gross.*	*Net.*	*Charges.*	*Bal. Surplus.*
1893....	$18,976,008	$5,814,106	$4,980,000	$834,106
1892....	18,236,839	5,664,724	4,890,451	774,273

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held the third Wednesday in May. Report for 1892 was published at much length in the CHRONICLE, V. 56, p. 667, 669.

The operations and fiscal results for the system proper, *not* including the lines controlled, have been as follows:

Year end. Dec. 31—	1889.	1890.	1891.	1892.
Miles operated..	5,140	5,216	5,325	5,556
Passenger earns.	$6,223,510	$6,369,646	$6,729,809	$7,223,143
Freight.....	18,190,818	18,843,104	18,369,821	22,768,007
Mail, express, &c.	2,363,985	2,513,217	2,816,497	3,011,244
To. gross earns.	$26,778,313	$27,725,967	$27,916,127	$33,002,394
Oper. exp. & tax.	17,690,547	18,749,699	18,549,257	22,469,011
Net earnings....	$9,087,766	$8,976,268	$9,366,870	$10,533,383
P. c. op. ex. to e..	66·06	67·62	66·45	68·08

The company's income account, including the receipts and disbursements on account of lines controlled, has been as follows:

	1889.	1890.	1891.	1892.
Net earnings....	$9,087,766	$8,976,268	$9,366,870	$10,533,383
Int. & exch'ge..	672,863	806,035	1,371,627	1,281,818
Net B. & M. l. gr.	291,443	178,455	156,848	188,572
Total income..	$10,052,072	$9,960,758	$10,895,345	$12,003,773
Rentals paid....	$192,119	$206,078	$230,280	$314,573
Interest on debt	5,425,611	5,491,992	5,817,266	6,113,738
Dividends.....	(4) 3,055,704	(5) 3,819,630	(4¼) 3,246,686	(5) 3,819,922
Car. to sink'g f'd.	744,472	745,492	764,839	765,186
Balance, sur..	sur.$634,166	def. $302,434	sur.$836,274	sur.$990,354

—(V. 54, p. 242, **558**, **561**, **581**, 643, 1047; V. 55, p. 551, 1077; V. 56, p. 164, 646, **667**, **669**, 834; V. 57, p. 21, 22, 105, 342.)

Chicago & Eastern Illinois.—*(See Map.)*—Owns from Dolton, Ill., to Danville, Ill., 107 miles; Danville to Shelbyville, 92 miles; Momence to Indiana State line (junction with the Chicago & Indiana Coal), 11 miles; Cissna Junction, Ill., to Cissna Park, 11 miles. Leases—Chicago & Indiana Coal Railway, Brazil to La Crosse, Ind., 145 miles, and branches, 29 miles; Evansville Terre Haute & Chicago Railroad, Danville, Ill., to Otter Creek Junction, Ind., 49 miles; Indiana Block Coal Railroad, Otter Creek Junction to Brazil, Ind., 13 miles. Trackage—Otter Creek Junction to Terre Haute, Ind., (Ev. & T. H.) 6 miles; Dolton to Chicago (C. & W. I.), 17 miles. Total operated, 481 miles.

In April, 1893, a contract was awarded for an extension from Rossville to Sidell, 35 miles. V. 56, p. 578.

HISTORY, LEASES, &c.—Reorganized under existing title September 1, 1877. In February, 1889, absorbed the Chicago & Indiana Coal Railway, placing its stock in trust for benefit of Chic. & East. Illinois stockholders, and in May, 1892, leased the road for 999 years, guaranteeing its bonds. Also owns control of Evansv. Terre Haute & Chicago RR. and $1,000,000 stock of the Chicago & Western Indiana—which see.

In January, 1890, a ten-year traffic contract was made with the Evansville & Terre Haute for the operation of a through line between Chicago and Evansville, and in December, 1892, a still closer contract was made for operating the roads as one line. V. 55, p. 995.

CAPITAL STOCK.—The common stock is entitled to all surplus after 6 per cent on the preferred stock.

DIVIDENDS since 1881—On common, in 1882, 3 per cent; in 1886, 5; in 1887, 6; none since. On new preferred in 1888, 7½; in 1889, 6; in 1890, 6 in preferred stock; in 1891, 4½ cash; in 1892, 6; in 1893, 6.


MAP OF THE
CHICAGO
AND
EASTERN ILLINOIS
RAILROAD SYSTEM.
CHICAGO
AND
EASTERN ILLINOIS
Railroad System.
Reduced Scale.
GULF OF MEXICO
L. MICHIGAN
CHICAGO
NEW BUFFALO
Michigan Cy.
Niles
LA PORTE
South Bend
Stillwell
WELLSBORO
La Paz
Hanna
Thomaston
LA CROSSE
Wilders
Plymouth
Argos
Rochester
Newton
Logansport
Peru
Monon.
Reynolds
Delphi
Kokomo
La Fayette
Anoka
Frankfort
Tipton
Colfax
Noblesville
Crawford V.
Lebanon
New Ross
INDIANAPOLIS
Greencastle
Franklin
Martins V.
BRAZIL
SALINE CITY
TERRE HAUTE
Spring Hill Jct.
Farmersburg
LANCASTER BRANCH
Coal City
WORTHINGTON
Columbus
ELLISTON
ELNORA
Plainville
Bedford
Jordan
Mitchell
Orleans
WASHINGTON
Rogers
Petersburgh
Jasper
Huntingburg
OAKLAND CITY
Somerville
Mackey
Buckskin
Elliotts
St.George
Lincoln
OHIO RIVER
Carmelton
Irwin
Hawes
Owensboro
Falls of Rough
Litchfield
Livermore
Beaver Dam
Hills
Central City
Green R.
Mamme Gls
Mud River
Penrod
Bowling Green
Glasgow
Mem
Hopkinsville
Elkton
Russellville
Adairville
Turners
Springfield
Clarksville
Edgefield Jc.
NASHVILLE
Tennessee R.
To Memphis
Erin
Stribling
Guthrie
Julian
Eddyville
Princeton
Nortonville
Madison V.
Providence
Marion
De Koven
Morganfield
Shawnee T.
Unionton
El Dorado
Grand Tower
Jackson
Delta
Cape Girardeau
Parker City
Vienna
Mound Cy.
CAIRO
Paducah
Charleston
Dexter
Belmont
Columbus
Mayfield
Hickman
Fulton
Union Cy.
Paducah Jc.
Rives
Martin
Malden
New Mexico
EVANSVILLE
MT. VERNON
POSEYVILLE
McLeansboro
Grayville
Fairfield
Mt. Vernon
Centralia
Odin
Sandoval
E. St. Louis
ST. LOUIS
Belleville
Edwards V.
Smithboro
Wann
Sorento
Vandalia
Edgewood
Altamont
Effingham
Cowden
Ramsey
HERRICK
Litchfield
Carlin V.
Waverly
Jackson V.
SPRINGFIELD
Ashland
Petersburg
Mt. Pulaski
Virden
Taylor V.
Decatur
Bement
Maroa
Champaign
Mansfield
Gilman
Watseka
Woodland
Milford
CISSNA PARK
Gibson Cy.
WELLINGTON
HOOPESTON
ROSSVILLE
ALVAN
Bismarck
DANVILLE
Sidell
Indianola
Prairie View
Fairland
Villa Grove
TUSCOLA
Arcola
Oakfield
Findlay
Pana
Mattoon
Lerna
Neoga
Casey
Greenup
Robinson
Newton
Willow Hill
Oakdale
Carlisle
Sullivan
Emison
Smith
Oliney
Elora
Hazleton
Patoka
Princeton
Brown's
Owens V.
Carmi
Norris City
El Dorado
Unionton
Shawnee T.
Grand Tower
Jackson
Delta
Cape Girardeau
Parker City
Vienna
Mound Cy.
CAIRO
Paducah
Charleston
Dexter
Belmont
Columbus
Mayfield
Hickman
Fulton
Union Cy.
Paducah Jc.
Rives
Martin
Malden
New Mexico
Tennessee R.
To Memphis
Erin
Stribling
Guthrie
Julian
Eddyville
Princeton
Nortonville
Madison V.
Providence
Marion
De Koven
Morganfield
Shawnee T.
Unionton
El Dorado
Grand Tower
Jackson
Delta
Cape Girardeau
Parker City
Vienna
Mound Cy.
CAIRO
Paducah
Charleston
Dexter
Belmont
Columbus
Mayfield
Hickman
Fulton
Union Cy.
Paducah Jc.
Rives
Martin
Malden
New Mexico
EVANSVILLE
MT. VERNON
POSEYVILLE
McLeansboro
Grayville
Fairfield
Mt. Vernon
Centralia
Odin
Sandoval
E. St. Louis
ST. LOUIS
Belleville
Edwards V.
Smithboro
Wann
Sorento
Vandalia
Edgewood
Altamont
Effingham
Cowden
Ramsey
HERRICK
Litchfield
Carlin V.
Waverly
Jackson V.
SPRINGFIELD
Ashland
Petersburg
Mt. Pulaski
Virden
Taylor V.
Decatur
Bement
Maroa
Champaign
Mansfield
Gilman
Watseka
Woodland
Milford
CISSNA PARK
Gibson Cy.
WELLINGTON
HOOPESTON
ROSSVILLE
ALVAN
Bismarck
DANVILLE
Sidell
Indianola
Prairie View
Fairland
Villa Grove
TUSCOLA
Arcola
Oakfield
Findlay
Pana
Mattoon
Lerna
Neoga
Casey
Greenup
Robinson
Newton
Willow Hill
Oakdale
Carlisle
Sullivan
Emison
Smith
Oliney
Elora
Hazleton
Patoka
Princeton
Brown's
Owens V.
Carmi
Norris City
El Dorado
Unionton
Shawnee T.
Grand Tower
Jackson
Delta
Cape Girardeau
Parker City
Vienna
Mound Cy.
CAIRO
Paducah
Charleston
Dexter
Belmont
Columbus
Mayfield
Hickman
Fulton
Union Cy.
Paducah Jc.
Rives
Martin
Malden
New Mexico
Tennessee R.
To Memphis
Erin
Stribling
Guthrie
Julian
Eddyville
Princeton
Nortonville
Madison V.
Providence
Marion
De Koven
Morganfield
Shawnee T.
Unionton
El Dorado
Grand Tower
Jackson
Delta
Cape Girardeau
Parker City
Vienna
Mound Cy.
CAIRO
Paducah
Charleston
Dexter
Belmont
Columbus
Mayfield
Hickman
Fulton
Union Cy.
Paducah Jc.
Rives
Martin
Malden
New Mexico

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OF DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Princi. pal, When Due. *Stocks*—Last Dividend.
Chicago & Eastern Illinois—(Continued)—								
1st mort. (s. f. $20,000, no drawings) c*	107	1877	$100&c.	$2,989,000	6	J. & D.	N.Y., 4th Nat. Bk. & Bost.	Dec. 1, 1907
Danville & Grape Creek RR.—1st M., assumed.. c*	7	1880	1,000	119,000	6	M. & N.	Boston, Globe Nat. Bk.	May 1, 1921
Extension, 1st mortgage c*	15	1881	1,000	103,000	6	J. & D.	N. Y., Fourth Nat. Bank.	Dec. 1, 1931
Consol. mortgage (for $6,000,000), gold s. f. c*	221	1884	1,000	2,788,000	6 g.	A. & O.	N. Y., Central Trust Co.	Oct. 1, 1934
Collateral trust bonds, sinking fund c*	....	1887	1,000	42,000	6 g.	F. & A.	do do	Feb. 1, 1912
General consolidated and first mortgage c&r	221	1887	1,000&c	6,447,000	5	M. & N.	do do	Nov. 1, 1937
Chic. & Ind. Coal—1st M. $25,000 p.m., guar. p & l. c*	174	1886	1,000	4,587,000	5	J. & J.	N. Y., Met. Trust Co.	Jan. 1, 1936
Chicago & Erie—Stock (all held by Erie)	....	....	100	100,000	....	.....	.....	.....
1st M., gold, interest guar. till principal is paid.. c*	249	1890	1,000	12,000,000	5 g.	M. & N.	N. Y. L. E. & W.	May 1, 1982
Income bonds for $10,000,000 non-cumulative ..	249	1890	1,000&c	10,000,000	5	Oct. 1.	N. Y., when earned.	Oct. 1, 1982
Terminal 1st mort., gold, int. 4 p. c. till July, 1893.	....	1888	....	300,000	4 to 5 g.	J. & J.	N.Y., Drexel, Morg. & Co.	July, 1918
Chicago Fort Madison & Des Moines—1st mortgage.	....	1891	1,000	(?)	5	J. & J.	Bost., Am. Loan & Tr. Co.	1911
Chicago & Grand Trunk—Stock	....	....	100	6,600,000	....	.....	.....	.....
Northwest Grand Trunk., 1st mortgage	66	1880	500&c.	$558,000	6	J. & J.	{ N. Y. Agency, Bk. of	Jan. 1, 1910
1st mortgage for $6,000,000, gold	327	1880	£100 &c	$5,442,000	6 g.	J. & J.	{ Montreal & London.	Jan. 1, 1900
2d mortgage, $ and £ c&r	327	1881	1,000&c	$6,000,000	5	J. & J.	do do	Jan., 1922
Ch. Gt. Western—Deben. stk. $15,000,000 gu. 4 p.c.	....	....	100	11,175,000	4 per an.	J. & J.	London, R. Benson & Co.	July 15, 1893
Pref. stock A, 5 per cent, gold, $15,000,000	....	....	100	11,010,000	....	....	do do	See text.
Pref. stock B, 4 per cent $10,000,000	....	....	100	7,443,490	....	....	.....	.....
Common stock, $30,000,000	....	....	100	20,345,545	....	....	.....	.....
Chicago Great West. System—Chic. St. P. & K. City—								
Chic. St. P. & Kan. City—Stock	....	....	100	14,892,900	....	.....	.....	.....
Priority loan, sterling, redeemable at 105	815	1889	.....	2,823,150	5 g.	J. & J.	N.Y., Lon. & Amsterdam	Jan. 1, 1934
Minn. & Northwest. 1st M., g., $20,000 p. m.. c*	515	1884	1,000	9,628,000	5 g.	J. & J.	See remarks.	July 1, 1934
Ch. St. P. & K. C. 1st M., g., (red. Jan., 1896). c* &r	815	1886	1,000	9,326,000	5 g.	J. & J.	do	July 1, 1936
General mort. gold (1st coup. due Jan. 1, '93).	815	1889	1000&c.	4,886,000	4 g.	J. & J.	No inter'st due till 1893.	Jan. 1, 1989
Income b'ds (conv. into 5 p. c. pref. stock)....	....	1888	100 &c.	4,981,700	5	J. & J.	None paid.	July 1, 1936
Equipment lease warrants	....	....	....	1,524,313	7	.....	.....	1893-1901
Chic. Junc. Rys. & Un. Stk. Yard—See MISCELLANEOUS COMPANIES.								
Chic. Kalamazoo & Saginaw—Stock ($2,000,000 au.)	45	....	100	See text.	....	....	.....	.....

BONDS, GUARANTIES, &c.—The Chicago & Eastern Illinois guarantees the interest on Evansville Terre Haute & Chicago issues (see that company) and interest on $150,000 Indiana Block Coal 1st 7s.

The general consolidated mortgage of 1887 (trustee, Central Trust Company) provides for the retirement of $6,042,000 prior bonds and for issue of bonds on new road at $18,000 per mile for single track, $7,000 per mile for equipment and $8,000 per mile for double track.

Chicago & Indiana Coal first mortgage of 1886 (trustees, Metropolitan Trust Company and R. B. F. Pierce) is for $1,000,000 on road from Yeddo to Brazil and $25,000 per mile ($7,000 of this for equipment) for extensions; second track, $8,000 per mile. The bonds are guaranteed principal and interest under the lease. (V. 54, p. 964.)

GENERAL FINANCES.—This road has a considerable coal traffic. In December, 1892, were issued $1,007,000 general consols for double track, equipment, etc.

LATEST EARNINGS.—From Jan 1 to Sept. 15, 1893 (8½ months), gross, $3,080,079, against $2,799,555 in 1892.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held in Chicago on the first Wednesday in June. The annual report for 1891-92 was in V. 56, p. 81, and stated that "more than $300,000 were expended on road and equipment and charged to operating expenses during year over and above ordinary repairs," and that in 1892-93 a further $300,000 for like expenses would be charged to same account.

The figures for 1893 following are from an official advance statement.

Year end. June 30.	1890.	1891.	1892.	1893.
Gross earnings	$2,911,723	$3,567,195	$3,775,546	$4,446,959
Oper. exp. & taxes	1,731,369	1,946,499	2,503,523	2,990,314
Net earnings	$1,180,354	$1,620,696	$1,272,023	$1,456,644
Net (incl. oth. income)	$1,212,346	$1,660,279	$1,340,987	$1,523,386
Interest paid	$771,514	$769,904	$837,340	$913,016
Rentals	200,061	204,226	210,655	221,071
Div. on pref. stock	(3%) 133,956	(6%) 275,949	(6%) 283,986	(6%) 283,986
Balance	sr. $106,815	sr. $410,198	sur. $9,006	sur. $105,313

(V. 53, p. 407, 473; V. 54, p. 276, 964, 995, 1110; V. 56, p. 81, 578.)

Chicago & Erie.—Owns from Marion, Ohio, to Hammond, Ind. 249 miles, and leases trackage over Chicago & Western Indiana to Chicago, 20 miles. Connecting line for the New York Lake Erie & Western and the New York Pennsylvania & Ohio to Chicago.

HISTORY AND STOCK.—Reorganization of Chic. & Atlantic, sold in foreclosure Aug. 12, 1890. The N. Y. Lake Erie & West. owns the entire stock, $100,000. There were car trusts, June 30, 1892, for $257,421. See reorganization plan in V. 44, p. 369.

BONDS.—The first mortgage (trustees Central Trust Co. and Edward Daniels) bore 4 per cent interest till May 1, 1892, and thereafter 5 p. ct. This interest is guaranteed by Erie. See V. 56, p. 695. Both the first and the income mortgage cover 249 miles of road, the contract with the Chicago & Western Indiana, $1,000,000 of that company's stock and $240,000 stock of the Chicago Belt Railway. See full abstracts of mortgages in V. 51, p. 911 to 913. See also V. 54, p. 203.

A certain percentage of the gross earnings is each year to be applied, first, to payment of interest on the first mortgage bonds, second to the payment of interest on the incomes. If the gross earnings in any year amount to $2,250,000 or less, then this percentage is to be 22½ per cent; if to more than $2,250,000 and less than $2,750,000, then 25 per cent; if to $2,750,000 or more, and less than $3,250,000, then 27½ per cent; if to $3,250,000 or more, then 29 per cent. In case the percentage of gross earnings is not sufficient to meet interest on the first mortgage bonds and the Erie has to make up the deficiency, then the amount of such deficiency, with interest at 5 per cent, is payable to Erie in subsequent years prior to the payment of interest on the income bonds.

Interest on the incomes has been paid as follows: For year 1890-91, none; for 1891-92, 3 per cent, payable October 1.

LATEST EARNINGS.—From Jan. 1 to June 30, 1893 (6 months), gross earnings were $1,448,210, against $1,364,272 in 1892.

Gross earnings for the year ending June 30, 1892, (the fiscal year of the company), were $2,886,583, 27½ per cent of which was applicable for interest on bonds, equal to interest on first mortgage bonds, and 3 per cent interest on the income bonds, payable Oct. 1, 1892. See V. 55, p. 941. For ten months to June 30, 1891, gross, $2,159,430. (V. 52, p. 428, 498; V. 53, p. 795; V. 54, p. 203; V. 55, p. 331, 941.)

Chicago Fort Madison & Des Moines.—Road completed from Fort Madison to Ottumwa, Ia., 72 miles, in December, 1892. Capital stock June 30, 1892—authorized, $5,000,000; outstanding, $1,250,000; par, $100.

Chicago & Grand Trunk.—Owns from Port Huron, Mich., to Elsdon, 327 miles; leases Grand Trunk Junction Railroad, 4 miles, and trackage Chicago & West Indiana, 5 miles; total, 335 miles. Stock, $6,600,000 in $100 shares. Controlled by the Grand Trunk of Canada, which gives a traffic guarantee of 30 per cent of gross earnings. Third mortgage for $6,000,000 was authorized in April, 1893.

From January 1 to July 31 in 1893 (7 months), gross earnings were £427,848, against £450,97[illegible] 5 in 1892; net, £67,658, against £102,906. In 1892, gross, £773,459; net, [illegible] t, £168,253, against £174,590; deficit after charges, £7,585, against sur[illegible] plus in 1891 of £8,222. (V. 56, p. 621.)

Chicago Great Western.—*(See Map.)*—ORGANIZATION—Incorporated under laws of Illinois in January, 1892, to facilitate reorganization of the capital accounts of the Chicago St. Paul & Kansas City Ry. Co. It is authorized to issue (1) $15,000,000 of 4 per cent debenture stock, interest payable January and July in gold; (2) $15,000,000 of 5 per cent preferred stock "A," dividend contingent upon earnings, payable half-yearly in gold; (3) $10,000,000 of 4 per cent preferred stock "B," dividend contingent upon earnings, and (4) $30,000,000 common stock. On Jan. 15, 1893, purchased the Leavenworth & St. Joseph, Bee Creek to Leavenworth, 23 miles, for $500,000 (all the stock) and operates it as part of the main line.

EXCHANGE OF SECURITIES.—Under the plan in V. 55, p. 856 the following amounts of Ch. S. P. & K. C. securities were exchanged. Stock, $14,248,250; first mortgage bonds, $18,350,000; general mortgage, $4,841,000; incomes, $4,476,800.

The Chicago Great Western Company assumed the equipment lease warrants and the priority loan, and offered—

a. To holders of Minnesota & N. W. and Ch. St. P. & K. C. first mortgage—$500 debenture stock and $600 preferred stock "A."

b. To holders of general mortgage bonds for each $1,000 bond having January, 1893, coupon on, $1,000 of 4 per cent preferred stock "B."

c. To holders of incomes and stock, on payment of a 10 per cent assessment, a certain amount of preferred stock "B" and common stock. To those not paying assessment a certain amount of common stock.

NEW SECURITIES.—Securities to be outstanding under the plan were—

Equip. lease warrants	$1,723,430	Preferred stock "A"	$11,372,400
Priority loan	2,823,150	Preferred stock "B"	8,842,920
Debenture stock	11,477,000	Common stock	24,676,300

From assessments and sale at 85 of $2,000,000 debenture stock there was to be available for improvements, etc., $3,678,460.

Holders of debenture and preferred A stock appoint "the finance committee of the company," which exercises general supervision of its finances. Upon default in payment of interest on the debenture stock or of dividends, if earned, on preferred A, holders of said securities will have the sole right through the finance committee and a receiver for them appointed to direct the management of the property. Additional securities of said issues can be put out, but only with consent of a majority of both said classes of stock present at a meeting. Securities of other issues to have a lien prior to preferred A can be created only with consent of two-thirds of both classes. The several classes in case of liquidation will have principal paid in gold, according to their priority right to dividends. A deed of the property to the Manhattan Trust Co. secures the rights of the debenture and preferred A stockholders in respect to dividends.

DIVIDENDS.—On preferred A a dividend was to be paid in January, 1893, but legal matters prevented and none paid prior to Sept. 22, 1893.

EARNINGS.—For half-year ending Dec. 31, 1892, gross earnings were $2,911,748; net, $760,664; taxes (est.), $54,000; rentals, $190,985; interest on priority loan, rolling stock warrants, and three-year notes, $135,033; balance for stocks, $380,645; interest on debenture stock, $189,540; dividend on pref. "A," $190,688; balance, surplus, $417.—(V. 54, p. 923, 964; V. 55, p. 145, 638, 765, 856; V. 56, p. 700, 923.)

Chicago Great Western System.—Chicago St. Paul & Kansas City.—*(See Map.)*—ROAD—Owns main lines (all steel) Chicago to St. Paul and St. Joseph, 690 miles; Hayfield to Manley Junction, 47 miles; St. Joseph to Leavenworth, 23 miles; branches—Summer to Hampton, 64 miles; to coal mines, &c., in Iowa, 10½ miles; other, 4 miles; total owned, 838½ miles; and leases—St. Paul to Minneapolis, 10½ miles; Chicago terminals, 10 miles; Dubuque to Aitken, 16 miles; Des Moines terminals, 2·70 miles; Leavenworth to Kansas City, 44¾ miles; total leased, 84 miles. Total operated, 922½ miles.

HISTORY, LEASE, ETC.—The Chicago St. Paul & Kansas City was organized in May, 1886, and in December, 1887, amalgamated with Minnesota & Northwestern, chartered in 1854. First mortgage coupons due from Jan. 1, 1890, to July 1, 1892, both inclusive, were funded into priority loan for $2,823,150. On July 1, 1892, leased to Chicago Great Western in furtherance of a reorganization plan. See Chicago Great Western above and V. 55, p. 856. Three-year notes, $120,000.

LATEST EARNINGS.—From July 1, '92, to June 30, '93 (12 mos.), gross earnings (estimated) were $5,063,164, against $5,024,740 in 1891-92.

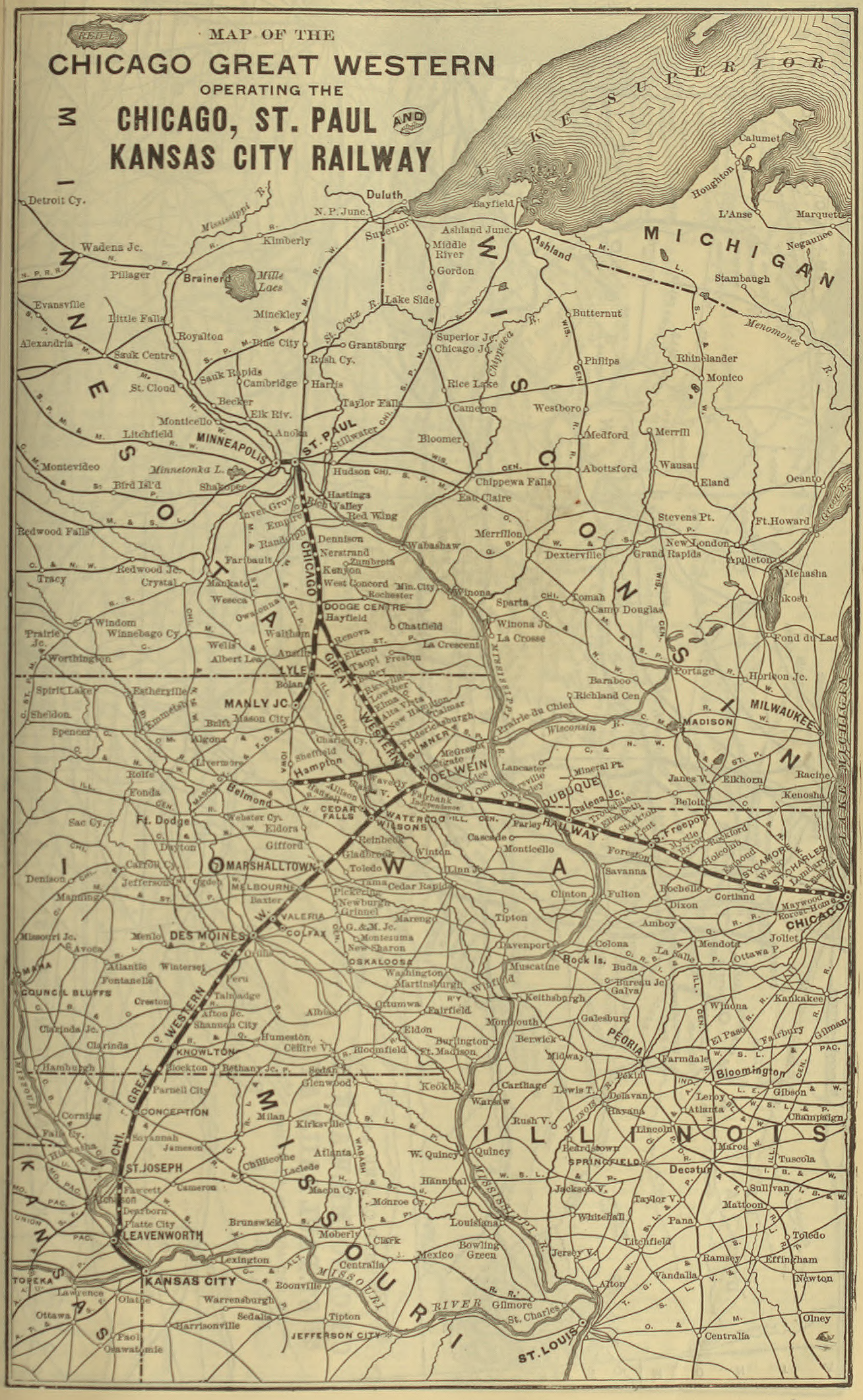
ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was in CHRONICLE V. 55, p. 638.

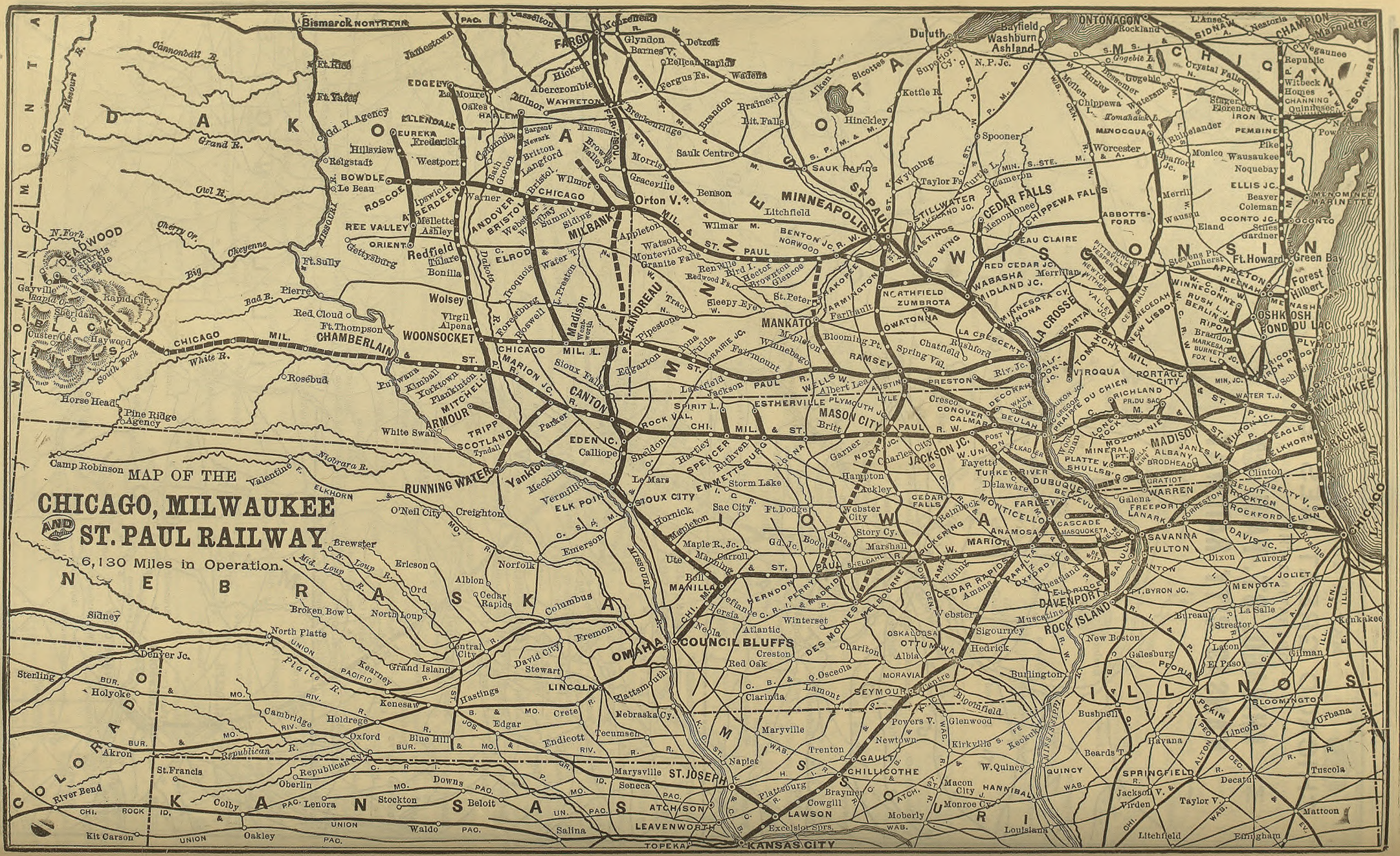
Year ending June 30.	1890.	1891.	1892.
Average mileage owned and oper'd	845	887	922
Total gross earnings	$4,225,665	$4,360,851	$5,024,740
Operating expenses, insur., &c.	3,178,886	3,285,340	3,664,677
Net income	$1,046,779	$1,075,511	$1,360,063

In year 1891-92 taxes paid, $100,000; rentals, $477,038; interest, $128,816.

Samuel C. Stickney is Chairman of the Board; J. M. Egan, President, St. Paul. New York office, 18 Wall Street.

Chicago Kalamazoo & Saginaw.—Under construction from Kalamazoo, Mich., to Saginaw, Mich., 125 miles, of which 45 miles, Kalamazoo to Woodburg, in operation. In September, 1893, no securities were outstanding.


MAP OF THE
CHICAGO GREAT WESTERN
OPERATING THE
CHICAGO, ST. PAUL AND KANSAS CITY RAILWAY
LAKE SUPERIOR
MICHIGAN
WISCONSIN
MINNESOTA
IOWA
ILLINOIS
MISSOURI
KANSAS
NEBRASKA
Detroit Cy.
Duluth
N. P. Junc.
Bayfield
Houghton
Calumet
L'Anse
Marquette
Negaunee
Ashland Junc.
Ashland
Stambaugh
Menomonee
Wadena Jc.
Kimberly
Superior
Middle River
Gordon
Pillager
Brainerd
Mille Lacs
Lake Side
Butternut
Evansville
Little Falls
Minckley
Royalton
Alexandria
Sauk Centre
Pine City
Grantsburg
Rush Cy.
Superior Jc.
Chicago Jc.
Phillips
Rhinelander
Monico
Sauk Rapids
Cambridge
Harris
Rice Lake
St. Cloud
Becker
Elk Riv.
Taylor Falls
Cameron
Westboro
Monticello
Anoka
Litchfield
MINNEAPOLIS
ST. PAUL
Stillwater
Bloomer
Medford
Merrill
Montevideo
Minnetonka L.
Bird Isl'd
Shakopee
Hudson
Chippewa Falls
Abbottsford
Wausau
Eland
Oconto
Hastings
Eau Claire
Red Wing
Stevens Pt.
Ft. Howard
Redwood Falls
Dennison
Merrillon
Wabashaw
Dexterville
New London
Grand Rapids
Appleton
Menasha
Redwood Jc.
Tracy
Crystal
Mankato
Kenyon
West Concord
Min. City
Winona
Sparta
Tomah
Camp Douglas
Oshkosh
Weseca
Rochester
DODGE CENTRE
Hayfield
Chatfield
Winona Jc.
La Crosse
Fond du Lac
Prairie Jc.
Worthington
Wells
Albert Lea
La Crescent
Portage
Horicon Jc.
Spirit Lake
Estherville
LYLE
MANLY JC.
Baraboo
Richland Cen
Sheldon
Spencer
Algona
Mason City
Prairie du Chien
MILWAUKEE
MADISON
Wisconsin R.
Hampton
OELWEIN
Lancaster
Mineral Pt.
Janes V.
Elkhorn
Racine
Rolfe
Fonda
Belmond
DUBUQUE
Galena Jc.
Beloit
Kenosha
Sac Cy.
Ft. Dodge
CEDAR FALLS
WATERLOO
WILSONS
Cascade
Monticello
Farley
Freeport
Gifford
Reinbeck
Winton
Foreston
Savanna
Rochelle
Cortland
Denison
MARSHALLTOWN
Toledo
Linn Jc.
Clinton
Fulton
Dixon
CHICAGO
Jefferson
MELBOURNE
Cedar Rapids
Tipton
Amboy
Manning
Pickering
Newburgh
Grinnell
VALERIA
Maroa
Missouri Jc.
Avoca
DES MOINES
COLFAX
Montezuma
New Sharon
Davenport
Colona
Rock Is.
Mendota
Joliet
Menlo
Orient
OSKALOOSA
Muscatine
La Salle
Ottawa
Atlantic
Wintersel
Washington
Martinsburgh
Buda
Fontanelle
Keithsburgh
Galva
COUNCIL BLUFFS
Creston
Talmadge
Ottumwa
Fairfield
Winona
Kankakee
Afton Jc.
Albia
Galesburg
Clarinda Jc.
Shannon City
Eldon
Monmouth
Burlington
Berwick
PEORIA
Fairbury
Gilman
Clarinda
Humeston
Celltre
Ft. Madison
Midway
Farmdale
Bloomington
KNOWLTON
Hamburgh
Blockton
Bethany Jc.
Keokuk
Carthage
Lewis T.
Delavan
Leroy
Gibson
Parnell City
Glenwood
Warsaw
Havana
Atlanta
Champaign
Corning
CONCEPTION
Milan
Kirksville
Rush V.
Lincoln
Fall Cy.
Savannah
Jameson
Chillicothe
Atlanta
W. Quincy
Quincy
Peardstown
Maroa
Tuscola
ST. JOSEPH
Ladede
SPRINGFIELD
Decatur
Sullivan
Hannibal
Jacksonv.
Taylor V.
Mattoon
Macon Cy.
Monroe Cy.
Whitehall
Pana
Brunswick
Louisiana
Toledo
LEAVENWORTH
Moberly
Clark
Bowling Green
Litchfield
Ramsey
Effingham
Lexington
Mexico
Centralia
Jersey V.
Vandalia
Newton
TOPEKA
KANSAS CITY
Boonville
Afton
Lawrence
Olathe
Warrensburgh
Gilmore
Olney
Ottawa
Sedalia
Tipton
St. Charles
Centralia
Harrisonville
JEFFERSON CITY
ST. LOUIS
Osawatomie
MISSOURI RIVER


MAP OF THE
CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY
6,130 Miles in Operation.
Bismarck
NORTHERN PAC.
Fargo
Duluth
Bayfield
Washburn
Ashland
ONTONAGON
Marquette
Minneapolis
St. Paul
Sioux City
Omaha
Council Bluffs
Kansas City
Chicago
Milwaukee
Madison
Rapid City
Deadwood
Black Hills
Denver Jc.
Sterling
Holyoke
Akron
Colby
Kit Carson
Oakley
Lenora
Stockton
Beloit
Waldo
Salina
Leavenworth
Atchison
St. Joseph
Lawson
Cowgill
Plattsburg
Nebraska Cy.
Lincoln
Hastings
Kenesaw
Grand Island
Kearney
North Platte
Sidney
Broken Bow
North Loup
Ord
Ericson
Brewster
Albion
Norfolk
Columbus
Fremont
Emerson
Creighton
O'Neil City
Valentine
Camp Robinson
Rosebud
Horse Head
Pine Ridge Agency
White Swan
Tripp
Scotland
Tyndall
Armour
Mitchell
Kimball
Parkston
Yankton
Vermillion
Elk Point
Running Water
Eden Jc.
Calliope
Canton
Sioux Falls
Chamberlain
Woonsocket
Wolsey
Virgil
Alpena
Redfield
Tulare
Bonilla
Ree Valley
Orient
Gettysburg
Ft. Sully
Pierre
Red Cloud
Ft. Thompson
Gayville
Sheridan
Custer
Haywood
Rapid Cr.
Ft. Meade
Spearfish
Belle Fourche
Cheyenne
Big
Bad R.
White R.
South Fork
N. Fork
Cherry Cr.
Little Missouri R.
Cannonball R.
Ft. Rice
Ft. Yates
Gd. R. Agency
Hillsview
Reigstadt
Le Beau
Bowdle
Roscoe
Ipswich
Aberdeen
Mellette
Ashley
Westport
Ellendale
Eureka
Frederick
Edgely
La Moure
Oakes
Hickson
Abercrombie
Milnor
Wahpeton
Fergus Falls
Wadena
Detroit
Glyndon
Barnes V.
Pelican Rapids
Hillsboro
Grand Forks
Larimore
Mayville
Casselton
Jamestown
Valley City
Sargent
Newark
Britton
Langford
Columbia
Bath
Groton
Bristol
Andover
Webster
Waubay
Summit
Milbank
Big Stone
Graceville
Wilmot
Browns Valley
Morris
Benson
Litchfield
Orton V.
Appleton
Watson
Montevideo
Granite Falls
Wilmar
Sauk Centre
Sauk Rapids
Brainerd
Brandon
Alexandria
Fergus Falls
Detroit
Pelican Rapids
Hinckley
Kettle R.
Aitkin
Scotties
Superior
N. P. Jc.
Spooner
Taylor Fy.
Wyoming
Turtle L.
Cameron
Stillwater
Lakeland Jc.
Cedar Falls
Menomonee
Chippewa Falls
Eau Claire
Abbotts-ford
Wausau
Merrill
Minocqua
Worcester
Chippewa L.
Tomahawk L.
Watersmeet
Gogebic L.
Bessemer
Gogebic
Ironwood
Hurley
Mellen
Crystal Falls
Stager
Florence
Iron Mt.
Rhinelander
Pembine
Pike
Monico
Wausaukee
Noquebay
Ellis Jc.
Beaver
Coleman
Oconto Jc.
Stiles
Gardner
Oconto
Menominee
Marinette
Peshtigo
Eland
Ft. Howard
Green Bay
Forest Jc.
Hilbert
Appleton
Neenah
Menasha
Winneconne
Rush L. Jc.
Berlin
Ripon
Oshkosh
Fond du Lac
Braddon
Markesan
Burnett Jc.
Fox Lk.
Plymouth
Sheboygan
Sheboygan Falls
Kohler
Cleveland
Manitowoc
Two Rivers
Kewaunee
Algoma
Sturgeon Bay
Egg Harbor
Fish Creek
Ellison Bay
Gills Rock
Washington I.
Rock I.
Menominee
Escanaba
Champion
Negaunee
Republic
Witbeck
Homes
Channing
Quinnesec
Powers
Nahma
Gulliver
Manistique
Germfask
Seney
Newberry
Trout L.
Soo Jc.
Sault Ste. Marie
Pt. Iroquois
Brimley
Bay Mills
Raco
Dafter
Kinross
Pickford
Rudyard
Trout Cr.
Hessel
Cedarville
Detour
Drummond I.
Pt. Epoufette
Pt. Inglis
Gros Cap
Pt. Aux Chenes
Pt. Aux Barques
Port Austin
Harbor Beach
Port Sanilac
Lexington
Marine City
St. Clair
Algonac
Mt. Clemens
Romeo
Utica
Detroit
Wyandotte
Trenton
Gibraltar
Flat Rock
Monroe
Toledo
Ottawa Lk.
Adrian
Hudson
Tecumseh
Clinton
Manitou
Blissfield
Deerfield
Petersburg
Raisinville
Erie
Milan
Ypsilanti
Ann Arbor
Dexter
Chelsea
Grass Lk.
Jackson
Parma
Albion
Marshall
Battle Creek
Kalamazoo
Vicksburg
Schoolcraft
Three Rivers
Centreville
Sturgis
Constantine
Mendon
Burr Oak
Colon
Bronson
Coldwater
Quincy
Union City
Bronson
Hillsdale
Litchfield
Jonesville
Reading
Hanover
Concord
Springport
Eaton Rapids
Charlotte
Olivet
Vermontville
Nashville
Hastings
Middleville
Caledonia
Wayland
Allegan
Otsego
Plainwell
Kalamazoo
Paw Paw
Lawton
Decatur
Hartford
Watervliet
Coloma
Benton Harbor
St. Joseph
New Buffalo
Michigan City
Gary
Hammond
Whiting
Indiana Harbor
East Chicago
Calumet
Dolton
Harvey
Blue Island
Chicago
Evanston
Wilmette
Glencoe
Highland Park
Lake Forest
Waukegan
Kenosha
Racine
Sturtevant
Wind Lake
Waterford
Burlington
Elgin
Rockford
Belvidere
Beloit
Janesville
Whitewater
Elkhorn
Lake Geneva
Delavan
Darien
Williams Bay
Fontana
Walworth
Lake Como
Richmond
Harvard
Woodstock
Crystal Lk.
Algonquin
Barrington
Palatine
Arlington Hts.
Des Plaines
Maywood
Melrose Park
Bellwood
Hillside
Elmhurst
Lombard
Glen Ellyn
Wheaton
Naperville
Aurora
Batavia
Geneva
St. Charles
Elgin
Huntley
Marengo
Belvidere
Rockford
Freeport
Lanark
Savanna
Fulton
Clinton
Beloit
Rockton
Elgin
Davis Jc.
Dixon
Aurora
Joliet
Mendota
La Salle
Streator
Bureau
Kankakee
Gilman
Lacon
El Paso
Peoria
Galesburg
New Boston
Burlington
Bloomington
Pekin
Lincoln
Urbana
Champaign
Havana
Beards T.
Springfield
Decatur
Tuscola
Taylor V.
Mattoon
Litchfield
Effingham
Virden
Jacksonville
Alton
Quincy
Hannibal
Monroe Cy.
Moberly
Louisiana
Macon City
Brookfield
Chillicothe
Gault
Trenton
Newtown
Maryville
Powers V.
Glenwood
Kirksville
Bushnell
Oskaloosa
Ottumwa
Albia
Chariton
Creston
Red Oak
Osceola
Lamont
Seymour
Moravia
Centerville
Bloomfield
Corydon
Winterset
Atlantic
Neola
Defiance
Hersia
Herndon
Perry
Madrid
Melbourne
Ferry
Ames
Boone
Story Cy.
Webster City
Hampton
Garner
Britt
Mason City
Clear Lake
Forest City
Lake Mills
Algona
Wesley
Titonka
Burt
Swea City
Bancroft
Whittemore
Lu Verne
Buffalo Center
Rake
Northwood
Kensett
Manly
Mason City
Nora Jc.
Charles City
Jackson Jc.
Fayette
Turkey River
Delaware
Cascade
Masquoketa
Dubuque
Bellevue
Farley
Monticello
Anamosa
Marion
Cedar Rapids
Amana
Vinton
Belle Plaine
Oxford Jc.
Wheatland
Elk River
Davenport
Rock Island
Muscatine
Sigourney
Hedrick
Keokuk
Fort Madison
Montrose
Donnellson
Farmington
Keosauqua
Bonaparte
Milton
Mt. Pleasant
Salem
Winfield
Wapello
Columbus Jct.
Washington
Riverside
Kalona
Iowa City
Tiffin
West Liberty
Wilton Jct.
Durant
Clinton
Camanche
Le Claire
Princeton
Albany
Brodhead
Janesville
Milton Jct.
Whitewater
Elkhorn
Eagle
Sharon
Delavan
Darien
Williams Bay
Fontana
Walworth
Lake Como
Richmond
Harvard
Woodstock
Crystal Lk.
Algonquin
Barrington
Palatine
Arlington Hts.
Des Plaines
Maywood
Melrose Park
Bellwood
Hillside
Elmhurst
Lombard
Glen Ellyn
Wheaton
Naperville
Aurora
Batavia
Geneva
St. Charles
Elgin
Huntley
Marengo
Belvidere
Rockford
Freeport
Lanark
Savanna
Fulton
Clinton
Beloit
Rockton
Elgin
Davis Jc.
Dixon
Aurora
Joliet
Mendota
La Salle
Streator
Bureau
Kankakee
Gilman
Lacon
El Paso
Peoria
Galesburg
New Boston
Burlington
Bloomington
Pekin
Lincoln
Urbana
Champaign
Havana
Beards T.
Springfield
Decatur
Tuscola
Taylor V.
Mattoon
Litchfield
Effingham
Virden
Jacksonville
Alton
Quincy
Hannibal
Monroe Cy.
Moberly
Louisiana
Macon City
Brookfield
Chillicothe
Gault
Trenton
Newtown
Maryville
Powers V.
Glenwood
Kirksville
Bushnell
Oskaloosa
Ottumwa
Albia
Chariton
Creston
Red Oak
Osceola
Lamont
Seymour
Moravia
Centerville
Bloomfield
Corydon
Winterset
Atlantic
Neola
Defiance
Hersia
Herndon
Perry
Madrid
Melbourne
Ferry
Ames
Boone
Story Cy.
Webster City
Hampton
Garner
Britt
Mason City
Clear Lake
Forest City
Lake Mills
Algona
Wesley
Titonka
Burt
Swea City
Bancroft
Whittemore
Lu Verne
Buffalo Center
Rake
Northwood
Kensett
Manly
Mason City
Nora Jc.
Charles City
Jackson Jc.
Fayette
Turkey River
Delaware
Cascade
Masquoketa
Dubuque
Bellevue
Farley
Monticello
Anamosa
Marion
Cedar Rapids
Amana
Vinton
Belle Plaine
Oxford Jc.
Wheatland
Elk River
Davenport
Rock Island
Muscatine
Sigourney
Hedrick
Keokuk
Fort Madison
Montrose
Donnellson
Farmington
Keosauqua
Bonaparte
Milton
Mt. Pleasant
Salem
Winfield
Wapello
Columbus Jct.
Washington
Riverside
Kalona
Iowa City
Tiffin
West Liberty
Wilton Jct.
Durant
Clinton
Camanche
Le Claire
Princeton
Albany
Brodhead
Janesville
Milton Jct.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last. Dividend.
Chicago Milwaukee & St. Paul—Common stock	----	----	100	$46,027,261	See text.	A. & O.	N. Y., Office 42 Wall St.	Oct. 20, 1893
Preferred stock 7 per cent yearly, not cumulative	----	----	100	25,767,900	7 per an.	A. & O.	do do	Oct. 20, 1893
Iowa & Minn. 1st M. convert. into pf. stock	230	1867	1,000	3,012,000	7	J. & J.	do do	July 1, 1897
Prairie du Chien 1st M. (Mil. to Pr. du Chien) c*	195	1868	1,000	3,674,000	8	F. & A.	do do	Feb. 1, 1898
2d mortgage, convertible into pref. stock c*	195	1868	1,000	1,233,000	7·3	F. & A.	do do	Feb. 1, 1898
Iowa & Dakota 1st M., conv. into pref. stock c*	126	1869	1,000	540,000	7	J. & J.	do do	July 1, 1899
River Div. (St.P.&C.) 1st M. con. into pf.stk.g.c*	130	1872	$ & £	3,804,500	7 g.	J. & J.	London and New York.	Jan. 1, 1902
Chic. & Mil. 1st mort. (conv. into pref. stock) c*	85	1873	1,000	2,393,000	7	J. & J.	N. Y., Office, 42 Wall St.	Jan. 1, 1903
Chic. Mil. & St. P. prior lien consols, convert.	1,395	1874	1,000	186,000	7	J. & J.	do do	Jan. 1, 1904
Ch. Mil. & St. P. consol. M., conv. into pf. stock c*	1,435	1875	1,000	11,299,000	7	J. & J.	do do	July 1, 1905
I.&D.Ext.1stM.($15,000p.m.)con.into pf.st'k c*	234	1878	1,000	3,505,000	7	J. & J.	do do	July 1, 1908
S. W. Div. 1st mortgage Western Union RR. c*	212	1879	1,000	4,000,000	6	J. & J.	do do	July 1, 1909
So. Minnesota Div. 1st mortgage c*	419	1880	1,000	7,432,000	6	J. & J.	do do	Jan. 1, 1910
Mineral Point Division 1st mortgage c*	142	1880	1,000	2,840,000	5	J. & J.	do do	July 1, 1910
Hast. & Dak.Div.,extens. 1st M. ($15,000 p.m.) c*	395	1880	1,000	6,670,000	7 & 5	J. & J.	do do	Jan. 1, 1910
Lacrosse & Dav. Div. 1st mortgage c*	185	1879	1,000	2,500,000	5	J. & J.	do do	July 1, 1919
Wisconsin Valley RR. Co. 1st mortgage c*	107	1879	500	1,106,500	7	J. & J.	Boston, Lee Higginson.	Jan. 1, 1909
Wis. Val. Div.1st M. of 1880, s. f., not dr'n. c*	161	1880	1,000	2,341,000	6	J. & J.	N. Y. Office, 42 Wall St.	July 1, 1920
Dub. Div.(Ch. Cl. D.&M.) 1st M., s. f., not dr'n. c*	372	1880	1,000	6,565,000	6	J. & J.	do do	July 1, 1920
Chic. & Pac. Div. 1st M. (Chic. to Miss. Riv.) c*	120	1880	1,000	3,000,000	6	J. & J.	do do	Jan. 1, 1910
Western Div. 1st mort., (see text) gold c*	1,117	1881	1,000	25,340,000	5 g.	J. & J.	do do	Jan. 1, 1921
Chic. & Lake Superior Div. 1st mort., gold c*	68	1881	1,000	1,360,000	5 g.	J. & J.	do do	July 1, 1921
Wis. & Minn. Div. 1st M. ($20,000 p. m.) gold	230	1881	1,000	4,755,000	5 g.	J. & J.	do do	July 1, 1921
Fargo & Southern 1st mort., gold, assumed	119	1883	1,000	1,250,000	6 g.	J. & J.	do do	Jan. 1, 1924
Ch. Mil. & St. P. Terminal mortgage, gold c*	----	1884	1,000	4,748,000	5 g.	J. & J.	do do	July 1, 1914
Dakota & Gt. South'n 1st M. ($18,000 per m.) gold.	159	1886	1,000	2,856,000	5 g.	J. & J.	do do	Jan. 1, 1916
Chic. & Mo. Riv. Div. 1st mortgage c*	77	1886	1,000	3,083,000	5	J. & J.	do do	July 1, 1926
Inc. M.,convert., s. f. $80,000 yearly (dr. at 105) c*	525	1886	1,000	1,680,000	5	J. & J.	do do	Jan. 1, 1916
Gen. mort. (for $150,000,000), gold Series A. c*&r	All.	1889	1,000	14,629,000	4 g.	J. & J.	do do	May 1, 1989
Milw. & North'n 1st mort., Schwarz. to Gr. Bay. c*	126	1880	1,000	2,155,000	6	J. & D.	N.Y., Ch. Mil. & St. Paul	June 1, 1910
Con. M. ($17,000 p.m.), 1st M. north of Gr. Bay. c*	362	1884	1,000	4,003,000	6	J. & D.	do do	June 1, 1913
Chic. & North. Pac.—Ch. & Gt. West. 1st M. g. int. gu. c*	10	1886	1,000	394,000	5 g.	J. & D.	N. Y., Office, 36 Wall St.	June 1, 1936
First mort. for $30,000,000, gold, int. guar. c*&r	65½	1890	1,000	25,348,000	5 g.	A. & O.	See text.	April 1, 1940

Chicago Milwaukee & St. Paul.—*(See Map.)*—LINE OF ROAD—The company operates a great consolidated system of railroads, which are well shown on the accompanying map. Total miles operated, June 30, 1892, 5,786, of which 62 miles trackage. Second and third tracks and connections, 206 miles. Also owns entire stock of Milwaukee & Northern, 362 miles, whose earnings since July 1, 1893, have been included in those of St. Paul. See that company.

HISTORY, &c.—The Milwaukee & St. Paul RR. Co. was organized May 5, 1863, and on Feb. 11, 1874, took its present name. The system has since been greatly extended by the construction and acquisition of other lines. The stock of the Milwaukee & Northern was acquired in September, 1890, in exchange for common stock, and in Sept., 1893, the sale of the M. & N. to the St. Paul was ratified, but the separate corporate existence of the M. & N. will be maintained for legal reasons.

CAPITAL STOCKS.—The preferred stock has a prior right over the common stock to a dividend of not over 7 per cent from net earnings in each year, but if not earned it has no cumulative right. After payment of 7 per cent on preferred and 7 on common, both classes share *pro rata*. Common stock authorized, $47,062,560. Preferred stock on July 1, 1892, was $24,364,900, and it has been increased to present figures by exchange of convertible bonds for stock.

DIVIDENDS since 1878—On common in 1879, 2½ per cent; from 1880 to 1884, inclusive, 7; in 1885, 4; in 1886 and 1887, 5; in 1888, 2½; then none till 1892, when 2 per cent was paid Oct. 20; in 1893, April, 2 p. c.; Oct., 2 p. c. On preferred from '79 to '87 inclusive, 7; in 1888, 6; in 1889, 4½; from April, 1890, to Oct., 1893, 7 per cent per annum.

BONDS.—Abstracts of some of the principal mortgages were published in the CHRONICLE, V. 45, pp. 85, 114, 144, 212, and V. 48, p. 830. The *consolidated mortgage* bonds of 1875, of which enough are reserved to take up the prior bonds, may be stamped and discharged from the sinking fund provisions. The mortgage provides that the consols, which by their terms are payable in currency, shall be paid principal and interest in gold coin in case the U. S. shall at any time increase "the present lawful money commonly called legal tenders" to an amount exceeding $400,000,000.

The following bonds are *convertible into preferred stock* at any time within ten days after a dividend shall have been declared and become payable on the preferred: Iowa & Minnesota 7s, due 1897, Prairie du Chien 2ds, Iowa & Dakota 7s, Iowa & Dakota Extension 7s, River Division 7s, Chicago & Milwaukee 7s of 1903, Hasting & Dakota 7s of 1903 and Ch. Mil. & St. P. consols of 1875. The consols of 1874 also are convertible into preferred within 15 days after dividend day. The convertible bonds were fully described in SUPPLEMENT for Mar. '93, p. 2.

Chicago & Pacific Western Division 1st mortgage 5s were issued at $20,000 per mile, with additional amounts for equipment and bridges; no further bonds can be issued. The mortgage covers the following miles of road: Farley, Ia., to Kansas City, Mo., 341 miles; Marion, Ia., to Council Bluffs, Ia., 262 miles; Astor, Ia., to Aberdeen, North Dak., 352 miles; branches, 162 miles: total, 1,117 miles.

Terminal bonds of 1884 cover property in Chicago and Milwaukee subject to the lien of the general mortgage on part of the track and terminals; but they cover also other property quite detached. On the "*income*" bonds of 1886 payment of interest is now obligatory. They are convertible into common stock within 60 days after any dividend day, and have a sinking fund of 4 per cent, $80,000 of them being drawn for payment yearly at 105. In addition to above bonds there are $89,000 Hastings & Dakota 7s, due Jan., 1903, convertible into pref. stock; $123,000 Minnesota Central 7s, due July 1, 1894; also $225,000 5 per cent real estate mortgages due in 1894.

The *general gold mortgage* of 1889 for $150,000,000 was fully described in the CHRONICLE, V. 48, p. 830; see also V. 50, p. 205. The United States Trust Co. of New York is trustee.

GENERAL FINANCES, &c.—A considerable amount of the stock is held by parties also interested in the Chicago & Northwestern, so that the two roads are operated as a rule in harmony. Dividends on common stock were resumed in October, 1892, after having been suspended since 1888. Lacrosse Div. 7s for $1,218,000 were paid at maturity Jan. 1, 1893. Of the $19,130,000 general 4s issued $7,735,000 were in the treasury July 1, 1893, against $5,996,000 July 1, 1892.

FLOATING DEBT.—According to the annual report, the floating debt June 30, 1893, consisted of bills payable, $3,240,000, against which were held $8,824,000 of negotiable bonds. The floating debt was mostly incurred to redeem La Crosse Div. and other underlying bonds; also for building 64 miles of Milwaukee & Northern extension, for which $1,089,000 Mil. & No. 6 per cent consols are in the St. Paul treasury. When the bonds can be sold the floating indebtedness will disappear, leaving over $5,000,000 bonds in the company's treasury.

LATEST EARNINGS.—July 1 to July 31, 1893 (1 month), gross, $2,593,355, against $2,862,586 in 1891-92; net, $736,334, against $906,401.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held in September. Report for 1892-93 was given in full in V. 57, p. 443, 466, 470.

	1890-91.	1891-92.	1892-93.
Miles operated June 30..	5,721	5,721	5,724
Passenger earnings	$6,277,774	$6,639,137	$7,138,561
Freight	19,012,159	23,241,421	24,393,849
Mail, express, &c	2,214,291	2,402,951	2,442,645
Total earnings	$27,504,224	$32,283,508	$33,975,055

Expenses—	1890-91.	1891-92.	1892-93.
Maintenance of way	$3,763,983	$4,235,514	$5,345,682
Maint. cars and engines	2,787,924	3,884,373	3,661,243
Transportation	10,714,471	11,515,811	12,165,749
Taxes	857,906	933,148	1,058,320
Miscellaneous	242,214	246,158	257,114
Total expenses	$18,366,500	$20,815,004	$22,488,108
Net earnings	$9,137,724	$11,468,504	$11,486,947
Perct. of op. exp. to earns.	(66·78)	(64·48)	(66·19)
Other income	418,425	237,354	122,140
Total net income	$9,556,149	$11,705,858	$11,609,087
Interest on debt	7,237,251	7,161,736	7,065,216
Dividends on pref. stock	(7) 1,532,152	(7)1,572,612	(7) 1,751,357
Dividends on com. stock	.....	.....	(4) 1,838,306
Miscellaneous	84,217	112,414	21,470
Surplus	$702,528	$2,859,096	$932,738

GENERAL BALANCE JUNE 30.

Assets—	1891.	1892.	1893.
Road and equipment	$189,624,728	$191,544,853	$195,223,234
Bonds and stocks owned	7,337,244	7,419,241	7,173,493
Due from agents, &c	256,914	232,972	657,161
Due from U. S. Governm't	276,251	256,160	258,420
Materials and fuel	2,313,223	2,385,002	2,631,666
Bonds of comp'y on hand	5,692,000	5,996,000	7,735,000
Cash	3,493,760	4,043,530	2,662,814
Miscellaneous	2,026,284	4,770	2,258,230
Total assets	$211,020,441	$211,882,528	$218,600,018
Liabilities—			
Stock, common	$46,027,261	$46,027,261	$46,027,261
Stock, preferred	22,198,900	24,364,900	25,767,900
Funded debt	129,797,000	129,195,000	130,805,500
Pay-rolls, vouchers, &c	2,786,778	2,722,549	2,665,149
Interest accrued, not due	3,546,775	3,486,339	3,447,223
Loans and bills payable	3,477,228	.....	3,240,000
Miscellaneous	91,646	217,269	159,086
Income account	3,094,853	5,869,209	6,487,899
Total liabilities	$211,020,441	$211,882,528	$218,600,018

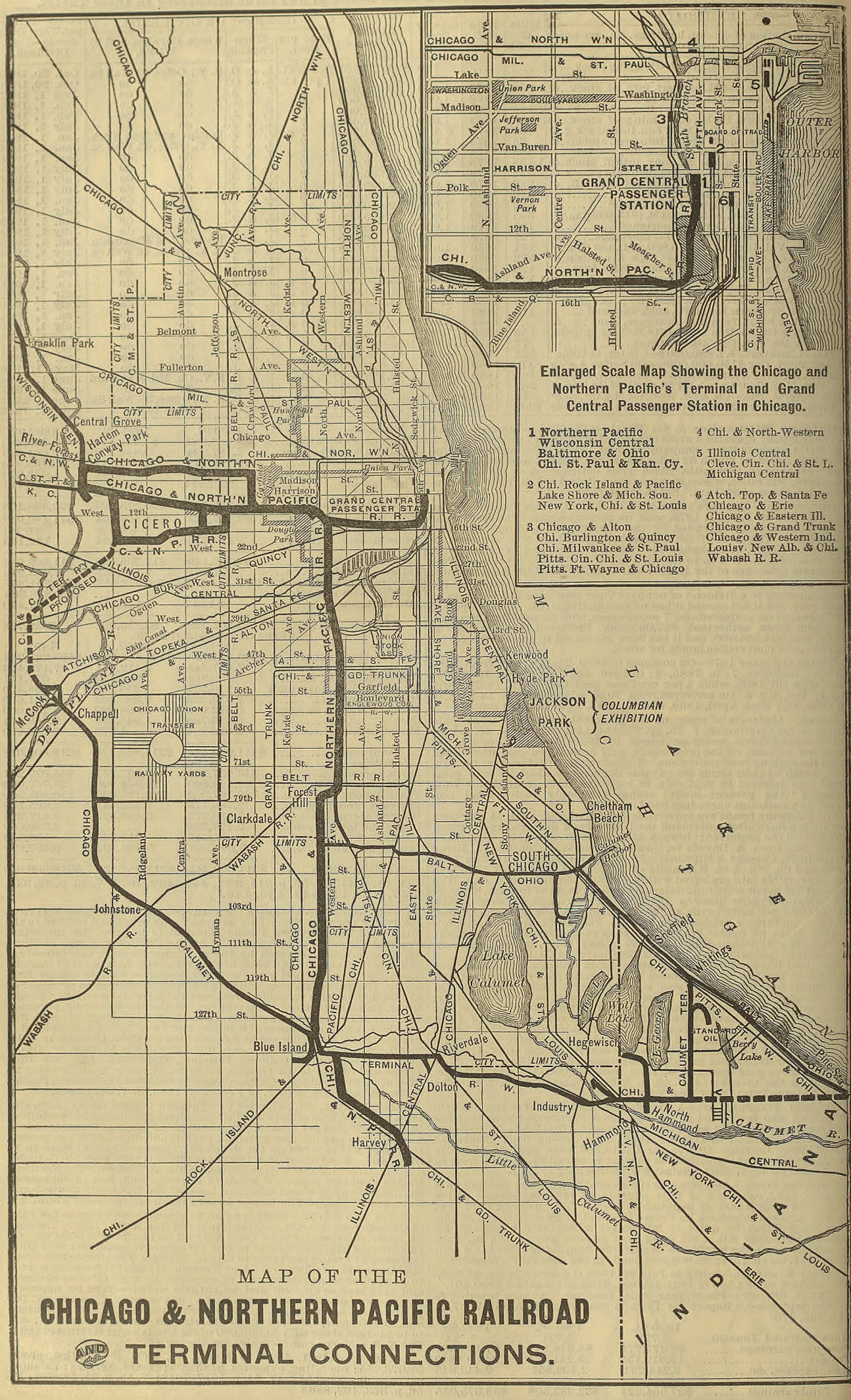
—(V. 54, p. 443; V. 55, p. 215, 392, 419, 422, 1077; V. 56, p. 42, 331 V. 57, p. 22, 422, 443, 466, 470.)

Chicago & Northern Pacific.—*(See Map)*—ORGANIZATION, PROPERTY OWNED, ETC.—This company was organized in 1889 in the interest of the Northern Pacific Railroad to acquire the important terminal property at Chicago owned by the Chicago & Great Western, &c. The property covered by the mortgage includes the following: 332 acres (46 acres in the heart of the city), with 65½ miles of track in operation; also a freight house with a capacity of 80,000 square feet; a new passenger station, which with its appurtenances is valued at $1,500,000, besides valuable street and dock frontage on the Chicago River, round houses, etc. The company is also the owner by purchase of a suburban line running from 40th Street in Chicago, through five populous towns, a distance of 9 miles, and Oct. 7, 1892, completed a line southerly from Chicago to a connection with the Chicago & Calumet Terminal at Blue Island. See full statement in V. 55, p. 58; also p. 682. The Chicago & Calumet Terminal, Hammond, Ind., via Blue Island and Worth to La Grange, 33 miles of track in all, crossing 26 lines of railroad entering Chicago, was also acquired by Northern Pacific. Statement as to Ch. & N. P. in February, 1893, in V. 56, p. 363.

LEASE, RENTAL, ETC.—Leased to Wisconsin Central for 99 years, and lease assumed by Northern Pacific, rental net earnings, and in addition thereto $350,000 per annum, payable in gold. If these together should not suffice to pay interest on bonds, rentals and organization expenses, the lessee was to make up the deficiency. See abstract of lease in V. 52, p. 468. The Baltimore & Ohio uses this company's terminals under a lease. Other tenants are the Chicago & Great Western. The Northern Pacific went into receivers' hands in August, 1893, and in September the question of its abandoning the lease of the Wisconsin Central and Chicago & Northern Pacific was under consideration. See CHRONICLE.

BONDS AND STOCK.—There is a purchase money mortgage to the City of Chicago for $650,000, bearing 5 p. c. and due May 1, 1938. The consol. mort. (trustee, Farmers' Loan & Trust Co.) is for $30,000,000. Of this amount $18,850,000 was to pay for property acquired; $65,000 is reserved to retire mortgage to City of Chicago; $399,000 to retire outstanding bonds of Chicago & Great Western; $1,000,000 were authorized to be applied to any deficiency of earnings to meet interest charges, and have been so applied; and $9,101,000 were reserved for improvements, betterments, rolling stock, etc. See mortgage abstract V. 52, p. 465; also see V. 54, p. 1047. Stock outstanding and authorized $30,000,000 (par, $100), of which $15,010,000, owned by Nor. Pac., was to be pledged along with $3,000,000 of the bonds under its trust of 1893. The N. P. claims a considerable sum due for advances.

EARNINGS.—July 1, 1892, to March 31, 1893 (9 months), gross, $1,076,255; operating expenses, $185,205; taxes, $27,478; balance, net earnings, $863,572. (V. 54, p. 1047, 1048; V. 55, p. 21, 58, 682; V. 56, p. 363, 463, 886.)



Enlarged Scale Map Showing the Chicago and Northern Pacific's Terminal and Grand Central Passenger Station in Chicago.

1 Northern Pacific
Wisconsin Central
Baltimore & Ohio
Chi. St. Paul & Kan. Cy.

2 Chi. Rock Island & Pacific
Lake Shore & Mich. Sou.
New York, Chi. & St. Louis

3 Chicago & Alton
Chi. Burlington & Quincy
Chi. Milwaukee & St. Paul
Pitts. Cin. Chi. & St. Louis
Pitts. Ft. Wayne & Chicago

4 Chi. & North-Western

5 Illinois Central
Cleve. Cin. Chi. & St. L.
Michigan Central

6 Atch. Top. & Santa Fe
Chicago & Erie
Chicago & Eastern Ill.
Chicago & Grand Trunk
Chicago & Western Ind.
Louisv. New Alb. & Chi.
Wabash R. R.

MAP OF THE

CHICAGO & NORTHERN PACIFIC RAILROAD

AND

TERMINAL CONNECTIONS.


MAP OF THE
CHICAGO & NORTH WESTERN
RAILWAY SYSTEM.
DULUTH
SUPERIOR
ASHLAND
WASHBURN
BAYFIELD
Houghton
Ontonagon
L'Anse
Escanaba
Cascade Jc.
Cheshire
Campbell
CRYSTAL FS.
WATERSMEET
MICHIGAMME
REPUBLIC
METROPOLITAN
STAGER
IRON MT.
MONICO
PRATT JC.
BRYANT
MENOMINEE
MARINETTE
FLORENCE
Green Bay
TWO RIVERS
MANITOWOC
SHEBOYGAN
FOND DU LAC
Oshkosh
Ripon
WIS. VAL. JC.
Decedah
Gd. Rapids
MENASHA
NEW LONDON
HORTON JC.
APPLETON
Howard
Kaukauna
Princeton
Burnett Jc.
Portage
New Cassel
Wauwatosa
MILWAUKEE
RACINE
KENOSHA
CHICAGO
Elroy
Lavalle
Baraboo
Mirs. Junc.
Watertown
Lodi
Fennimore
Montford
MADISON
Evansville
Janesville
Clinton Jn.
Beloit
Caledonia
Rockford
Belvidere
Elgin
Aurora
Joliet
Ottawa
La Salle
Kankakee
Streator
Lacon
Gilman
El Paso
Bloomington
Pekin
Peoria
Bushnell
Monmouth
Galesburg
Havana
Lincoln
Decatur
Urbana
Danville
ILLINOIS
Galva
New Boston
Muscatine
Rock Island
Sterling
Dixon
Rochelle
Mendota
Spring Valley
Fulton
Clinton
Davenport
Wyoming Jc.
Tipton
Iowa City
Cedar Rapids
Stanwood
Bellevue
Bellplaine
Whatcheer
Washington
Fairfield
Burlington
Keokuk
Hannibal
MISSOURI
Oskaloosa
Albia
Centerville
Glenwood
Humiston
Osceola
Creston
Red Oak
Clarinda
Nebraska City
Atlantic
Council Bluffs
Omaha
Mo. Val.
Carroll
Manning
Audubon
Kirkman
Des Moines
Muchakinock
Charlton
Ames
Tama
Marshalltown
Albion
Columbus
Scribner
West Point
Oakdale
Nelligh
Norfolk
Wayne
Emerson Jc.
Wakefield
Randolph
Bloomfield
Hartington
Ponca
Verdigre
Newport
Atkinson
O'Neill
Ainsworth
Wood Lake
Valentine
Crookston
Merriman
Gordon
Hay Springs
Chadron
Rushville
Fremont
Elkhorn
Missouri Val.
Sioux City
Ida Gr.
Mapleton
Denison
Kamah
Lonawa
Moville
Correctionville
Sac City
Wall Lake
Lake City
Gowrie
Jewell Jc.
Gilbert
Glidbrook
Eagle Gr.
Webster City
Ackley
Independence
Waverly
Cedar Fs.
Dakota City
Renwick
Mason City
Algona
Bancroft
Emmetsburg
Sheldon
Doon
Alton
Hawarden
Le Mars
Sioux Falls
Running Water
Yankton
Parker
Centre Vy.
Marion Jc.
Salem
Mitchell
Chamberlain
White R.
Rosebud
Pine Ridge
Agency
Buffalo Gap
Hot Springs
Rapid City
Black Hills
Custer
Deadwood
Whitewood
Sturgis
Belle Fourche
Minnesela
Ft. Robinson
Ft. Sully
Big Cheyenne R.
Bad River
Pierre
Harrold
Hitchcock
Redfield
Gettysburg
Athol
Doland
Clark
Henry
Watertown
Kranzburg
Altamont
Gary
Volga
Brookings
Tracy
Huron
Iroquois
De Smet
Miller
Wolsey
Volga
Luverne
Heron Lk.
Pipestone
Woodstock
Windom
New Ulm
L. Crystal
Madelia
Winnebago Cy.
Worthington
Elmore
Albert Lea
Wasecca
Owatonna
Ramsey
Eyota
Winona
Chatfield
Preston
La Crosse
Viroqua
Prairie du Chien
Woodman
Lancaster
Platteville
Dubuque
Farley
Galena
Freeport
Anamosa
Center
Wheatland
De Witt
Delmont Jc.
Maquoketa
Delaware
Cedar Fs.
Ackley
Gilbert
Glidbrook
Marshall Tn.
Hoon
Nor. Jc.
Charles City
Nashua
Decorah
Calmar
Waukon Jc.
Lansing
Waukon
Postville
Monona
Clermont
Elkader
Strawberry Pt.
Manchester
Delhi
Dyersville
Farley
Dubuque
Galena
Freeport
Rockford
Belvidere
Elgin
Aurora
Joliet
Ottawa
La Salle
Kankakee
Streator
Lacon
Gilman
El Paso
Bloomington
Pekin
Peoria
Bushnell
Monmouth
Galesburg
Havana
Lincoln
Decatur
Urbana
Danville
Fairmont
Albert Lea
Austin
Lyle
Adams
Leroy
Grand Meadow
Chatfield
Rochester
Zumbrota
Northfield
Le Sueur
Red Wing
Belle Plaine
Shakopee
Norwood
Olivia
Minneota
Redwood Falls
Sleepy Eye
Amiret
Milroy
Lucan
Sanborn
Gibbon
Winthrop
Arlington
Hutchinson
Glencoe
Stewart
Watertown
Mayer
Waconia
Chaska
Carver
Hamel
Minneapolis
St. Paul
Wayzata
Excelsior
Hopkins
Minnetonka
Long Lake
Orono
Spring Park
Mound
Delano
Montrose
Howard Lake
Watkins
Litchfield
Willmar
Benson
Orton Vy.
Morris
Sauk Centre
Sauk Rapids
Dalles
Anoka
Coon Creek
Fridley
Osseo
Champlin
Dayton
Rogers
Hanover
Buffalo
Monticello
Big Lake
Clear Lake
Becker
Elk River
Otsego
Rockford
Maple Plain
Delano
Montrose
Howard Lake
Watkins
Litchfield
Willmar
Benson
Orton Vy.
Morris
Sauk Centre
Sauk Rapids
Dalles
Anoka
Coon Creek
Fridley
Osseo
Champlin
Dayton
Rogers
Hanover
Buffalo
Monticello
Big Lake
Clear Lake
Becker
Elk River
Otsego
Rockford
Maple Plain
Minnetonka
Long Lake
Orono
Spring Park
Mound
Wayzata
Excelsior
Hopkins
Carver
Hamel
Chaska
Waconia
Mayer
Watertown
Stewart
Glencoe
Hutchinson
Arlington
Winthrop
Gibbon
Sanborn
Lucan
Milroy
Amiret
Sleepy Eye
Redwood Falls
Olivia
Norwood
Shakopee
Belle Plaine
Red Wing
Le Sueur
Northfield
Zumbrota
Rochester
Chatfield
Grand Meadow
Lyle
Austin
Adams
Leroy
Fairmont
Albert Lea
Waseca
Owatonna
Ramsey
Eyota
Winona
Chatfield
Preston
La Crosse
Viroqua
Prairie du Chien
Woodman
Lancaster
Platteville
Dubuque
Farley
Galena
Freeport
Rockford
Belvidere
Elgin
Aurora
Joliet
Ottawa
La Salle
Kankakee
Streator
Lacon
Gilman
El Paso
Bloomington
Pekin
Peoria
Bushnell
Monmouth
Galesburg
Havana
Lincoln
Decatur
Urbana
Danville
Fairmont
Albert Lea
Austin
Lyle
Adams
Leroy
Grand Meadow
Chatfield
Rochester
Zumbrota
Northfield
Le Sueur
Red Wing
Belle Plaine
Shakopee
Norwood
Olivia
Minneota
Redwood Falls
Sleepy Eye
Amiret
Milroy
Lucan
Sanborn
Gibbon
Winthrop
Arlington
Hutchinson
Glencoe
Stewart
Watertown
Mayer
Waconia
Chaska
Carver
Hamel
Minneapolis
St. Paul
Wayzata
Excelsior
Hopkins
Minnetonka
Long Lake
Orono
Spring Park
Mound

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago & North-Western—Common stock	4,273	....	$100	$39,054,907	6 per an.	J. & D.	N.Y.,Co.'s Office,52 Wall	June 26, 1893
Preferred stock (7 p. c. yearly, not cumulative)	4,273	....	100	22,335,170	7 per an.	Q.—M.	do do	Sept. 21, 1893
Peninsular RR. 1st M. convertible (assumed)	108	1863	1,000	128,000	7	M. & S.	do do	Sept. 1, 1893
Ch. & N. W. con. s. f. M. ($12,900,000), not dr'n. c*	788	1865	1,000	12,771,000	7	Q.—F.	do do	Feb. 1, 1915
Chic. & Mil. 1st M. Chicago to Mil. (assumed)	85	1863	1,000	1,700,000	7	J. & J.	do do	July 1, 1893
Cedar Rapids & Missouri Riv.—Bonds assumed.								
1st m. 2d. Div., Marsh'l'tn to Des. M. River, &c	54	1863	500 &c.	577,000	7	F. & A.	do do	Feb. 1, 1894
1st mort. 3d Div., Des. M. River to Mo. River	149	1866	500 &c.	2,332,000	7	M. & N.	do do	May 1, 1916
Mort. of 1884, Ced. R. to Des M. River	124	1884	....	769,000	7	J. & D.	do do	June 1, 1909
Iowa Midl'd 1st M., Lyons to Anamosa (assumed)	71	1870	1,000	1,350,000	8	A. & O.	do do	Oct. 1, 1900
Madison extens. 1st M., g. (s.f. $23,000, not dr'n)	129	1871	500 &c.	2,977,500	7 g.	A. & O.	do do	Apr. 1, 1911
Menominee ext. 1st M., g. (s. f. $20,000, not dr'n)	114	1871	500 &c.	2,546,500	7 g.	J. & D.	do do	June 1, 1911
Northwest. Union 1st M., g., Mil. to Fond-du-Lac.	62	1872	500 &c.	3,365,000	7 g.	M. & S.	do do	June 1, 1917
Chic. & N. W. general consol. M., g., s. f., not dr'n	1,058	1872	500&c.	12,336,000	7 g.	J. & D.	do do	Dec. 1, 1902
Menominee River 1st M., two series (assumed)	31	'76-'80	....	560,000	7	J. & J.	do do	July 1, 1906
Mil. & Mad. 1st M., Mil. to Madison (assumed) .c*	82	1880	1,000	1,600,000	6	M. & S.	do do	Sept. 1, 1905
Chicago & Tomah 1st mort., guar. (assumed) / Chicago Milwaukee & N. W. construc. do	152	1880 / 1882	....	1,528,000 / 601,000	6	M. & N.	do do	Nov. 1, 1905
Escanaba & Lake Superior RR. 1st M., (assumed)	43	1881	1,000	720,000	6	J. & J.	do do	July 1, 1901
Des Moines & Minn. 1st M., Des M. to Jewell Jc., &c.	57	1882	1,000	600,000	7	F. & A.	do do	Feb. 1, 1907
Ottumwa C. F. & St. P. 1st M. ($25,000 p.m.), gu. .c*	64	1884	1,000	1,600,000	5	M. & S.	do do	Mch. 1, 1909
Northern Illinois 1st M. ($20,000 p. mile), guar. .c*	75	1885	1,000	1,500,000	5	M. & S.	do do	Mch. 1, 1910
C. & N. W. s. f. b'ds of '79 ($15,000 p.m.) red. at 105. c&r	1,041	1879	1,000&c	13,915,000	5 & 6	A. & O.	do do	Oct. 1, 1929
Iowa Div. 1st M. for $1,411,000 ($20,000 p.m.) c*	71	1891	1,000	829,000	4½	A. & O.	do do	Apr. 1, 1902
Sinking fund debentures of 1933 (not dr'n). c*&r	....	1883	1,000&c	9,800,000	5	M. & N.	do do	May 1, 1933
25-year debentures of 1909 ($6,000,000) .c*&r	....	1884	1,000&c	3,869,000	5	M. & N.	do do	Nov. 1, 1909
30-year debentures for $10,000,000 .c*&r	....	1891	1,000&c	9,819,000	5	A 15 & O	do do	Apr. 15, 1921
Extension 4s, $20,000,000 ($20,000 p. m.) .c&r	....	1886	1,000&c	17,689,000	4	F 15&A.	do do	Aug. 15, 1926
Other small issues (see remarks)	....	....	....	250,000	7	Various	do do	Various, 1908
Winona & St. Peter 2d mortgage (now 1st) guar.	139	1870-1	1,000	1,592,000	7	M. & N.	do do	Nov. 1, 1907
1st mortgage extens., gold, land grant, s.f., guar.	184	1871	100 &c.	4,038,500	7 g.	J. & D.	do do	Dec. 1, 1916
Maple River 1st M., Br. to Mapleton, (assumed)	60	1877	....	402,500	7	J. & J.	do do	July 1, 1897
Roch. & No. Minn. 1st M., gu. (assumed by W. & St. P.)	24	1878	....	200,000	7	M. & S.	do do	Sept. 1, 1908

Chicago & North-Western.—*(See Map)*—Line of Road—This Company operates 4,273 miles of its own roads [including the Proprietary lines—the Winona & St. Peter, Dakota Central and Princeton & Western, 1,188 miles in all] and controls Chicago St. Paul Minneapolis and Omaha (which see), 1,481 miles; Fremont Elkhorn & Missouri Valley, 1,301 miles, and Sioux City & Pacific, 107 miles; total owned and controlled, 7,162 miles. The main line from Chicago to East Omaha, Ia., is 492 miles, and this forms practically the Southern boundary of the whole system. The Sioux City & Pacific and Fremont Elkhorn & Missouri Valley are operated separately (1,408 miles), and their earnings not included in those of Chicago & Northwestern, but separately stated below. Their securities, except those held by Chic. & N. W., are in table above.

History, &c.—The Chicago & Northwestern Railway was organized in 1859, and has since absorbed many other roads.

In December, 1882, a controlling interest was acquired in the stock of the Chicago St. Paul Minneapolis & Omaha Co., which see.

In July, 1884, the capital stocks (except a few shares) of the Fremont Elkhorn & Mo. Valley and the Sioux City & Pacific were acquired on the terms stated in the Supplement of June, 1885, and prior issues.

In December, 1891, the Milwaukee Lake Shore & Western RR. was bought by an exchange of stock, and on Sept. 1, 1893, it was formally merged into the Ch. & N. W., all its liabilities and duties being assumed. See V. 57, p. 375; V, 56, p. 792.

Capital Stock.—Of the common stock $2,331,983 remained in the company's treasury in July, 1893. Preferred stock has a prior right to 7 per cent; then common 7 per cent; then preferred 3 per cent; then common 3 per cent; then both classes share.

Dividends—On common since 1881: From 1882 to 1884, inclusive, 7; in 1885, 6½; from 1886 to June, 1893, both inclusive, at rate of 6 per cent yearly. On preferred in 1880 and 1881, 7; in 1882, 7¾; in 1883 and 1884, 8; in 1885, 7½; from 1886 to Sept., 1893, inclusive, 7 yearly.

Bonds.—The *general consol. mortgage* of 1872 is a mortgage on all the property of the company at the date of the mortgage; the issue can be increased *only* to retire a like amount of prior bonds.

The *sinking fund bonds* of 1879 are secured by deposit in trust of $15,000,000 of 1st mortgage bonds at $15,000 per mile on subsidiary lines, the most important being $5,560,000 Dakota Central 1sts on road from Minnesota State line to Pierre, Dak., etc., and $5,535,000 Toledo & Northwestern 1sts on road from Tama, Ia., via Eagle Grove, northerly to Elmore, and from Eagle Grove westerly to South Dakota line, etc. Trustee is the Farmers' Loan & Trust Co. Of the sinki g fund bonds of 1879 $6,305,000 are 6s; the sinking fund is at least 1 per cent of outstanding bonds, the bonds being subject to call at 105, and through its operation the amount outstanding has been reduced from $15,000,000 to the present figure.

The *Iowa Division bonds* of 1891 for $1,411,000 were authorized for the retirement of a like amount of bonds maturing, including $582,000 Cedar Rapids & Missouri River second division first mortgage bonds, due February 1, 1894. They cover road from Wall Lake to Kingsley, Iowa, 71 miles. See V. 55, p. 217.

The *sinking fund debentures* of 1933 have a sinking fund of $200,000 per year, if they can be redeemed at 105.

Debentures of 1884 and 1891 will be secured by any future mortgage excepting any mortgage "for the enlargement, improvement or extension of the company's property."

The Chicago & Northwestern *extension bonds of* 1886 are secured by deposit in trust of first mortgage bonds at a rate not exceeding $20,000 per mile. Included in the collateral Feb. 1, 1893, were $10,675,000 Fremont Elk Horn & Mo. Valley 1sts and $2,560,000 Wyoming Central 1sts [the Wy. Cent. having been consolidated with the F. E. & M. V.], etc. See F. E. & M. V. bonds below. Union Trust Company of New York is trustee.

The *Fremont Elkhorn & Missouri Valley* consols have a first lien on 1,170 miles (Fremont, Neb., to Deadwood, D. T., 557 miles, and branches to Hastings, Albion, &c., 613 miles), but besides the amount of issue given as outstanding in the table $10,675,000 are held as part collateral for Chicago & Northwestern extension bonds of 1886. The Northwestern assumed $3,600,000 of the Fremont Elkhorn & Missouri Valley bonds and guarantees the rest. See guaranty V. 56, p. 650.

The *Milwaukee Lake Shore & Western* debentures are convertible into stock at par at any time within ten days after the date fixed for payment of dividends on common stock. The equipment bonds of 1885 are subject to call $100,000 per year at 105, and the Ontonagon 1st mortgage $25,000 per year at par, and all redeemable at 105. The extension and improvement mortgage sinking fund commences in 1893, and will receive yearly not less than $25,000; these bonds are not subject to call.

There are several small issues of bonds in addition to those in the table above, viz.: Minnesota Valley Railroad, $150,000 7s (April and October), due Oct. 1, 1908; Plainview, $100,000 7s (M. & S.), due Sept. 1, 1908; Sioux City & Pacific car trust 6s, March 1, 1896, $120,000.

In addition to the company's bonds, as shown in the table above, there were Feb. 1, 1893, $2,122,500 alive in the sinking fund.

Land Grant.—The report for 1892-93 showed that the total consideration for the lands and lots sold in that year amounted to $629,447. Net cash receipts were $551,633. The statement of amounts secured to be paid to the company by outstanding contracts of sale in force at the end of the fiscal year showed a total of $1,488,914. The lands unsold and uncontracted for May 31, 1893, were 728,418 acres.

General Finances.—Mo. Valley & Blair Ry. & Bridge bonds for $809,000 were called in and paid on July 1, 1893, and $1,000,000 debenture 5s were issued for double-track, etc.

Latest Earnings.—From June 1 to July 31, 1893 (2 months), gross $5,581,666, against $5,766,869.

Annual Report.—Fiscal year ends May 31. The annual meeting is held the first Thursday in June. The report for 1892-93 was in V. 57, p. 297, 302. See also article p. 275.

The surplus of the year 1892-93 over dividends was as follows: From the Chicago & Northwestern Railway, $873,148; from the Trans-Missouri lines, $72,325; from the land department, $446,967; total, $1,392,440, available for improvements, &c.

The following statistics are for the Chicago & Northwestern proper; the statistics of the Trans-Missouri lines are given below, and in the Chronicle, V. 57, p. 297.

Year ending May 31.	1890.	1891.	1892.	1893.
Total miles operated.	4,273	4,273	4,273	4,273
Passenger earnings..	$6,285,179	$6,700,351	$7,298,880	$7,956,440
Freight	19,654,213	19,829,341	22,788,423	23,377,715
Mail, express, &c	1,225,445	1,263,982	1,334,969	1,375,592
Total earnings...	$27,164,837	$27,793,674	$31,422,272	$32,709,747
Maintenance of way.	$3,680,437	$3,353,694	$3,920,697	$4,471,160
" cars, &c.	2,569,167	2,855,480	3,164,548	3,386,053
Transport'n & miscel.	10,401,398	11,227,355	12,323,031	13,433,750
Taxes	754,103	854,476	928,162	1,002,190
Total expenses ..	$17,405,105	$18,291,006	$20,336,438	$22,293,153
Net earnings	$9,759,732	$9,502,668	$11,085,834	$10,416,594
P. c. exp. to earnings.	(64·07)	(65·81)	(64·72)	(68·15)
Investments, etc	340,739	259,585	317,736	767,635
Total receipts....	$10,100,471	$9,762,253	$11,403,570	$11,184,229
Interest on debt	$5,826,936	$5,880,390	$6,072,960	$6,204,319
Dividends	3,444,979	3,445,804	3,675,735	3,906,562
Sinking fund	202,570	201,301	410,425	200,200
Total disbursm'ts.	$9,474,485	$9,527,495	$10,159,120	$10,311,081
Balance, surplus	$625,986	$234.758	$1,244,450	$873,148

Trans-Missouri River Lines.—The earnings of these roads have been as below:

Fremont Elkhorn & Missouri Val. *Yr. end. May* 31.	1892.	1893.
Gross earns.	$3,481,236	$3,653,678
Net earns...	$1,104,349	$1,151,236
Tot. charges	1,031,477	1,030,669
Bal'nce, sur.	$72,872	$120,567

Sioux City and Pacific. *Yr. end. May* 31.	1892.	1893.
Gross earns.	$510,216	$546,917
Net earns...	$130,330	$152,446
Tot. charges.	202,066	200,691
Bal'nce, def.	$71,736	$48,245

Balance Sheet. The following is the Chicago & Northwestern's balance sheet on May 31 of each of the years named:

Assets—	1891.	1892.	1893.
Road and equipment	$157,193,271	$161,107,982	$165,935,481
Bonds owned	14,912,909	*14,892,419	*15,000,087
Stocks owned	11,966,500	22,051,957	22,053,474
Land grant investments	675,000	1,146,760	420,925
Bills and accounts receivable	1,751,922	1,994,771	1,980,464
Materials, fuel, &c.	2,026,245	2,143,382	1,886,959
Cash on hand	2,680,248	2,422,769	2,793,753
Trustees of sinking fund	5,600,101	6,129,761	6,486,181
Total assets	$196,806,196	$211,889,801	$216,557,324
Liabilities—			
Stock, common and preferred,	$63,720,323	‡$63,723,320	†$63,724,321
Stocks of propriet'ry roads, &c.	529,885	519,510	519,510
Bonded debt	112,570,500	114,235,500	117,100,500
Dividends declared, not due	1,332,975	1,561,997	1,562,434
Sinking funds paid	4,972,271	5,405,696	6,129,761
Accretions to sinking fund	627,830	724,065	356,420
Securities for cap. stock iss'd	.....	10,009,823	10,009,823
Securities retired from income	.....	335,000	640,000
Current bills, pay-rolls, &c.	1,946,601	2,470,10[illegible]	2,390,486
Uncollected coupons, &c.	177,131	164,8[illegible]6	123,356
Due to roads in Iowa	1,302,195	1,186,[illegible]35	1,141,802
Consolidation Coal Co	.....	128,520	131,325
Accrued and accruing interest.	1,649,017	1,6[illegible]2,589	1,674,428
Miscellaneous	120,087	100,580	284,429
Land income account	2,387,548	2,956,360	3,403,267
Railroad income account	5,470,733	6,715,183	7,365,462
Total liabilities	$196,806,196	$211,889,801	$216,557,324

* Includes $13,235,000 bonds pledged as collateral.
‡ Including $2,345,164 common and $2,284 pref'd in co.'s treasury
† Including $2,331,958 common and $2,285 pref. in co.'s treasury

—(V. 53, p. 156, **199, 222**, 793, 922; V. 54, p. 225, 525, 903, 923; V. 55, p. **199, 213, 217**, 1036; V. 56, p. 226, 792, 923, 1015; V. 57, p. **275, 297, 302**, 375.)

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chic. & North-W.—(Con.)—Dakota Cent. 1st M., gu.	71	1882	....	$1,007,000	6	M. & S.	N. Y., Office, 52 Wall St.	Sept. 1, 1907
Dak. Cent. 1st M. on So'east Div. (to Hawarden) gu.	125	1882	....	2,000,000	6	M. & N.	do do	Nov. 1, 1907
Frem. Elk. & M. V. consol M. $20,000 p. m. see text.	1,170	1883	$1,000	7,725,000	6	A. & O.	do do	Oct. 1, 1933
Sioux City & Pac. pref. stock (1st mort. on 6 m.).	6	....	100	169,000	7 per an.	A. & O.	do do	Apr. 1, 1893
1st M. Sioux City to Fremont (assumed.).....	101	1868	500 &c.	1,628,000	6	J. & J.	do do	Jan. 1, 1898
2d M. Governm't lien (accrued int. $2,145,911).	101	1868	500 &c.	1,628,320	6	J. & J.	U.S. Treas., at maturity.	Mar. '98 & '99
Milw. L. Sh. & W., Consol. M. (now 1st. gold...c*	....	1881	1,000	5,000,000	6 g.	M. & N.	N. Y. Office, 52 Wall St.	May 1, 1921
Michigan Div. 1st mort. (for $3,000,000), g..c*	85	1884	1,000	1,281,000	6 g.	J. & J.	do do	July 1, 1924
Ashland Division 1st mortgage, gold.....c*	40	1885	1,000	1,000,000	6 g.	M. & S.	do do	Mch. 1, 1925
1st Ms. Hurley & Onton. br'ches, g., (dr'n at 100). c	16	1886	1,000	76,000	6 g.	A. & O.	do do	Apr. 1, 1896
Conv. debentures, secured by mort of '89, g..c*	531	1887	1,000	476,000	5 g.	F. & A.	do do	Feb. 1, 1907
Ext. & Imp. M. for $5,000,000, g., s.f. not dr'n..c*	531	1889	1,000	4,524,000	5 g.	F. & A.	do do	Feb. 1, 1929
Income bonds (not cumulative).....r	....	1881	1,000	500,000	6	M. & N.	do do	May 1, 1911
Equip. bonds 1885 ($100,000 drawn yearly)..c	....	1885	1,000	200,000	6	J. & J.	do do	Jan. 1, 1895
Marsh. Ex. 1st M. for $600,000 ($15,000 p.m....c*	40	1892	1,000	300,000	5	A. & O.	do do	Oct. 1, 1922
St. P. E. Gr'd T. 1st, M. g., int. gu. by M. L. S. & W. c*	56	1883	1,000	1,120,000	6 g.	J. & J.	do do	Jan. 1, 1913
Chicago Peoria & St. Louis—1st mortgage, gold...c*	120	1888	1,000	1,500,000	5 g.	M. & S.	Mch., '93, coup. last pd.	Mar. 1, 1928
1st consol. M. g. ($15,000 p. m) ($300,000 are 6s). c*	170	1889	1,000	1,041,000	5 & 6 g.	M. & N.	See text.	May 1, 1939
Consol. mort. for $20,000 per mile, gold.....c	....	1891	1,000	1,276,000	5 g.	J. & D.	do do	June 1, 1941
Jack. L. & St. L.—Jack. S. E. 1st mortgage.....	54	1880	1,000	300,000	6	J. & J.	N.Y. Am. Ex. Bk. & Phila.	July 1, 1910
Jack. L. & St. L. cons. M., gold, guar. p. &i., end. c*	112	1890	1,000	1,380,000	5 g.	J. & J.	N.Y., Dunn Bros., 40 Wall	Jan. 1, 1940
Chicago Rock Island & Pac.—Stock (for $50,000,000)	....	....	100	46,156,000	See text.	Q.—F.	New York and Chicago.	Nov. 1, 1893
1st mort., Chic., Ill., to Council Bluffs & branches. c*	736	1877	1,000 &c	12,100,000	6	J. & J.	N. Y., 13 William St.	July 1, 1917
Chic. & Southw. 1st M. (g'd in cur. by C.R.I.&P.).	268	1869	100 &c.	5,000,000	7	M. & N.	do do	Nov. 1, 1899
1st M. ext. and col. ($20,000 p. m.) red. aft. '94. c&r	2,144	1884	1,000 &c	40,324,000	5	J. & J.	do do	July 1, 1934
Debenture bonds (redeemable at 105).....c* &r.	....	1891	1,000 &c	3,000,000	5	M. & S.	do do	Sept. 1, 1921
Chic. & St. L. Electric—1st M. for $7,000,000, gold.	248	1893	1,000	Nil. Feb. '93.	6 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	Dec. 31, 1912
Chicago St. Paul & Kansas City—SEE CHICAGO G REAT WESTE RN.								
Chicago St. Paul Minneapolis & Omaha—Com. stock.	....	....	100	18,559,360	....	....	.....	.....
Preferred stock, non-cumulative (see text).....	....	....	100	11,259,913	See text.	J. & J.	N. Y., Office, 52 Wall St.	July 20, 1893
St. Paul Stillwater & Taylors' Falls 1st mort. ...c	21	1878	500 &c.	334,800	7	J. & J.	do do	Jan. 1, 1908
Hud. & River Falls 1st M., Hudson to River Falls. c	12	1878	1,000	125,000	8	J. & J.	do do	July 1, 1908
Ch. St. P. & Minn. 1st M. g., Elroy to L. St. C. ass'd. c*	177	1878	500 &c.	3,000,000	6 g.	M. & N.	do do	May 1, 1918

Chicago Peoria & St. Louis.—Owns from Pekin, Ill., to Jacksonville, Ill., and Havana to Springfield, 120 miles, and Litchfield to East St. Louis, 50 miles; uses Merchants' Bridge into St. Louis, 2 miles. Controls and operates Litchfield Carrollton & Western [which see] Barnett to Columbiana, 52 m.; Louisville & St. Louis, Centralia to Drivers, 17 m.; and the Jacksonville Louisville & St. Louis, Jacksonville to Centralia, Ill., 112 m.; trackage 13 m.; total system, 366 m.

HISTORY.—Organized in 1887. With its allied lines forms the Jacksonville Southeastern system. The traffic agreement with the Atchison Topeka & Santa Fe for a through line between Chicago and St. Louis was abrogated in August, 1893. (V. 51, p. 608.) Grading has been done on the extension of 100 miles to Rock Island. V. 56, p. 868. In July, 1893, 41 miles of St. Louis & Chicago, operated under lease, went back into the hands of its receiver. (See North and South of Ill.) Default on 1st mortgage was made Sept., 1893, and on Sept. 21 C. H. Bosworth and E. E. Anderson were made temporary receivers. The latter is on bondholders' committee. V. 57, p. 510. The floating debt is said to be only about $275,000—contracted for equipment.

STOCK.—Capital stock, $3,500,000.

BONDS.—The new consolidated mortgage secures bonds at $20,000 per mile upon present mileage (sufficient being reserved to retire prior bonds when due) and upon the Rock Island extension; also on a line, if built, from Litchfield to Springfield; the Metropolitan Trust Co., of N. Y., is trustee. The mortgage covers $1,750,000 stock in the proprietary lines, and all the equipment of the road. Of these bonds outstanding, $850,000 were sold for improvements on road in operation, balance for Rock Island extension.

The Jacksonville Louisville & St. Louis is successor to the Jacksonville Southeastern, which was sold in foreclosure May 11, 1890. Its bonds are guaranteed principal and interest by this company, which owns $1,000,000 of the Jacksonville road's $1,500,000 stock.

EARNINGS.—From July 1, 1892, to April 30, 1893 (10 months), gross earnings were $1,155,394, against $1,081,900.

For year ending June 30, 1892, gross earnings were $1,288,095; net, $386,400, against $272,400 in 1891. (V. 56, p. 668; V. 57, p. 510.)

Chicago Rock Island & Pacific.—*(See Map)*—ROAD.—The system, as will be seen on adjoining map, includes:

Lines owned—	*Miles.*	*Lines leased, etc.*—	*Miles.*
Chic., Ill., to Council Bluffs, Ia.	499	*Peoria & Bureau Valley.....	47
Davenp't, Ia., to Ateh'n, Kan.	342	*Keokuk & Des Moines.....	162
Elmwood to Liberal, Kan....	440	*Des Moines & Fort Dodge...	144
Herington, Kan., to Terral, I.T.	350	Trackage to Kansas City, Lincoln, Neb., Denver, Col.,	
Horton, Kan., to Roswell, Col.	569	Pueblo, Col., etc.....	378
Branches.....	680		
Total owned Apr. 1, 1893..	2,880	Tot. lines oper. Apr. 1, 1893.	3,610

* See separate statement for these companies.

Extension to Fort Worth, Tex., 100 miles, completed in July, 1893.

HISTORY.—The present Chicago Rock Island & Pacific was a consolidation June 4, 1880, with $50,000,000 stock authorized, and a stock dividend of 100 per cent to the holders of Chicago Rock Island & Pacific stock. The Chicago Kansas & Nebraska theretofore leased was purchased at foreclosure sale in April, 1891, and is now owned in fee simple. See V. 53, p. 223.

DIVIDENDS.—In 1880, 8½ cash and 100 per cent in stock; from 1881 to 1887, inclusive, 7; in 1888, 6½; in 1889, 4; in 1890, 4; in 1891, 3; in 1892, 4; in 1893, 4.

BONDS.—The extension and collateral trust 5 per cent bonds (trustee of mortgage United States Trust Company) are issued at the rate of $15,000 per mile for single track, $5,000 per mile additional for equipment and $7,500 for second track. They are secured by the direct lien of a first mortgage or by deposit with the trustee of an equal amount of first mort. 6 p. c. bonds of branch lines. After July 1, 1894, they are redeemable at 105 in the order of their numbers, beginning with the lowest. On July 7, 1893, there were $40,324,000 of these bonds outstanding, and $213,000 had been canceled for the sinking fund; of the total originally sold $32,160,000 were issued at $15,000 per mile on 2,144 miles of track; $1,200,000 for Kansas City terminal property and $7,174,000 for equipment. See mortgage abstract, V. 47, p. 260. See also V. 53 p. 223, V. 57, p. 181.

The debentures of 1891 (U. S. Trust Co., trustee) were issued to pay for terminals and betterments as needed. The issue is for $10,000,000 and the bonds are redeemable on notice any coupon day at 105.

GENERAL FINANCES.—The Burlington Cedar Rapids & Northern, a considerable amount of whose stock is held by Rock Island, began dividends in January, 1893: see that company. The reorganization of the Minneapolis & St. Louis—which see—will also increase the Rock Island's quick assets. In 1892 for the extension in the Indian Territory, and for equipment, $2,774,000 extension and collateral trust 5s were issued, while $1,000,000 debentures were sold for improvements, etc. In February, 1893, $1,094,000 additional exten. and collat. trust 5s were sold for equipment and for new road to Jansen, Neb., 52 miles, and in April $317,000 for equipment; in June and July, 1893, an additional $1,230,000 for 82 miles of road toward Fort Worth, Tex.; the remaining 10 miles to that city was completed in July, 1893.

EARNINGS.—From Jan. 1, 1893, to August 31, 1893 (8 months), gross were $12,339,382 against $11,492,855 in 1891-92.

ANNUAL REPORT.—The fiscal year ends March 31. Annual meeting is held in Chicago on the first Wednesday in June. Report for 1892-93 in full was in V. 56, p. 972, 992. Earnings, &c., have been:

Year ending March 31—	1891.	1892.	1893.
Miles owned and operated...	3,408	3,456	3,610
Passenger earnings	$4,762,894	$5,216,761	$5,843,146
Freight.....	11,513,845	12,289,636	13,302,196
Mail, express, rentals, etc....	1,196,895	1,183,678	1,825,768
Gross earnings.....	$17,473,634	$18,690,075	$20,971,110
Operating expenses.....	12,413,794	13,147,057	15,083,689
Net earnings.....	$5,059,840	$5,543,018	$5,887,421
P. c. of oper. exp. to earns....	(71·04)	(70·34)	(71·93)
From land department, etc..	$98,650	$ 70,000	$60,000
Chic. Kan. & Neb. interest....	1,216,662	52,200	.....
Total income.....	$6,375,152	$5,665,219	$5,947,421
Rent leased roads.....	$1,872,113	$774,806	$739,016
Interest on debt.....	2,714,950	2,813,325	3,038,786
Missouri River bridges.....	188,538	143,858	121,566
Dividends.....	(4) 1,846,232	(3) 1,384,674	(4) 1,846,232
Balance, surplus.....	$246,681	$548,556	$201,821

—(V. 55, p. 462, 551; V 56, p. 247, 700, **972**, 974, 992, 1015; V. 57, p. 181.)

Chicago & St. Louis Electric.—This company was organized to build a double track electric railroad between Chicago and St. Louis, a distance of 248 miles, motive power to be generated from three stations. Capital stock $7,000,000, par value $10. Wellington Adams, General Manager, St. Louis, Mo.

Chicago St. Louis & Pittsburg.—See PITTS. CIN. CHIC. & ST. L.

Chicago St. Paul & Kan. City.—See CHICAGO GREAT WESTERN

Chicago St. Paul Minneapolis & Omaha.—*(See Map Chicago & Northwestern.)*—ROAD.—Main line—Elroy, Wis., to Omaha, Neb., 593 miles; other lines, 888 miles; total, 1,481 miles, of which 1,370 miles are owned, 69 miles leased and 42 miles proprietary road. Extension from Ponca to Newcastle, Neb., 15 miles, was opened August 24.

HISTORY.—This was a consolidation July, 1880, of the Chicago St. Paul & Minneapolis, the North Wisconsin and the St. Paul & Sioux City.

In November, 1882, a controlling interest in the stock was purchased for the Chicago & Northwestern Railway by the acquisition of 93,200 shares of common and 53,800 shares of preferred.

STOCK.—Authorized common, $21,403,293; preferred, $12,646,833 Preferred stock has a prior right to non-cumulative dividend of 7 per cent; but common is never to receive more than is paid on preferred.

DIVIDENDS.—On preferred stock: From 1881 to 1884, inclusive, 7 per cent; in 1885, 4¾; from 1886 to 1888, inclusive, 6 per cent; in 1889, 3; in 1890, 4; in 1891, 4; in 1892, 6½; in 1893, Jan., 3½ p.c.; July, 3½.

BONDS.—In 1892 consols for $317,000 were issued. There are also $75,000 Minneapolis Eastern 1st m., guar., 7s, due July 1, 1909.

LANDS.—The land sales in 1892 were 22,875 acres, for $61,569, including lots; land contracts and notes on hand December 31, 1892, $600,313; lands undisposed of, 474,797 acres.

LATEST EARNINGS.—From Jan. 1 to July 31, 1893 (7 mos.), gross earnings were $4,422,473 against $4,712,143 in 1892.

ANNUAL REPORT.—Report for 1892 was in CHRONICLE, V. 56, p. 461.

Year ending Dec. 31—	1890.	1891.	1892.
Passenger earnings.....	$1,677,130	$1,956,982	$2,135,338
Freight.....	4,845,392	5,718,281	6,689,915
Mail, express, &c.....	325,798	346,049	372,589
Total gross earnings.....	$6,848,320	$8,021,312	$9,196,942
Operating expenses and taxes.	4,788,569	5,446,114	6,368,296
Net earnings.....	$2,059,751	$2,575,198	$2,828,646
Net rentals paid.....	85,422	89,021	92,672
Net interest on debt.....	1,280,228	1,346,827	1,346,782
Div. on pref. stock.....	(4) 450,272	(5) 562,840	(7) 787,976
Loss on prop. roads.....	7,309	16,972	34,524
Surplus of RR. Co.....	$236,520	$559,538	$566,692
Net from land sales.....	586,784	468,728	368,468
Total surplus.....	$823,304	$1,028,266	$935,160

—(V. 54, p. **558**; V. 56, p. 205, **461**, **972**, **974**, 375.)

Chicago & Southeastern.—Operates from Anderson, Ind., to Brazil, Ind., 106 miles, of which 12 miles, Waveland to Land Creek, is trackage over St. L. Van. & T. H., leaving 94 miles owned. Formed in 1891 to succeed Midland of Indiana, reorganized. The Midland of Indiana mortgage (assumed) has been limited to $375,000.

Chicago & South Side Rapid Trans. Co.—("Alley Elevated.") Owns elevated road in operation in Chicago upon a purchased right of way from Congress Street to Jackson Park, about 8¾ miles of double and triple track. Financial provision has also been made for extending the road to Englewood and other points in the southern district of Chicago, and for building a loop north of Congress Street. Stock,


MONTANA
WYOMING
DAKOTA
NEBRASKA
COLORADO
UTAH
NEW MEXICO
ARIZONA
OKLAHOMA
INDIAN TER.
TEXAS
KANSAS
MINNESOTA
IOWA
MISSOURI
ILLINOIS
WISCONSIN
YELLOWSTONE NATIONAL PARK
Gettysburg
Pierre
Deadwood
Rapid City
Buffalo Gap
Ft. Pierre
Chamberlain
Huron
Sioux Falls
Ellsworth
Armour
Yankton
Dakota Jc.
Ft. Casper
Ft. Fetterman
Chadron
Hemingford
Ft. Laramie
Wendover
Laramie City
Whitman
Oakdale
Norfolk
Columbus
Omaha
Lincoln
Council Bluffs
Sioux City
Ord
Grand Jc.
Kearney
Plum Cr.
North Platte
Platte Riv.
Julesburg
Sidney
Bushnell
Cheyenne
Colorado Jc.
Evanston
Echo
Salt Lake City
Park City
Lehi Jc.
Provo
Pleasant Valley
Parahum
Green River
Grand Jct.
Aspen
Leadville
Glenwood Spgs.
Rock Creek
White R.
Yampa R.
Green R.
Ft. Collins
Stout
Lyon
Boulder
Central City
George T.
Denver
Castle Rock
Como
Monument
Manitou
Nathrop
Salida
Mears Jc.
Canon City
Hot Spgs.
West Cliff
Pueblo
Wagon Wheel Gap
Silverton
Hermosa
Durango
Alamosa
Antonito
Cachura
Salt
La Junta
Trinidad
Volcano
Dillon
Springer
La Plata
Caliente
Coolidge
Flagstaff
Sanders
Billings
Holbrook
Albuquerque
A. & P. Jc.
Las Vegas
Tiptonville
Tascosa
Pan Handle
Washburn
Magdalena
San Antonio
Carthage
Sterling
Holyoke
Culbertson
Hastings
Holdredge
Oxford Jct.
Phillipsburg
Norton
Oberlin
Clayton
Goodland
Colby
Burlington
Selbert
Bovina
Stockton
Clay Centre
Manhattan
Abilene
Salina
Wallace
Oakley
Scott
Kinsley
Dodge City
Garden City
Montezuma
Mead Centre
West Plains
Liberal
Syracuse
Pratt
Turon
Hutchinson
Wellington
Caldwell
Pond Creek
Enid
Kingfisher
Darlington
El Reno
Minco
Ninnekah
Rush Springs
Duncan
Addington
Ryan
Terral
Ringgold
Bowie
Fort Worth
Purcell
Atoka
Denison
Dallas
Kiowa
Eufaula
Gibson
Sapulpa
Guthrie
Oklahoma
Tecumseh
Fayetteville
Vinita
Joplin
Seneca
Carthage
Monetta
Springfield
Lamar
Nevada
Clerokee
Peck
Winfield
Ft. Scott
Marion
Peabody
Whitewater
Wichita
Ottawa
Emporia
Lawrence
Topeka
Atchison
Holton
Leavenworth
Kansas City
Sedalia
Boonville
Glasgow
Mexico
Moberly
Brunswick
Hannibal
Macon
Chillicothe
Trenton
Gallatin
Kirksville
Rosamond
Farmington
Belmont
Centerville
Princeton
Seymour
Ottumwa
Creston
Winterset
Indianola
Knoxville
Givin
Oskaloosa
Fairfield
Keokuk
Quincy
Havana
Pana
Jacksonville
Springfield
Decatur
Peoria
Bloomington
Streator
Ottawa
Aurora
Chicago
Racine
Kenosha
Milwaukee
Madison
Janesville
Beloit
Freeport
Rockford
Dubuque
Galena
Prairie du Chien
McGregor
Waverly
Austin
Northwood
Ndra Jc.
Albert Lea
Jackson
Manly Jct.
Rushford
Winona
La Crosse
Owatonna
Waterville
Faribault
Northfield
Red Wing
Minneapolis
St. Paul
Minneapolis & St. L.
Wis. & Minn.
Pac.
Watertown
Madison
Echo
Morton
Elkton
Tracy
Sleepy Eye
St. Peter
Winthrop
Pipestone
Heron Lake
Brookings
Elkton
Merillan
Centralia
Abbotsford
Appleton
Manitowoc
Oshkosh
Fond du Lac
Portage
Madison
Milwaukee
Racine
Kenosha
Chicago
Rock Island
Davenport
Clinton
Fulton
Cedar Rapids
Iowa City
Grinnell
Des Moines
Atlantic
Audubon
Guthrie Cn.
Harlan
Anita
Atlantic
Avoca
Council Bluffs
Omaha
Lincoln
Seward
Fairmont
Geneva
Fairbury
Hebron
Nelson
Superior
Concordia
Belleville
Marysville
Hanover
Blue Rapids
Manhattan
Abilene
Salina
Mc Pherson
Hutchinson
Newton
Peabody
Whitewater
Wichita
Arkansas City
Winfield

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
St. Paul Minneap. & Omaha—(Concl'd)—								
St. P. & Sl'x C. 1st M., g. ($7,000,000)	$10,000	p. m. c	607	1879	$1,000	$6,070,000	6 g.	A. & O.	N. Y. Office, 52 Wall St.	Apr. 1, 1919
North Wis. 1st M. Lake St. C. to Bayfield ass'med.	c*		80	1880	1,000	800,000	6	J. & J.	do do	Jan. 1, 1930
Th. St. P. M. & O. con. M., $30,000,000 ($15,000 p. m)	c*		1,374	1880	1,000	13,730,000	6	J. & D.	do do	June 1, 1930
Sault Ste. Marie & Southwestern 1st M., guar....	c		37	1890	1,000	400,000	5	M. & N.	do do	Nov. 1, 1915
Chicago & Southeastern—Mid. of Ind. 1st M., gold..	c		94	1887	1,000	375,000	5 g.	J. & J.	N. Y., Coffin & Stanton.	Jan. 1, 1917
Consol. mortgage, $20,000 per mile, gold			94	1891	....	(?)	5 g.	....	.....	Oct. 1, 1921
Chic. & S. S. Rapid Tran.—1st M., g., s. f. See text.	c*		....	1889	1,000	7,500,000	5 g.	A. & O.	N.Y., Bk. of Com. & Chic.	Oct. 1, 1929
1st mortgage on extension, $5,000,000, gold.....			....	1893	....	5,000,000	5 g.	J. & J.	New York and Chicago.	Jan., 1933
Chicago & Texas—1st mortgage, gold.....	c&r		60	1893	1,000	950,000	5	A. & O.	N.Y., Mercantile Tr. Co.	Apr. 1, 1933
Chic. & W. Ind.—1st M., g., s. f., subj. call at 105.	c*		48	1879	1,000	1,764,000	6 g.	M. & N.	N. Y., Drexel, M. & Co.	Nov. 1, 1919
General mort., gold, sinking fund, red. at 105..	c*		48	1882	1,000	9,250,666	6 g.	Q.—M.	do do	Dec. 1, 1932
Chicago & West Michigan—Stock.....			....	....	100	7,448,200	See text.	F. & A.	Boston Of., 50 State St.	Feb. 15, 1893
Grand Rapids Newaygo & Lake Sh. 1st M. 2d Div.			10	1875	500 &c.	19,000	7	J. & D.	N. Y., Un. Tr. & Boston.	June 1, 1905
Chic. & West Mich. general mort. ($12,000 p.m.).	c*		482	1881	1,000	5,75[illegible],000	5	J. & D.	do do	Dec. 1, 1921
Chic. & No. Mich. 1st M., guar., $18,000 per mile.	c*		93	1891	1,000	1,667,000	5	M. & N.	Bost'n, Nat. Webster Bk.	May 1, 1931
Mich. Equip. Co. 1st M., gr. p. &i., s. f. red. at 100.	r		....	1892	1,000	330,000	6	J. & D.	Boston.	June 1, 1902
Choctaw Coal & R'y—Ms. on Coal and coal leases g.	c		....	1890	1,000	As collateral	6 g.	J. & D.	None paid.	.....
1st mortgage, gold, $20,000 per mile			....	1890	1,000	As collateral	6 g.	J. & J.	.....	Jan. 1, 1920
Cin. Dayton & Ironton—1st M., gold, guar. p. & i.	c*		146	1891	1,000	3,500,000	5 g.	M. & N.	N.Y., Kessler & Co 54 Wall	May 1, 1941
Cincinnati Hamilton & Dayton—Stock.....			....	....	100	4,000,000	See text.	Q.—F.	Cincinnati.	Aug. 1, 1893
Preferred stock, Series A & B, $500,000 each			....	....	100	1,000,000	4 per an.	Q.—J.	do	July 5, 1893
do "Eagle"			....	....	100	595,900	4 per an.	Q.—M.	do	June 1, 1893
Consolidated mort. $ & £, sinking fund.....	c*		60	1875	1,000	996,000	7	A. & O.	N.Y., Kessler & Co 54 Wall	Oct. 1, 1905
do do	c*		60	1875	1,000	1,371,000	6	A. & O.	do do	Oct. 1, 1905
do do	c*		60	1875	1,000	435,000	5	A. & O.	do do	Oct. 1, 1905
Second mortgage, gold.....	c*		69	1887	1,000	2,000,000	4½g.	J. & J.	do do	Jan. 1, 1937
General mortgage, $7,800,000, gold.....	c*		60	1892	1,000	3,000,000	5 g.	J. & D.	N.Y., Blair & Co., 33 Wall	June 1, 1942
Cin. Hamilton & Indianap.—1st M., guar. p. & i..			99	1873	1,000	2,500,000	7	J. & J.	N.Y., Kessler & Co 54 Wall	Jan. 1, 1903
General mort. for $3,800,000, gold, to be guar...			99	1893	1,000	(?)	5 g.	J. & D.	do do	June, 1943
Cin. Jackson & Mack.—1st M. for $4,800,000, g.	c*		331	1892	1,000	4,000,000	4 g.	J. & D.	New York.	June 1, 1991
Cincinnati Lebanon & Northern—1st mortgage...	c		38	1886	1,000	200,000	5	J. & J.	Cinn., Fourth Nat. Bank	Jan., 1916
Cincinnati & Muskingum Valley—1st mortgage...	c		148	1870	1,000	1,500,000	7	J. & J.	Jan., '87, coup. last paid.	Jan. 1, 1901

,500,000: par, $100. Mortgage of 1889 covers road from Congress reet to 63d Street, and the bonds are subject to call for payment after t. 1, 1899, at 110 and interest on any coupon day. The mortgage 1893 is a first lien on extensions south of 63d Street. Trustee of th mortgages is the Northern Trust Co. of Illinois. Road turned er to company in Dec., 1892, and in May, 1893, traffic was officially ported at over 100,000 daily. V. 56, p. 331.

Chicago & Texas.—Owns from Cape Girardeau, Mo., to Carbonale, Ill., and branch to Harrison, Ill., 60 miles.
A consolidation of the Grand Tower & Cape Girardeau and Grand ower & Carbondale, effected in 1893. Common stock authorized, 1,500,000; preferred, non-cumulative (entitled to 5 per cent dividends), $1,000,000. Outstanding August 1, 1893, $1,025,000 common d $137,000 preferred.
Earnings of the two roads to June 30, 1892 (before consolidation), oss, $184,407; net, $70,151. (V. 57, p. 255.)

Chicago & Western Indiana.—Owns from Dolton and Hammond, Ill., to Chicago, with a belt railroad and branches, with warehouses, elevator, &c. There are four main tracks, aggregating 114 iles, and sidings, 191 miles of track in all, including 2d, 3d, 4th and ding track (of which 72 miles leased to Belt Railway; also over 00 acres of real estate. LEASES road and terminal facilities to the abash, the Chicago & Grand Trunk, the Chicago & Eastern Illinois, e Chicago & Erie and the Louisville New Albany & Chicago [each of hich five companies owns $1,000,000 stock), and also to the Atchison nd the Belt Railway; the annual rentals provided by the leases are to ceed by at least 20 per cent the interest on bonds outstanding.

CAPITAL STOCK, $5,000,000, all owned as above stated. Dividends ave been paid at irregular intervals, the rate in 1892 being 6 per cent.

BONDS.—Sinking fund payments (amounting in 1892 to about $125,000) nnually retire a portion of the first mortgage bonds at 105 and interest, and after they are all drawn the general mortgage bonds become ubject to same sinking fund and will be drawn at same price in such nnual amounts as will retire the debt at or before maturity. The onds cannot be retired in any other manner or amount. V. 54, p. 31. REPORT for 1892 was in V. 56, p. 1014. (V. 54, p. 725, 761, 008; V. 55, p. 373, 1036; V. 56, p. 373, 1014; V. 57, p. 144, 178.)

Chicago & West Michigan.—Owns from Lacrosse, Ind., to raverse City, 301 miles; Allegan to Pentwater, 98 miles; Big Rapids unction to Big Rapids, 52 miles; other branches, 31 miles; proprietary ne, Chicago & North Michigan (opened in July, 1892), Traverse City to lk Rapids and Bay View, 93 miles; total of all, 575 miles.

ORGANIZATION, STOCK, &c.—Successor of Chicago & Michigan Lake hore Jan. 1, 1879; in Sept., 1881, consolidated with other roads. tock increased $725,000 in September, 1892, to purchase the stock of he Chicago & North Michigan—whose $1,675,000 first mortgage bonds re endorsed with a guarantee of principal and interest. See V. 52, p. 27 and V. 55, p. 100, 297. The equipment bonds ($500,000 authorzed) and $570,000 of general 5s were issued in 1892. Bills payable ere $135,000 Jan. 1, 1893.

DIVIDENDS—In 1887, 2½ p. c.; in 1888, 2; in 1889, 2; in 1890, 3; in 891, 3½; in 1892, 3½; in 1893, Feb., 1½ p. c.; in August, none.

LATEST EARNINGS.—For 7 months ending July 31, earnings were:—

mos.	Gross.	Net.	Charges.	Balance.
893	$1,090,500	$172,766	$230,081	def. $57,315
892	1,081,982	278,833	167,367	sur. 111,466

ANNUAL REPORT.—Report for 1892 was in CHRONICLE V. 56, p. 505, howing gross earnings, $2,032,540; net, $527,155; charges, $308,632; ther payments, $5,292; balance, surplus, $213,231; dividends, 211,296. In 1891 gross earnings, $1,757,553; net, $525,753; interest harges, $272,832; other payments, $2,319; balance for stock, $250,602; ividends, $232,337; surplus for year, $18,265. (V. 53, p. 156, 187; V. 4, p. 642, 889; V. 55, p. 100, 255, 297; V. 56, p. 500; V. 57, p. 298.

Choctaw Coal & Railway.—Wister, Indian Territory, to South cAlester, Indian Territory, 65 miles; Fort Reno to Oklahoma City, 2 miles; total, 97 miles. Holds valuable coal leases.
Bonds for a considerable amount were pledged for loans. Stock outtanding, $3,750,000—par, $50. Car trust 6 per cents, $200,000. Receivers' certificates for unknown amount—over $500,000—outstanding. As to new plan, see V. 56, p. 710.
On January 8, 1891, receivers were appointed. They are now James W. Throckmorton and Francis I. Gowen.

EARNINGS.—In 1892 gross, $130,751; net, $1,491; other income, $129; fixed charges, $337,730; balance, deficit, $336,110.

Cincinnati Dayton & Ironton.—*(See map Cincinnati Hamilton & Dayton.)* Operates from Dayton to Ironton, Ohio, 162 miles, standard gauge, of which 8 miles between Bakers and Byers and 12 miles between Deans and Ironton under trackage contracts; also owns from Wellston to Buckeye Furnace, 12 miles, and coal branches, 10 miles; total owned, 165 miles; total operated, 184 miles.

HISTORY.—Succeeded to a portion of the Dayton Fort Wayne & Chicago sold in foreclosure Jan. 20, 1891 (see V. 52, p. 164). LEASED in April, 1891, for 99 years (renewable forever) to the Cincinnati Hamilton & Dayton, which guarantees the bonds, principal and interest, by indorsement, and will turn over one-half the net income remaining after the payment of operating expenses, taxes and interest. See V. 52, p. 534, 680. Stock, $5,000,000; owned by C. H. & D.

Cincinnati Hamilton & Dayton.—*(See Map.)*—Owns from Cincinnati, O., to Dayton, O., 60 miles; leases Dayton & Michigan, Dayton to Toledo, 142 miles, and Cincinnati Dayton & Ironton, Dayton to Ironton and branches 184 miles. Controls Cin. Hamilton & Indianapolis, Hamilton to Indianapolis, 99 miles; Cin. & Dayton, Hamilton to Middletown, 14 miles; Cincinnati Dayton & Chicago, Dayton to Delphos, 95 miles; Troy & Piqua, 8 miles; Columbus Findlay & Northern, Deshler to Findlay, 18 miles; Bowling Green R. R., Tontogany to North Baltimore, 21 miles. Total 641 miles. Owns jointly with Big Four the Dayton & Union—which see.

HISTORY, ETC.—Chartered in 1846. Main line opened in 1851 Leased lines added at various times since. See Cin. Jack. & Mack.

DIVIDENDS on common stock since 1882—In 1883, 9 per cent; in 1884, 6; in 1885, 6; in 1886, 7; in 1887, 6; in 1888 and 1889, nil; from 1890 to August, 1893, both inclusive, 5 p. c. yearly, payable quarterly.
Dividends on preferred stock from January 1, 1883, to July, 1886, at rate of 6 per cent; from Dec., 1886, to date, at rate of 4 per cent yearly

BONDS.—The general mortgage is for $7,800,000, of which $4,800,000 reserved to retire the prior liens at maturity, it being stipulated that at maturity the prior bonds shall be paid and not extended; trustee, Mercantile Trust Company of New York. The mortgage covers the perpetual lease of the Dayton & Michigan, the profits under which are large. V. 54, 799; V. 55, p. 373.

GUARANTIES.—The C. H. & D. guarantees certain securities of the following companies, fully described under their own titles: Cincinnati Dayton & Ironton, Cin. Hamilton & Ind., Dayton & Michigan.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Income account for 1891 was in V. 54, p. 924. Earnings have been as follows, the interest on bonds in 1892 including interest on the C. H. & D.'s own bonds, $262,967; on Dayton & Michigan bonds, $137,460; on Cin. Ham. & Ind. bonds, $126,000; and on Cin. Dayton & Ironton bonds, $168,506:

Year ending Dec. 31.	1891.	1892.
Gross earnings	$4,658,813	$5,169,019
Net earnings	$1,652,816	$1,674,126
Interest on bonds	$566,450	$694,933
C. H. & D. dividends	263,782	264,556
D. & M. dividends	180,786	180,786
Balance, surplus	$641,798	$533,849

—(V. 53, p. 125; V. 54, p. 287, 799, 924, 965, 1047; V. 55, p. 145, 215, 373, 639, 1110; V. 56, p. 81, 246, 463; V. 57, p. 59, 144, 179, 298.)

Cincinnati Hamilton & Indianapolis.—*(See Map C. H. & D.)*—Owns Hamilton, Ohio, west to Indianapolis, Ind., 99 miles. Common stock is all owned by the Cincinnati Hamilton & Dayton, which has long operated the road and which proposes to lease it, guaranteeing the general mortgage bonds; V. 57, p. 144. Preferred non-cumulative 7 per cent stock $281,679. Of the first mortgage bonds $700,000 were held by C. H. & D. The general mortgage, of which the Continental Trust Co. of New York and the Union Trust Co. of Cincinnati are trustees, is for $3,800,000, of which sufficient reserved to retire first mortgage bonds at maturity. See V. 57, p. 59.
In year 1892 gross earnings were $726,263; net, $88,080; interest, $126,000; deficit, $37,920. In 1891 gross, $709,499; net, $106,264; interest, $126,000; deficit, $19,735.

Cincinnati Indianapolis St. Louis & Chicago.—See Cleveland Cincinnati Chicago & St. Louis.

Cincinnati Jackson & Mackinaw.—Owns from Carlisle, O., to Addison, Mich., 190 miles; Allegan to Dundee, Mich., 133 miles; branches, 3 m.; trackage to Toledo, 23 m.; total operated, 349 miles.

HISTORY.—This railway company succeeded on April 1, 1892, a railroad company of same name, sold in foreclosure in 1891. (V. 53, p. 520, 753, 922.) Plan of reorganization was in V. 53, p. 125. Road was to be leased for 99 years to the Cin. Ham. & Dayton, but an injunction interferred. See V. 55, p. 1110. Case was appealed in 1893 V. 56, p. 246, 463. The $800,000 bonds would permit of extensions.

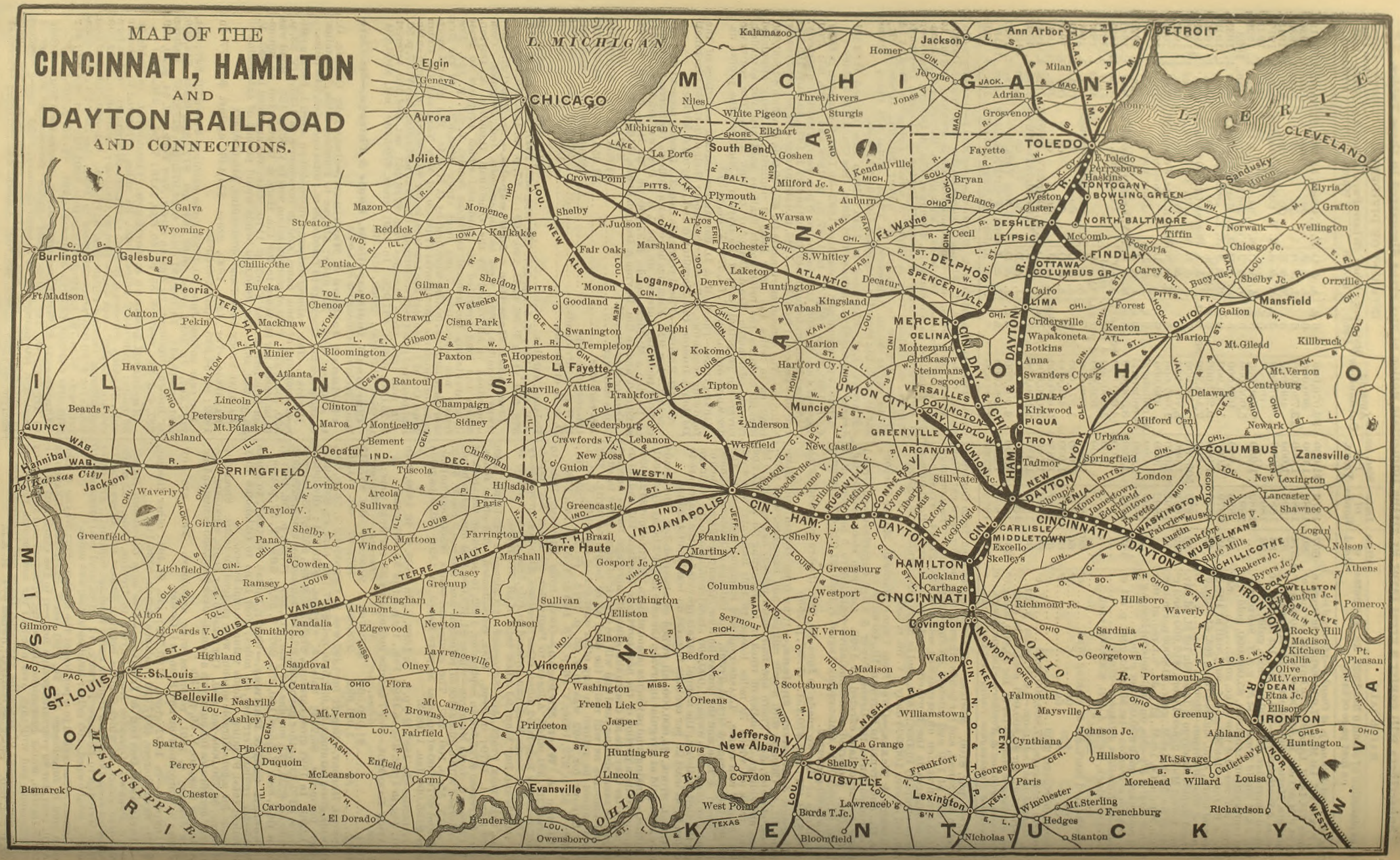
CAPITAL STOCK issued and outstanding, $16 000,000.

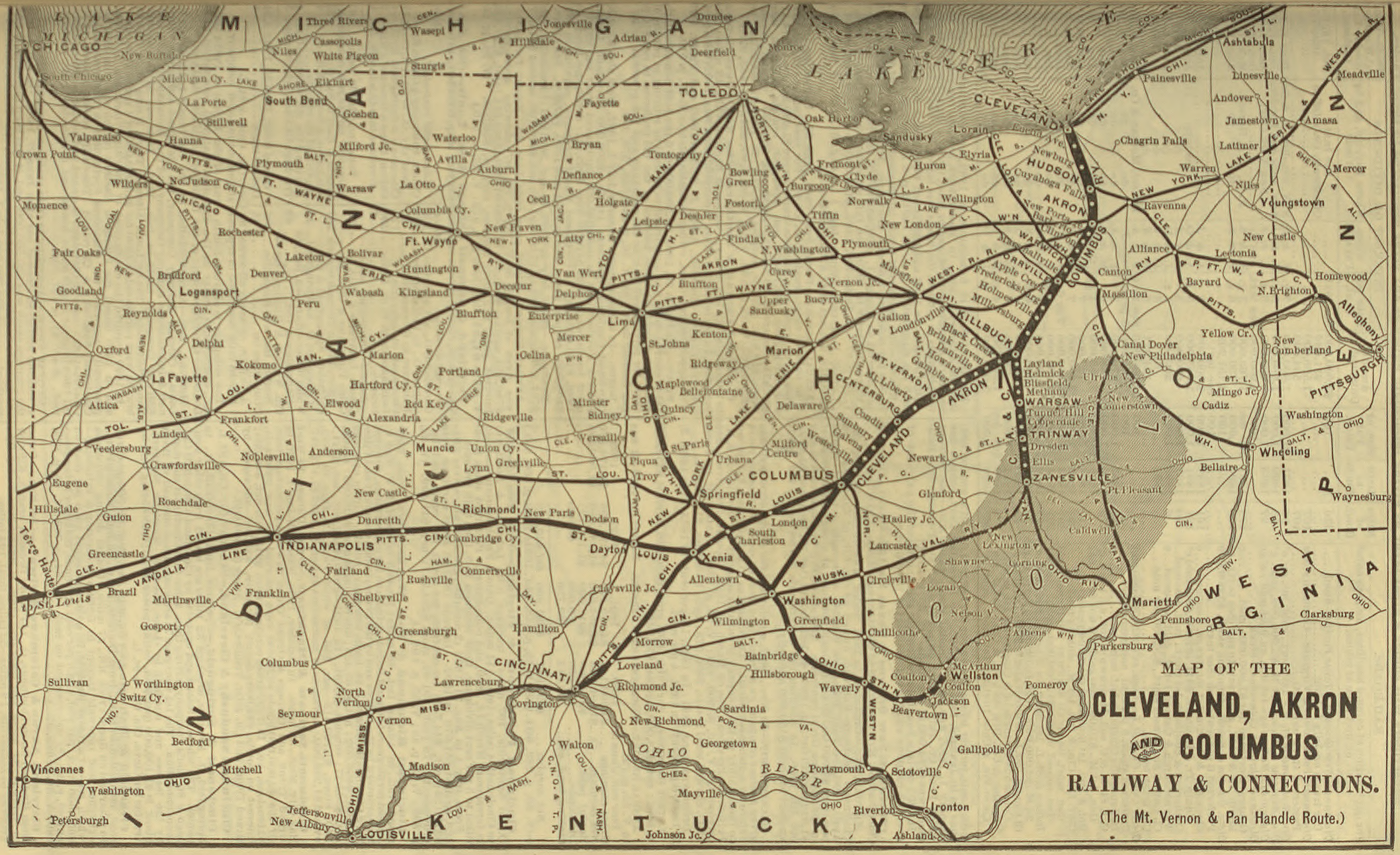
EARNINGS.—For July, 1893, gross, $54,486, against $60,277 in 1892; net $4,925, against $16,846.

For year ending June 30, 1893, gross earnings were $735,537; net, $177,367. In 1892 gross, $696,588; net $172,824; taxes, $44,406; rentals, $18,811. In 1890-91 gross, $724,972; net, $178,737. Walston H Brown, President, 20 Nassau Street, New York. (V. 54, p. 33, 119, 287, 433, 485, 1047; V. 55, p. 145, 639, 1110; V. 56, p. 246, 463.)

Cincinnati Lebanon & Northern.—Cincinnati, O., to Dodds, O. 36 miles; branches, 2 miles; total, 38 miles. Operated to Lebanon only, 30 miles. Successor in 1885 to Cincinnati Northern, sold in foreclosure. Capital stock authorized, $1,000,000; outstanding, $902,000; non-interest bearing certificates, $172,440. Consolidated mortgage bonds for $500,000 were authorized in 1891. In 1892-93 gross earnings were $134,797 (against $132,640 in 1891-92); net, $48,957; surplus over charges, $33,648, against $28,308. (V. 53, p. 569.)

Cincinnati & Muskingum Valley.—Owns from Morrow, Ohio to Trinway, O., 148 miles. Sold under foreclosure December 3 1869, and reorganized as at present January, 1870. Gross earnings in 1892, $476,077; net, $59,503; interest on bonds, $105,000; other charges, $23,205; deficit, $68,702. Amount due Pittsburg Cincinnati


MAP OF THE
CINCINNATI, HAMILTON
AND
DAYTON RAILROAD
AND CONNECTIONS.
L. MICHIGAN
L. ERIE
MICHIGAN
INDIANA
OHIO
ILLINOIS
KENTUCKY
WEST VA.
MISSOURI
CHICAGO
DETROIT
TOLEDO
CLEVELAND
INDIANAPOLIS
SPRINGFIELD
DECATUR
TERRE HAUTE
EVANSVILLE
E. St. Louis
ST. LOUIS
CINCINNATI
HAMILTON
DAYTON
LIMA
FINDLAY
MANSFIELD
COLUMBUS
ZANESVILLE
SPRINGFIELD
PIQUA
TROY
SIDNEY
MERCER
CELINA
DELPHOS
LEIPSIC
DESHLER
TONTOGANY
BOWLING GREEN
NORTH BALTIMORE
OTTAWA
COLUMBUS GR.
SPENCERVILLE
VERSAILLES
COVINGTON
GREENVILLE
UNION CITY
ARCANUM
RUSHVILLE
CONNERSV.
MUNCIE
LOGANSPORT
LA FAYETTE
WEST'N
CRAWFORDSV.
VEEDERSBURG
ATTICA
DANVILLE
CHAMPAIGN
CLINTON
BLOOMINGTON
PAXTON
GIBSON
MINIER
MACKINAW
PEKIN
PEORIA
GALESBURG
BURLINGTON
QUINCY
HANNIBAL
JACKSONV.
BEARDS T.
PETERSBURG
LINCOLN
ASHLAND
MT. PULASKI
HAVANA
CANTON
FT. MADISON
WYOMING
GALVA
AURORA
ELGIN
GENEVA
JOLIET
STREATOR
MAZON
MORMENCE
KANKAKEE
PONTIAC
CHILLICOTHE
EUREKA
CHENOA
WATSEKA
GILMAN
SHELDON
STRAWN
CISNA PARK
RANTOUL
ATLANTA
MONTICELLO
BEMENT
DECATUR
SIDNEY
MAROA
CHILSMAN
TUSCOLA
ARCOLA
SULLIVAN
HILLSDALE
PARIS
LOVINGTON
WAVERLY
GIRARD
TAYLORV.
SHELBY V.
PANA
WINDSOR
MATTOON
FARRINGTON
CASEY
GREENUP
EFFINGHAM
ALTAMONT
NEWTON
ROBINSON
MARSHALL
COWDEN
RAMSEY
LITCHFIELD
GREENFIELD
ALTON
EDWARDS V.
GILMORE
HIGHLAND
SMITHBORO
VANDALIA
EDGEWOOD
SANDOVAL
OLNEY
CENTRALIA
FLORA
BELLEVILLE
NASHVILLE
ASHLEY
MT. VERNON
FAIRFIELD
SPARTA
PINCKNEY V.
DUQUOIN
PERCY
ENFIELD
MCLEANSBORO
CARMI
CHESTER
BISMARCK
CARBONDALE
EL DORADO
MT. CARMEL
BROWNS
PRINCETON
JASPER
HUNTINGBURG
LINCOLN
EVANSVILLE
HENDERSON
OWENSBORO
WEST POINT
CORYDON
JEFFERSON V.
NEW ALBANY
LOUISVILLE
BARDS T. JC.
BLOOMFIELD
LAWRENCEB'G
LEXINGTON
FRANKFORT
SHELBY V.
LA GRANGE
GEORGETOWN
PARIS
WINCHESTER
MT. STERLING
FRENCHBURG
HEDGES
STANTON
NICHOLAS V.
RICHARDSON
HUNTINGTON
ASHLAND
IRONTON
PORTSMOUTH
GREENUP
MAYSVILLE
WILLIAMSTOWN
FALMOUTH
CYNTHIANA
JOHNSON JC.
HILLSBORO
MT. SAVAGE
CATLETTSB'G
LOUISA
MORHEAD
WILLARD
RICHMOND JC.
GEORGETOWN
SARDINIA
HILLSBORO
WAVERLY
POMEROY
ATHENS
NELSON V.
LOGAN
LANCASTER
SHAWNEE
NEW LEXINGTON
CIRCLEV.
CHILLICOTHE
BAKERS JC.
BYERS JC.
WELLSTON
HAMDEN JC.
ROCKY HILL
MADISON
KITCHEN
GALLIA
OLIVE
MT. VERNON
DEAN
ETNA JC.
ELLISON
PT. PLEASANT
LONDON
SPRINGFIELD
URBANA
TADMOR
STILLWATER JC.
NEW CASTLE
WESTFIELD
ANDERSON
KOKOMO
MARION
HARTFORD CY.
HUNTINGTON
DECATUR
LAKETON
DENVER
ROCHESTER
MARSHLAND
FAIR OAKS
SHELBY
N. JUDSON
CROWN POINT
MICHIGAN CY.
LA PORTE
SOUTH BEND
GOSHEN
ELKHART
NILES
WHITE PIGEON
THREE RIVERS
STURGIS
KALAMAZOO
HOMER
JACKSON
ANN ARBOR
MILAN
ADRIAN
GROSVENOR
JEROME
FAYETTE
DEFIANCE
BRYAN
AUBURN
KENDALLVILLE
MILFORD JC.
PLYMOUTH
WARSAW
ARGOS
WESTON
CUSTER
CECIL
MCCOMB
FOSTORIA
TIFFIN
NORWALK
SANDUSKY
ELYRIA
GRAFTON
WELLINGTON
CHICAGO JC.
SHELBY JC.
BUCYRUS
CAREY
ORRVILLE
MANSFIELD
GALION
MARION
MT. GILEAD
KILLBRUCK
MT. VERNON
CENTREBURG
DELAWARE
MILFORD CEN.
NEWARK
ZANESVILLE
LANCASTER
SHAWNEE
NEW LEXINGTON
LOGAN
NELSON V.
ATHENS
POMEROY
ROCKY HILL
MADISON
KITCHEN
GALLIA
OLIVE
MT. VERNON
DEAN
ETNA JC.
ELLISON
PT. PLEASANT
HUNTINGTON
ASHLAND
IRONTON
PORTSMOUTH
GREENUP
MAYSVILLE
WILLIAMSTOWN
FALMOUTH
CYNTHIANA
JOHNSON JC.
HILLSBORO
MT. SAVAGE
CATLETTSB'G
LOUISA
MORHEAD
WILLARD
RICHARDSON
FRENCHBURG
HEDGES
STANTON
NICHOLAS V.
WINCHESTER
MT. STERLING
LEXINGTON
FRANKFORT
SHELBY V.
LA GRANGE
GEORGETOWN
PARIS
LOUISVILLE
BARDS T. JC.
BLOOMFIELD
LAWRENCEB'G
JEFFERSON V.
NEW ALBANY
CORYDON
WEST POINT
HENDERSON
OWENSBORO
EVANSVILLE
CARMI
MCLEANSBORO
ENFIELD
DUQUOIN
PINCKNEY V.
SPARTA
HUNTINGBURG
JASPER
PRINCETON
BROWNS
MT. CARMEL
ORLEANS
FRENCH LICK
WASHINGTON
VINCENNES
ELNORA
BEDFORD
SCOTTSBURG
MADISON
WALTON
NEWPORT
COVINGTON
CINCINNATI
LOCKLAND
CARTHAGE
WESTPORT
GREENSBURG
COLUMBUS
SEYMOUR
N. VERNON
ELLISTON
WORTHINGTON
SULLIVAN
GOSPORT JC.
FRANKLIN
MARTINS V.
SHELBY
GREENCASTLE
T. H. BRAZIL
TERRE HAUTE
GUION
NEW ROSS
LEBANON
CRAWFORDS V.
FRANKFORT
TIPTON
MUNCIE
ANDERSON
NEW CASTLE
WESTFIELD
KINGSLAND
WABASH
DELPHI
SWANINGTON
GOODLAND
MONON
TEMPLETON
LOGANSPORT
DENVER
HUNTINGTON
DECATUR
LAKETON


MAP OF THE
CLEVELAND, AKRON
AND COLUMBUS
RAILWAY & CONNECTIONS.
(The Mt. Vernon & Pan Handle Route.)
LAKE MICHIGAN
LAKE ERIE
INDIANA
OHIO
KENTUCKY
WEST VIRGINIA
CHICAGO
TOLEDO
CLEVELAND
COLUMBUS
AKRON
INDIANAPOLIS
CINCINNATI
LOUISVILLE
PITTSBURG
Terre Haute
to St. Louis
Vincennes
Petersburgh
Parkersburg
Marietta
Wheeling
Bellaire
Zanesville
Newark
Springfield
Dayton
Richmond
Lima
Marion
Mansfield
Canton
Akron
Warsaw
Trinway
Killbuck
Hudson
Ravenna
Alliance
Youngstown
Ashtabula
Painesville
Lorain
Sandusky
Fremont
Norwalk
Tiffin
Findlay
Bucyrus
Galion
Mt. Vernon
Centerburg
Mt. Liberty
Delaware
Sunbury
Galena
Westerville
Milford Centre
Urbana
Piqua
Troy
Xenia
Greenfield
Hillsboro
Chillicothe
Portsmouth
Sciotoville
Ironton
Ashland
Gallipolis
Pomeroy
Athens
Logan
Lancaster
Circleville
Washington
Wilmington
Morrow
Loveland
Covington
Lawrenceburg
Madison
Jeffersonville
New Albany
Mitchell
Bedford
Seymour
Columbus
Greensburg
Shelbyville
Franklin
Martinsville
Brazil
Greencastle
Roachdale
Crawfordsville
Veedersburg
Attica
Linden
Frankfort
Kokomo
Peru
Logansport
Delphi
Oxford
Goodland
Fair Oaks
Monence
Crown Point
Valparaiso
Wilders
Hanna
Plymouth
Warsaw
Rochester
Laketon
Bolivar
Huntington
Wabash
Kingsland
Decatur
Bluffton
Muncie
Anderson
Noblesville
Lynn
Greenville
Union City
Hartford City
Portland
Elwood
Alexandria
Red Key
Ridgeville
Minster
Sidney
Quincy
St. Paris
Versailles
Delphos
Van Wert
Latty
New Haven
Fort Wayne
Columbia City
La Otto
Auburn
Defiance
Waterloo
Milford Jc.
Avilla
Goshen
South Bend
Elkhart
La Porte
Stillwell
Michigan City
South Chicago
New Buffalo
Niles
Cassopolis
White Pigeon
Three Rivers
Wasepi
Sturgis
Jonesville
Hillsdale
Adrian
Deerfield
Dundee
Monroe
Oak Harbor
Bowling Green
Fostoria
Deshler
Leipsic
Holgate
Cecil
Bryan
Tontogany
Fayette
Waterville
Sylvania
Maumee
Perrysburg
Toledo
Huron
Elyria
Clyde
Burgoon
Wellington
New London
Plymouth
N. Washington
Carey
Upper Sandusky
Kenton
St. Johns
Ridgeway
Maplewood
Bellefontaine
Cleveland
Euclid Ave.
Newburg
Cuyahoga Falls
New Portage
Barberton
Clinton
Massillon
Apple Creek
Fredericksburg
Holmesville
Millersburg
Black Creek
Brink Haven
Danville
Howard
Gambier
Loudonville
Ashland
Orrville
Wooster
Shreve
Creston
Doylestown
Chagrin Falls
Gates Mills
Willoughby
Painesville
Andover
Jamestown
Latimer
Warren
Niles
Leetonia
Bayard
Canal Dover
New Philadelphia
Uhrichsville
Dennison
Cadiz
Mingo Jc.
New Comerstown
Tunnel Hill
Cooperville
Dresden
Ellis
Glenford
Pt. Pleasant
Caldwell
Lancaster
New Lexington
Corning
Shawnee
Nelson
Athens
Pennsboro
Clarksburg
Parkersburg
Coalton
McArthur
Wellston
Jackson
Beavertown
Waverly
Bainbridge
Hillsborough
Richmond Jc.
Sardinia
New Richmond
Georgetown
Walton
Mayville
Riverton
Johnson Jc.
Petersburgh
Washington
Switz City
Worthington
Sullivan
Vernon
North Vernon
Lawrenceburg
Hamilton
Clayville Jc.
Allentown
South Charleston
Hadley Jc.
Glenford
Newark
Zanesville
Bellaire
Wheeling
Washington
Waynesburg
Pittsburg
Allegheny
Homewood
N. Brighton
New Cumberland
Yellow Creek
Mingo Jc.
Cadiz
Meadville
Amasa
Mercer
Youngstown
New Castle
Leetonia
Bayard
Canton
Massillon
Ravenna
Warren
Niles
Chagrin Falls
Gates Mills
Willoughby
Painesville
Ashtabula
Conneaut
Girard
Fairport
Madison
Perry
Painesville
Ashtabula
Conneaut
Girard
Fairport
Madison
Perry

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Princ pal, When Due *Stocks*—Last Dividend.
Cincinnati New Orleans & Texas Pacific—Stock	336	....	100	$3,000,000	See text.	.....	See text.	Oct. 19, 189
Car trusts on July 1, 1892	....	....	....	351,686	6	.....	Cincinnati, Co.'s Office.	1893-7-6
Cincinnati Portsmouth & Virginia—Common stock	107	....	....	1,566,000	....	.....	.....	.....
Preferred stock (see text)	107	....	....	594,000	....	.....	.....	.....
Cin. Richmond & Ft. W.– 1st mort., gold, int. gu.c*	86	1871	$1,000	1,800,000	7 g.	J. & D.	N. Y. Winslow, L. & Co.	June 1, 192
Cin. Saginaw & Mack.—1st M., $2,000,000, gold..c*	53	1890	1,000	1,680,000	5 g.	J. & J.	New York and London.	Jan. 1, 192
Clearfield & Mahoning—1st M.g., gu.p.&i.(end.).c*&r	27	1893	1,000	650,000	5 g.	J. & J.	New York City.	Jan. 1, 194
Cleveland Akron & Columbus.—Stock	....	....	100	4,000,000	See text.	Ann'lly.	.....	Oct. 3, 189
General mortgage (for $1,800,000), gold	178	1887	500 &c.	1,765,000	5 g.	M. & S.	N. Y., J. A. Horsey.	Mch. 1, 192
Equip. Tr. & 2d M., gold, sub. to call (See text)..c*	178	1890	1,000	730,000	6 g.	F. & A.	do do	Aug. 1, 193
Cleve. Canton & South.—Common stock, $5,000,000	....	....	100	4,151,209	....	.....	.....	.....
Preferred 6 per cent stock (See text)	....	....	100	See text.	....	.....	.....	.....
Cleveland & Canton 1st mortgage, assumed....c	161	1887	1,000	2,000,000	5	J. & J.	.....	July 1, 191
Equip. Tr. & Improve. 2d M. ($2,000,000) gold c*	161	1891	1,000	1,065,000	5 g.	A. & O.	See text.	July 1, 191
Coshocton & Southern 1st mort., gold, assumed..	30	1887	1,000	600,000	5	J. & J.	do	1917
Waynesburgh & Canton 1st M., gold, assumed...c	6	1888	1,000	200,000	5 g.	J. & D.	do	June 1, 192
Cl. Can. & So., consol mort., $26,000 per mile....	....	1892	.....	(?)	5	J. & J.	do	1942
Car trust bonds	....	....	.....	134,371	6	M. & N.	do	.....
Cleve. Cinn. Ch. & St.L.—Com. st'k ($28,700,000 au.)	....	....	100	28,000,000	See text.	F. & A.	Drexel, Morgan & Co.	Aug. 1, 189
Preferred stock, 5 per cent, non-cumulative	....	....	100	10,000,000	5 per an.	Q.—J.	do do	Oct. 2, 189
Indianapolis Cincin. & Laf. mortgage.....c	154	1867	1,000	379,000	7	F. & A.	do do	Feb. 1, 189
C. I. St. L. & C. con. M., drawn at 105, s.f. 1 p. c.c*	175	1880	1,000	738,000	6	M. & N.	do do	May 1, 192
Gen. 1st M.. $10,000,000 gold, s.f. not dr'n..c&r	....	1886	1,000&c	7,755,000	4 g.	Q.—F.	do do	Aug. 1, 193
Bel. & Ind. 1st mortgage (part due yearly)	119	1864	1,000	127,000	7	J. & J.	do do	Jan. '94 to '9
Clev. Col. Cin. & Ind. 1st M., sinking fund	391	1869	1,000	3,000,000	7	M. & N.	do do	May 1, 189
Con. mort. (see text) drawn at 100 if unst'mp'd	391	1874	1,000	4,153,000	7 or 6 g.	J. & D.	do do	June 1, 191
Gen. consol. mort, ($12,000,000) gold.....c* & r	391	1884	1,000	3,205,000	6 g.	J. & J.	do do	Jan. 1, 193
Indian & St. L. 1st mort., in 3 ser. of $667,000.c.	72	1869	1,000	2,000,000	7	Various	do do	July 1, 191
2d M. ($2,000,000), gold, Indianap. to Terre H c.	72	1882	1,000	500,000	6 g.	M. & N.	do do	Nov. 1, 191
Cl.Cin.Ch.&St.L., White Water branch, 1st, gold..c*	69	1890	1,000	650,000	4 g.	J. & J.	do do	July 1, 194
Columbus Springfield & Cincinnati 1st mort...	45	1871	1,000	78,000	7	M. & S.	do do	Sept. 1, 190
Spring. & Col. Div. (Col. Sp. & Cin.), 1st M., g.c*	45	1890	500 &c.	1,103,730	4 g.	M. & S.	do do	Sept. 1, 194
Cairo Vin. & Chic. Division 1st mort., gold..c*	267	1890	1,000	5,000,000	4 g.	J. & D.	do do	Jan. 1, 193

& St. Louis, former lessee, December 31, 1892, $1,081,013, and on coupons up to January, 1893, $631,505. In December, 1892, coupon due January 1, 1887, was paid. Capital stock, $3,997,320—par, $50—of which Penn Co. July 1, 1892, owned $2,430,900. Pennsylvania Railroad owns $754.000 of the bonds. (V. 55, p. 1078.)

In 1893 certain bondholders brought suit to compel the payment of overdue coupons and the enforcement of the old lease.

Cincinnati New Orleans & Texas Pacific.—ROAD.—Operates Cincinnati So. Ry., Cincinnati to Chattanooga, Tenn., 336 miles.

HISTORY, ETC.—Organized in 1881 under laws of Ohio to lease the Cincinnati Southern Railroad, owned by the City of Cincinnati. In April, 1890, the East Tennessee Virginia & Georgia obtained voting power on $1,000.000 stock, through purchase of a controlling interest in the Alabama Great Southern. Rental due City of Cincinnati is now $1,012,000 till Oct. 12. 1896; $1,102,000 till Oct. 12, 1901, and $1,262,000 till 1906. In addition the betterments reverting to the lessor amount to about $150,000 annually.

RECEIVERSHIP.—In Nov., 1892, a judgment for about $300,000 was given against company on a fraudulent issue of stock made many years before by a dishonest official. The case was to be appealed, but owing to the inability of the company to furnish security for the appeal, S. M. Felton, the President, was on March 19, 1893, appointed receiver. See CHRONICLE, V. 56, p. 500, 883; V. 55, p. 1034. Statement in June, 1893, showed total assets, $890,975; total liabilities, $1,210,371.

DIVIDENDS since 1881: In 1882, 1½ per cent; in 1883, 3; in 1889, 3; in 1890, 6 per cent; in 1891, 4 per cent.

LATEST EARNINGS.—For July, 1893, gross $330,236, against $359,338 in 1892; net, $78,000, against $72,738.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was in V. 55, p. 721

Year end. June 30.	1890.	1891.	1892.	1893.
Gross earnings	$4,309,144	$4,379,143	$4,337,498	$4,174,970
Net earnings	$1,580,963	$1,354,640	$1,137,688	$1,000,384
Rental paid	$912,000	$912,000	$1,124,121	.....
Dividends	180,000	60,000	60,000	.....
Sinking fund, etc...	90,912	100,750	.....	.....
Net surplus	$398,051	$281,890	def.$46,433	.....

—(V. 53, p. 289, **601**, 968; V. 55, p. 543, **721**, 1034; V. 56, p. 500, 883.)

Cincinnati Portsmouth & Virginia.—Owns from Idlewild O., to Sciotoville, 107 miles; trackage (Cin. Lebanon & Northern) to Cincinnati, 4 miles; total, 111 miles. Ohio & Northwestern was sold in foreclosure March 13, 1890, and reorganized. Preferred stock is entitled to 5 per cent dividends, then common to 5, then both pro rata.

From July 1 to Aug. 31, 1893 (2 months), gross earnings were $50,406, against $51,076 in 1892. In year 1892-93 gross earnings were $277,135; net, $44,744; no charges, net spent for equip. and improvements. In year 1891-92, gross $254,247; net, $41,499. (V. 52, p. 899; V. 53, p. 48; V. 55, p. **1081**.)

Cincinnati Richmond & Fort Wayne.—Owns from Richmond, Ind., to Adams, Ind., 86 miles; leases 5 miles of P. F. W. & C. Leased for 99 years to Grand Rapids & Indiana for net earnings. Interest is guaranteed by the lessees and by the Pennsylvania Company and Pittsburg Cincinnati Chicago & St. Louis Company jointly. Gross earnings in 1892, $496,602; net, $168,428; interest on bonds, $126,000; rental, etc., $36,937; surplus, $5,491. In 1891—gross, $452,068; net, $121,340. STOCK, $1,709.313—par, $50, of which Penn. Co. June 30, 1892, owned $1,256,900. Advances by guarantors to Dec. 31, 1892 $1,172,247.

Cincinnati Saginaw & Mackinaw.—Owns Durand to West Bay City, Mich., 53 miles. In October, 1890, leased till Jan. 1, 1920, to Grand Trunk and Chicago & Grand Trunk co's at a percentage rate. Of the $2,000,000 bonds $320,000 were reserved for new terminals, extensions, &c. In 1892 gross earnings were $215,483; net, $48,693; interest on bonds, $84,000; deficit for year, $35,306—advanced by Grand Trunk and Ch. & Gr. Trunk Co's. Stock $1,500,000.

Cincinnati Sandusky & Cleveland.—SEE CLEV. CIN. CH. & ST. L.

Cincinnati & Springfield.—Operates from Cincinnati, O., to Springfield, O., 80 miles, of which 32 miles are leased from other companies. The whole is leased and operated by Cleveland Cincinnati Chicago & St. Louis Company, giving them a line into Cincinnati and depot accommodation. The 1st mortgage 7s are guaranteed one-half of them by the lessees and one-half by Lake Shore & Michigan Southern. Stock is $1,100,000 (par $50), voting power on $616,450 being held by trustee for Cleve. Cin. Ch. & St. L.

Clearfield & Mahoning.—*(See map Buf. Rock. & Pitts.)*—Owns road, completed in 1893, from Du Bois, Penn., on Buff. Rock & Pitts., to Clearfield on Beech Creek RR., 27 miles. Leased during corporate existence and renewals thereof to Buffalo Rochester & Pittsburg—which see—at a rental payable in gold and equal to 6 per cent on $650,000 stock, par $50, and 5 per cent on bonds, the latter being guaranteed, p. & i., by indorsement on each. (V. 54, p. 799; V. 55, p. 858, 489; V. 56, p. 695, 972.)

Cleveland Akron & Columbus Railway.—*(See Map.)*—Owns from Hudson, O., to Columbus, O., 144 miles; Dresden branch, Kilbuck to Trinway, 34 miles, and trackage, Cinn. & Muskingum Valley Ry., Trinway to Zanesville, 16 miles—50 miles; total, 194 miles.

HISTORY.—Sold in foreclosure in 1882, and reorganized under the title in January, 1886. In March, 1892, persons interested in Ohio Southern acquired control, and in June, 1893, a line from Springfield to Columbus to connect the roads was talked of. See V. 56, p. 538, 973.

DIVIDENDS.—In 1886 and 1887, each 1½ per cent; for 1888 and 1889 each 1 p. c.; in 1890 1 p. c.; in 1891 1 p. c. in Nov.; in 1892, 1¼ in Oct.

BONDS.—The equipment bonds (authorized to a total of $890,000, or $5,000 per mile) are a second mortgage. They are redeemable at 110 and interest on August 1, 1900, and at 105 and interest on any August 1 thereafter prior to 1930. See full statement dated Dec. 22, 1892, in V. 56, p. 87. In December, 1892, $130,000 6s of 1890 were issued.

LATEST EARNINGS.—From Jan. 1 to Aug. 31, 1893 (8 mos), gross $658,918, against $644,620 in 1892.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 with balance sheet, was in V. 55, p. 588. For year ending June 30, 1893 gross earns. (including Dresden branch) were $1,030,241; net $274,411. For 1892 gross, $967,945; net, $262,793; rentals, $39,583; taxes $25,851; interest, $123,711; dividends, $50,000; capital expenditures, $19,813; balance, surplus, $3,835. In 1890-91 $902,536; net $239,380. (V. 55, p. 588, 1110; V. 56, p. 87, 331, 413, 463, 973.)

Cleveland Canton & Southern.—*(See Map.)*—Owns Cleveland to Zanesville, O., 145 miles; Canton to Sherrodsville, 43 miles; other branches, 22 m.; total, 210 miles. A consolidation May, 1892 (V. 54, p. 84).

RECEIVERSHIP.—In Sept., 1893, J. W. Wardwell and Fredk. Swift were appointed receivers, owing to floating debt. V. 57, p. 510.

STOCK.—On March 29, 1893, $9,100,000 of 6 per cent non-cumulative 1st preferred stock was authorized to be used in retiring at par the old cumulative preferred, the holders of the old preferred to pay $10 per share for privilege of making the exchange and the proceeds going to pay floating debt. See V. 56, p. 246, 538, 578, 973.

BONDS.—In the company's treasury July 1, 1892, were also $200,000 Cleveland Canton & Southern 1st 5s, $200,000 Cleveland Chagrin Falls & Northern 1st 5s and $935,000 equipment trust and improvement bonds, while bills payable were $865,211; debenture bonds due 1896, $150,000; due on Cleveland Wharf property, payable in 1895 $105,000; coupon notes due in 1894 and 1896, $47,000. See above.

EARNINGS.—From July 1, 1892, to Apr. 30, 1893 (10 months), gross $784,556, against $614,417 in 1891-92; net, $269,705, against $214,279.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was given at length in V. 56, p. 81, 87, showing gross earning $786,552, against $660,668 in 1890-91; net, $263,611 [agst. $227,888] interest paid, $227,576; balance, surplus, $36,035. (V. 54, p. 844; V. 56, p. **81**, **87**, 246, 538, 578, 973; V. 57; p. 510.)

Cleveland Cincinnati Chicago & St. Louis.—*(See Map.)*—The system, clearly shown on accompanying map, is made up as follows:

Owned directly—	*Miles.*
Cleveland, O., to Columbus, O.	138
Galion, O., to Indianapolis	203
Delaware to Springfield	50
Cincinnati to Lafayette	174
Indianapolis to E. St. Louis	266
Branch	7
Leased—entire stock owned—	
Cincin. Lafayette & Chic. Ry.—	56
Cairo Vincennes & Chic. Ry.—	
Cairo, Ill., to Tilton & branch.	267
Columbus Springfield & Cin.—	
Columbus, O., to Springfield..	45
White Water—Harrison, Ind., to Hagerstown, Ind.	62
Cin. Wabash & Michigan Ry.—	
Benton Harb. to Rushville	206
Other lines (*a*)	94

	Miles
Leased and controlled.	
Cincin. Sandusky & Cleve. Ry.—	
Sand'sky, O., to Dayt'n, O. etc.	17
Cincinnati & Springfield Ry (*b*)—	4
Colum. Hope & Greensb'g RR.—	2
Trackage into Cincinnati, &c.	4
Total included in earns.	1,85
Operated; earnings kept separate—	
Peoria & East'n Ry. (*b*).—	35
Kankakee & Seneca RR.—	4
Mt. Gilead Short Line	
Dayton & Un. RR. (see that Co.).	4
Trackage Ill. Cent. into Chicago.	5
Grand total, June 30, 1892.	2,34
Double track	4

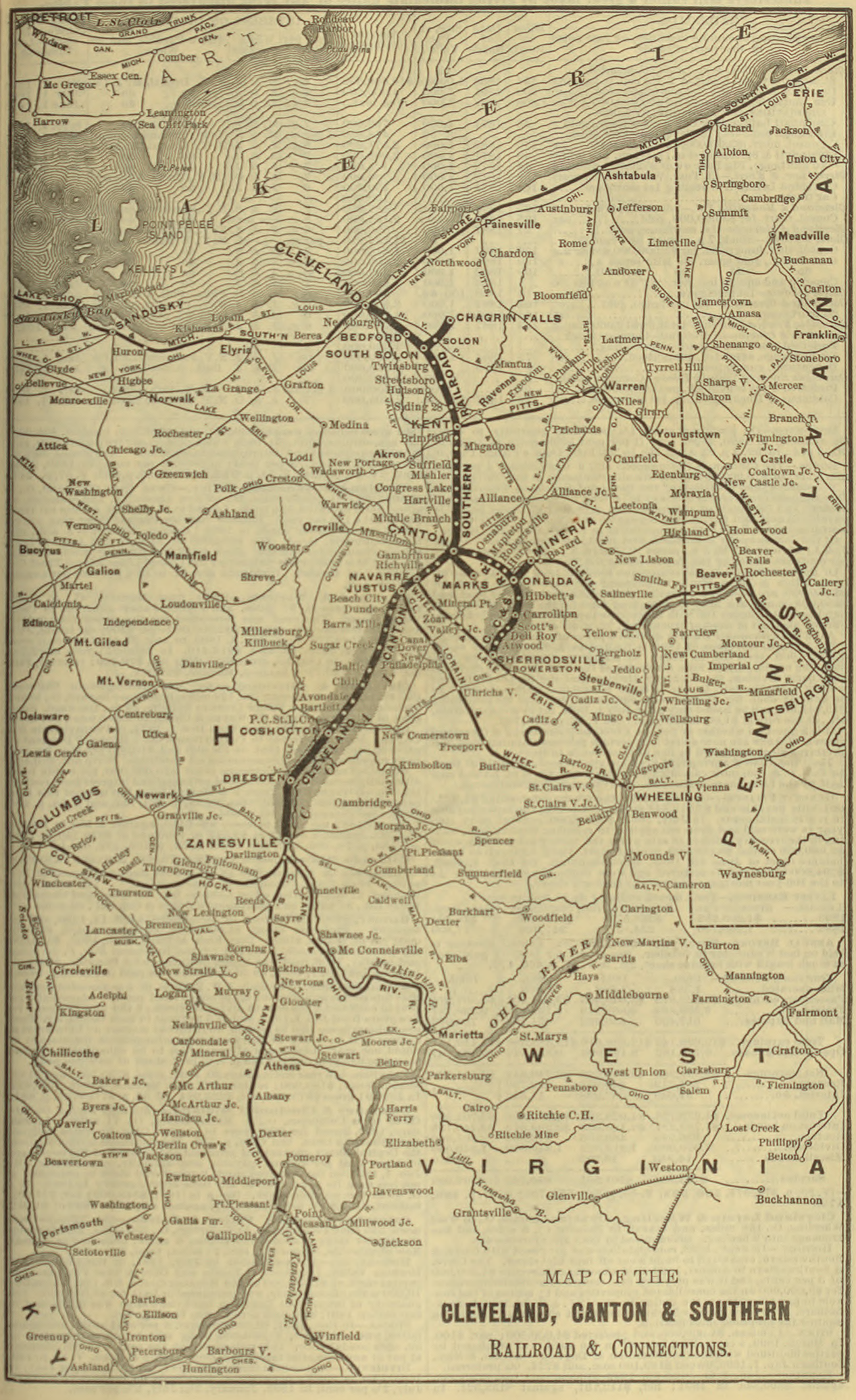
a No debt, or bonds all owned by Clev. Cin. Chic. & St. L.
b More fully described in separate statement for each company.

The company is also one-fourth owner of the Peoria & Pekin Union Ry., one-seventh owner in the Terminal Railroad Association of St Louis and two-fifths owner of the Indianapolis Union Railway.

HISTORY, ETC.—A consolidation of the Cincinnati Indianapolis St Louis & Chicago Railway Company, the Cleveland Columbus Cincinnati & Indianapolis Railway Company and the Indianapolis & St. Louis Railway Company, made in July, 1889. It is one of the so-called Vanderbilt roads. The St. Louis Alton & Terre Haute main line and branch were purchased in 1890 for $10,000,000 of 4 per cent bonds.

In 1889 acquired the entire stock of the Cairo Vincennes & Chicago and in 1890 leased the Peoria & Eastern (which see). In 1890 also practically absorbed the Columbus Springfield & Cincinnati and the Cincinnati Sandusky & Cleveland The entire common stock of the Cincinnati Sandusky & Cleveland is owned and under a lease running till 1969 interest is paid on its bonds and dividends on its preferred stock. See V. 51, p. 457, 608.

CAPITAL STOCK.—According to Ohio statutes company has privilege of retiring preferred stock at par after June 27, 1892. On Jan. 1, 1890 the common stock was $20,500,000, and it has been increased to present figure to acquire stocks of lines absorbed, etc. Total authorized by stockholders was $28,700,000 July 1, 1892.


DETROIT
L. St. Clair
GRAND TRUNK
PAD.
CEN.
Windsor
CAN.
MICH.
Comber
Essex Cen.
Mc Gregor
Harrow
Leamington
Sea Cliff Park
ONTARIO
LAKE ERIE
Pelee Pass
Pt. Pelee
POINT PELEE ISLAND
KELLEYS I.
Middle Head
LAKE SHORE
Sandusky Bay
SANDUSKY
Lorain
ST. LOUIS
SOUTH'N
Berea
Elyria
Kilbuck
Huron
Clyde
Bellevue
Monroeville
Norwalk
La Grange
Grafton
Wellington
Medina
Rochester
Attica
Chicago Jc.
Greenwich
New Washington
Shelby Jc.
Vernon
Toledo Jc.
Bucyrus
Mansfield
Galion
Martel
Caledonia
Edison
Mt. Gilead
Independence
Loudonville
Shreve
Wooster
Millersburg
Killbuck
Danville
Mt. Vernon
Delaware
Centreburg
Utica
Galena
Lewis Centre
COLUMBUS
Alum Creek
Newark
Granville Jc.
ZANESVILLE
Darlington
Fultonham
Thornport
Glenford
Winchester
Thurston
Reeds
New Lexington
Lancaster
Bremen
Corning
Shawnee
New Straitsville
Circleville
Adelphi
Logan
Kingston
Murray
Nelsonville
Carbondale
Mineral
Chillicothe
Baker's Jc.
Mc Arthur
McArthur Jc.
Albany
Athens
Byers Jc.
Hamden Jc.
Waverly
Coalton
Wellston
Berlin Cross'g
Jackson
Beavertown
Ewington
Middleport
Pomeroy
Dexter
Washington
Pt. Pleasant
Gallia Fur.
Gallipolis
Portsmouth
Webster
Sciotoville
Barties
Ellison
Ironton
Greenup
Petersburg
Barbours V.
Ashland
Huntington
Winfield
Jackson
Millwood Jc.
Point Pleasant
Ravenswood
Portland
Elizabeth
Harris Ferry
Cairo
Ritchie C.H.
Ritchie Mine
Grantsville
Glenville
Weston
Buckhannon
Lost Creek
Philippi
Belton
Little Kanawha R.
Kanawha R.
Big Kanawha R.
Muskingum R.
OHIO RIVER
Marietta
St. Marys
Parkersburg
Belpre
Stewart
Stewart Jc.
Moores Jc.
Mc Connelsville
Elba
Sayre
Buckingham
Newtown
Gloucester
Murray
Logan
Shawnee Jc.
Corning
Dresden
COSHOCTON
P.C.St.L.Co.
Cleveland, Canton & Southern
New Comerstown
Freeport
Kimbolton
Cambridge
Morgan Jc.
Pt. Pleasant
Cumberland
Caldwell
Burkhart
Dexter
Woodfield
Summerfield
Spencer
Mounds V.
Cameron
Clarington
New Martins V.
Sardis
Hays
Middlebourne
Burton
Mannington
Farmington
Fairmont
Grafton
West Union
Clarksburg
Salem
Flemington
Pennsboro
Wheeling
St. Clairs V.
St. Clairs V. Jc.
Bellaire
Benwood
Mingo Jc.
Wellsburg
Vienna
Washington
Bridgeport
Barton R.
Wheeling Jc.
Cadiz Jc.
Cadiz
Uhrichs V.
Steubenville
Bowerston
Sherrodsville
Jeddo
Bergholz
Yellow Cr.
Fairview
Montour Jc.
New Cumberland
Imperial
Bulger
Mansfield
Pittsburg
Waynesburg
Allegheny R.
Callery Jc.
Rochester
Beaver
Beaver Falls
Homewood
Wampum
Highland
Leetonia
Alliance Jc.
Alliance
Osnaburg
Middleton
Robertsville
Hinkle
Minerva
Bayard
New Lisbon
Salineville
Smiths Ft.
Oneida
Hibbett's
Carrollton
Scott's
Dell Roy
Atwood
Marks
Navarre
Justus
Beach City
Dundee
Barrs Mills
Zoar
Valley Jc.
Canal Dover
New Philadelphia
Baltic
Chili
Avondale
Bartlett
Orrville
Middle Branch
Canton
Gambrinus
Richville
Osnaburg
Middleton
Robertsville
Hinkle
Minerva
Bayard
Southern R.R.
Bedford
South Solon
Solon
Chagrin Falls
Newburgh
Twinsburg
Streetsboro
Hudson
Sidding 28
Kent
Brimfield
Mogadore
Akron
Suffield
Mishler
New Portage
Wadsworth
Creston
Polk
Congress Lake
Hartville
Warwick
Lodi
Chippewa
Wadsworth
Ravenna
Freedom
Phoenix
Braceville
Lake Erie & Pittsburg
Warren
Niles
Girard
Youngstown
Prichards
Canfield
Edenburg
Moravia
New Castle
Coaltown Jc.
New Castle Jc.
Wilmington Jc.
Branch T.
Franklin
Stoneboro
Sharps V.
Mercer
Sharon
Tyrrell Hill
Shenango
Latimer
Penn.
Pittsburg
Pa.
Ohio
Lake Shore
Michigan Central
Lake Erie
Pittsburg
Fort Wayne
Chicago
Pennsylvania
Baltimore & Ohio
Cleveland
Pittsburg
Wheeling
Ashtabula
Fairport
Painesville
Chardon
Northwood
Bloomfield
Rome
Austinburg
Jefferson
Andover
Limeville
Summit
Springboro
Cambridge
Meadville
Buchanan
Carlton
Jamestown
Amasa
Albion
Girard
Jackson
Union City
Erie
South'n
St. Louis
Mich.
Phila.
Chi.
Ashtabula
Lake Shore
New York
Pittsburg
Ohio
Michigan
Penn.
Pa.
Shen.
Erie
Pittsburg
Wheeling
Baltimore & Ohio
Cleveland
Cincinnati
Toledo
Columbus
Pittsburg
Wheeling
Kanawha
Virginia
West
Ohio
Pennsylvania
New York
MAP OF THE
CLEVELAND, CANTON & SOUTHERN
RAILROAD & CONNECTIONS.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Cleveland Cin. Chic. & St. Louis (Concluded)—			$					
St. Louis Div. (St. L. Alt. & T. H.) coll. tr., g.,c*&r	194	1890	1,000&c	$10,000,000	4 g.	M. & N.	N. Y. Drexel, M. & Co.	Nov. 1, 1990
Cin. Wab. & Mich. Div. 1st mortgage, gold.....c*	203	1891	1,000	4,000,000	4 g.	J. & J.	do do	July 1, 1991
Gen. mort. 100 year bonds for $50,000,000 g.c*&r	1,808	1893	1,000	See text.	4 g.	J. & D.	do do	June 1, 1993
OBLIGATIONS FOR PROPRIETARY LINES.								
Cincinnati Lafayette & Chicago,1st mort., gold.c	56	1871	1,000	792,000	7 g.	M. & S.	do do	Sept. 1, 1901
Cincinnati Sandusky & Cleveland—Pref. stock...	....	....	50	428,850	6 per an.	M. & N.	New York and London.	May 1, 1893
Consol. mort. ($3,000,000) gold (See text).....c	170	1888	1,000	2,571,000	5 g.	J. & J.	N. Y., Drexel, M. & Co.	Jan. 1, 1928
Cincinnati & Spring.—1st m., p.& l.gu. See text.c	48	1871	1,000	2,000,000	7	A. & O.	do do	Apr. 1, 1901
2d mortgage, Big Four owns $526,000 more..c	48	1872	1,000	125,000	7	J. & J.	do do	Jan. 1, 1902
Clevel. Lor. & Wheel.—Cl. Tusc. Val. & W., 1st mort	158	1878	1,000	700,000	7	A. & O.	N. Y., Un Tr. & Cleve'd	Oct. 1, 1898
Cleveland Lorain & Wheeling 1st mortgage.....c	164	1884	1,000	150,000	6	J. & J.	do do	July, 1895
Car trusts.....	....	....	....	150,000	....	.....	.....	.....
Cleveland & Mahoning Val.—3d mort. (now 1st).c*	125	1876	500 &c.	487,900	7	M. & S.	N.Y.,Winslow,Lan.&Co.	Sept. 15, 1896
Consol. mort. for $3,000,000, gold.....c&r	125	1888	1,000&c	2,154,000	5 g.	See text	do do	Jan. 1, 1938
Cleveland & Marietta—1st mortgage, gold	97	1887	1,000	590,000	6 g.	F. & A.	N. Y., Cuyler, Morgan.	Aug. 1, 1937
Cleve. & Pittsb.—Stock, 7 p. c. guar. by Penn. Co....	....	....	50	11,236,850	7 per an.	Q.—M.	N. Y., Winslow, Lanier.	Sept. 1, 1893
Consol. sink. fund mort. for $5,000,000,not dr'n.c	199	1867	1,000	1,645,000	7	M. & N.	do do	Nov. 1, 1900
Gen. mortg., gold (guar. Pa. RR.) series A,.....c*	199	1891	1,000	3,000,000	4½ g.	J. & J.	do do	Jan. 1, 1942
do do do series B.....	199	1892	1,000	436,000	4½ g.	A. & O.	do do	Oct. 1, 1942
Constr'n and equip't inc., Ser. "A," dr'n at 100 c	....	1873	1,000	850,000	7	J. & J.	do do	Jan. 1, 1913
Colebrookdale—1st mortgage.....	13	1868	100 &c.	600,000	6	J. & D.	Phila., Phil. & R. Office.	June 1, 1898
Columbia & Greenville—1st mortgage, gold.....c*	164	1881	1,000	2,000,000	6 g.	J. & J.	N. Y., Cen. Tr., 54 Wall.	Jan. 1, 1916
2d mortgage.....c*	164	1881	1,000	1,000,000	6	A. & O.	Oct., '92, coup. last pd.	Apr. 1, 1923
Columbia Newb. & Laurens—1stM,for$12,000 p.m.,g	63	1887	1,000	707,000	6 g.	J. & J.	N. Y., Balto., Columbia.	Jan., 1937
Columbus & Cincinnati Midland—Common stock..	....	....	....	2,000,000	....	.....	.....	.....
Preferred stock (see remarks) non-voting.....	....	....	....	1,000,000	....	.....	.....	.....
1st mortgage, extended, guaranteed.....c*	71	1884	1,000	2,000,000	4½	J. & J.	N.Y.,Farmers' L.&T.Co.	Jan. 1, 1939
Debentures, guaranteed.....	....	1890	....	240,000	4½	J. & J.	Balt., B. & O. RR. Co.	Jan. 1, 1895
Columbus Hocking Valley & Toledo—Common stock.	....	....	100	11,696,300	....	.....	.....	.....
Preferred 5 per cent stock, non-cumulative.....	....	....	100	2,000,000	5 per an.	J. & J.	N. Y., Co's. Office.	July 1, 1893
Columbus & Hocking Valley 1st mortgage.....c*	121	1867	500 &c.	1,401,000	7	A. & O.	N. Y., Atlantic Trust Co.	Oct. 1, 1897

DIVIDENDS.—On preferred stock 1¼ per cent quarterly to date. On common, in 1890, 4 per cent (1 per cent being extra in July), in '91, 3 p. c.; in '92, 3 p. c.; Aug., 1½; in '93, Feb., 1½ p. c ; Aug., 1½ p. c.

BONDS.—The *Cincinnati Indianapolis St. Louis & Chicago* 4 per cent mortgage for $10,000,000 will retire all prior bonds as they fall due.

The sinking fund provision of the *Cleveland Columbus Cincinnati & Indianapolis consolidated bonds* of 1874 may be canceled at option of holders, and the bonds so stamped. The principal of these bonds is payable in gold, but the interest is payable at option of holder either in lawful money at 7 per cent per annum or in British sterling at 6 p. c.

Of the *Indianapolis & St. Louis* first mortgage bonds series "A" are J. & J.; series "B," M. & S.; series "C," M. & N.; and the $500,000 six per cents are owned by the Pennsylvania RR. Co.

Of the $10,000,000 *St. Louis Division bonds* of 1890 issued to the St. Louis Alton & Terre Haute in payment for its main line, bonds for $6,700,000 are reserved to retire all existing liens on the road, and $250,000 bonds are held in a sinking fund for the issue, bonds to be purchased at or under 105 with the income therefrom—no bonds drawn. For full abstract of deed of trust see V. 52, p. 42-45.

As to the *Cincinnati Wabash & Mich.* 4 per cents, see V. 52, p. 718.

The 100 *year mortgage* of 1893 is limited to $50,000,000, of which $29,252,000 reserved to retire at maturity the bonds now outstanding on the various lines (exclusive of those on the Cairo division, the Peoria division, the Michigan division and the St. Louis division west of Terre Haute). Of the balance $5,000,000 were authorized to be sold at once for double track, equipment, etc., and the remaining $15,748,000 can be issued only after July 1, 1894, for new construction, etc., at the rate of $1,000,000 a year. See V. 56, p. 578, 792.

It is a question whether or not the *Cincinnati Sandusky & Cleveland* consols of 1888 are now a first lien, certain persons claiming that the preferred stock is secured by lien of prior bonds in trust.

The *Cincinnati & Springfield firsts* are guaranteed, one-half of them by C. C. C. & Ind. (now consolidated with Cl. Cin. Ch. & St. L.) and one-half by the Lake Shore & Mich. So. See Cin. & Spring. statement.

GENERAL FINANCES.—On July 1, 1893, there were outstanding $1,922,001 bills payable and $2,212,841 equipment bonds, the latter payable in yearly instalments. In July, 1893, $2,000,000 general mort. 100-year 4s were sold and proceeds applied to reducing floating debt, leaving in the treasury, subject to sale when the money market improves, $3,000,000 of the $5,000,000 general mort. 100-yr 4s, given in the balance sheet of June 30, 1893, as outstanding. On Dec. 1, 1892, $294,000 Cin. & Ind. 7s matured and were replaced by 4s of 1886. As to the 100-year mortgage executed in 1893 see above.

LATEST EARNINGS.—For 1 month ending July 31 results were:

1 month.—	Gross earn'gs.	Net earn'gs.	Int., rentals, &c.	Bal., surp.
1893.....	$1,205,252	$236,577	$218,383	$18,194
1892.....	1,266,750	234,537	217,028	17,809

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held on last Wednesday in October. See report for 1892-93 published at much length with balance sheet, &c., in V. 57, p. 466, 472.

Year end'g June 30—	1890.	1891.	1892.	1893.
Miles operated.....	1,588	1,588	1,588	.....
Passengers earnings.	$3,422,872	$3,649,505	$3,824,201	$4,307,371
Freight.....	8,598,838	8,608,219	9,129,417	9,338,787
Mail and express....	617,435	630,892	631,768	769,993
Total earnings...	$12,639,145	$12,888,616	$13,585,386	$14,416,151
Oper'g exp. & taxes.	8,739,182	9,193,992	9,838,542	10,964,787
Net earnings....	$3,899,963	$3,694,623	$3,746,844	$3,451,364
Rentals.....	265,513	245,823	232,730	252,904
Interest, &c.....	57,649	82,938	11,342	
Total net income.	$4,223,125	$4,023,384	$3,990,916	$3,704,268
Interest on bonds ...	$1,788,257	$2,123,303	$2,293,642	$2,445,135
Rentals.....	936,585	469,406	276,532	207,826
Dividends.....	1,320,000	1,318,322	1,340,000	1,340,000
Miscellaneous.....	14,940	10,792	.....	73,310
Surplus.....	$163,344	$101,561	$80,742	df.$362,003

—(V. 55, p. 374, 571, 589, 598; V. 56, p. 500, 573, 792; V. 57, p. 466, 472.)

Cleveland Lorain & Wheeling.—Owns from Lorain, O., to West Wheeling, O., 158 miles, and branch to Bellaire, O., 6 miles, and has trackage into Wheeling. Reorganized in 1883 after foreclosure.

HISTORY.—In Sept., 1893, consolidation was proposed with Cleve. & Southwestern, organized to build a cut-off into Cleveland. The Cleve. & Southwestern in August, 1893, filed a mortgage to secure $1,300,000 of 5 per cents, and it was proposed to execute a consolidated mortgage for $5,000,000 on the consolidated properties and by means of the consols to pay 60 cents on the dollar to the C. L. & W. preferred stockholders. The Lake Shore & Michigan Southern sought an injunction against the proposed consolidation.

STOCK.—Common, $1,000,000, and preferred $4,600,000; par, $100. In March, 1893, a controlling interest in the stock was purchased by parties identified with the Cin. Hamilton & Dayton. Lake Sh. & Mich. Southern Jan. 1, 1893, owned $169,100 com. and $774,000 preferred.

EARNINGS.—Jan. 1 to June 30, 1892 (6 months), gross $669,996, against $590,344 in 1891; net, $112,161, against $133,521. In 1891 gross earnings were $1,332,534; net, $323,353; interest, $58,000; balance, surplus, $265,354, from which paid on car trusts $76,000, and for new equipment and improvements, $38,000. Dividends on preferred stock in 1887, 3 per cent; in 1888, 2 per cent; in 1889, 2 per cent. (V. 52, p. 830; V. 54, p. 923, 1047; V. 56, p. 463; V. 57, p. 341.)

Cleveland & Mahoning Valley.—Owns from Cleveland, O., to Sharon, Pa., 81 miles; Niles, O., to New Lisbon, O., and branches, 44 miles; total operated, 125 miles. Leased to N. Y. Penn. & Ohio till 1982; rental $514,180 per year. Consols (trustee Central Trust Co.) are reserved to retire prior bonds in 1896. Coupon interest is J. & J., registered interest, Q.—J. The $654,000 of first 7s due Aug. 1, 1893, were exchanged for consols. Stock is $2,759,200 (par $50), of which $2,758,250 is held by the "Atlantic First Leased Lines Rental Trust Co., Limited," of London. Dividends are 11 to 12⅛ per cent per annum. V. 57, p. 179.

Cleveland & Marietta.—Owns from Marietta, O., to Canal Dover, and branch, 97 miles, and 8 miles, Valley Junction to Canal Dover, leased. The road was foreclosed for the second time in May, 1886, and reorganized. Stock, $$2,000,000—par $100; car trusts, June 30, 1892, $180,779. From Jan. 1, 1893, to Aug. 31, 1893 (8 mos.), gross earnings were $223,793, agst. $213,410. In 1890-91 gross $362,594, net $90,405. In 1891-92, gross $337,077; net, $79,320; interest, $45,606; rentals, $5,73 ; balance, surplus, $27,981.

Cleveland & Pittsburg.—*(See Map Pennsylvania Railroad.* Cleveland, O., to Rochester, Pa., 124 miles; branches—Bayard, O., to new Philadelphia, 31 miles; Yellow Creek to Bellaire, 43 m.; trackage, Rochester to Pittsburg (Pittsb. Ft. Wayne & Chic.), 26 miles; total, 224 miles.

LEASE—Leased for 999 years from Dec. 1, 1871, to Pennsylvania RR. Co., and lease transferred to Pennsylvania Co. Rental, 7 per cent on existing capital (10 per cent on the old) and $10,000 per year for company expenses, the lessees assuming all liabilities. Scrip out, $10,464.

BONDS.—The general mortgage is for $10,000,000, the bonds being all equally secured and guaranteed principal and interest (endorsed) by the Pennsylvania RR. There is a sinking fund, but none of this issue can be called for payment. See V. 53, p. 639, 754, and V. 54, p. 206, 1036. See guaranty, V. 56, p. 604.

In year 1892 the profit to lessee was $440, against a loss in 1891 of $14,795, against a deficit of $2,517 in 1890 and of $229,740 in 1889. —(V. 54, p. 78, 202, 203, 206, 1036; V. 56, p. 164, 332, 604.)

Colorado Midland.—See ATCHISON TOPEKA & SANTA FE SYSTEM.

Columbia & Greenville (S. C.).—*(See Map of Richmond & Danville.)*— Owns from Columbia to Greenville, S. C., 143 miles, with branches 21 miles. Also owns Laurens RR., 31 miles, and leases Blue Ridge RR., 32 miles, and Spartanburg Union & Col. RR., 69 miles.

HISTORY, STOCK, ETC.—Sold in foreclosure April 15, 1880, and reorganized. Preferred stock, $1,000,000; common stock, $1,000,000; par of shares, $100. Due Rich. & Danv. Jan., 1893, $653,000. All the common stock is owned by the Richmond & W. P. Terminal, and in May, 1896, road was leased to Richmond & Danville, which see. Interest due Oct. 1, 1892, on 2d mortgage was paid in January, 1893.

REORGANIZATION.—The Rich. & W. P. Term. plan as amended provides that this company's *first mortgage* bonds shall receive interest at 5 per cent in cash and 1 per cent in preferred stock of the new company for five years from Jan. 1, 1893, and at 6 per cent in cash thereafter. Their present mortgage lien to remain undisturbed (except as to interest as above); or if, in order to carry out this arrangement for closure be found necessary, new bonds of equal lien to be substituted. *Second mortgage* bonds to receive 125 p. c. in pref. stock of new company.

EARNINGS.—In year ending June 30, 1892, gross, $750,709; net, $153,163; interest, $180,000; rentals, $77,987; balance, deficit, $104,823. In 1890-91 gross $875,484; net, $223,984 (V. 55, p. 371; V. 56, p. 881.)

Columbus & Cincinnati Midland.—*(See Map Balt. & Ohio.)*— Owns from Columbus, O., to Midland City, O., 71 miles. In January, 1890, leased for 999 years to Central Ohio, by which assigned to Baltimore & Ohio. See V. 51, p. 718. The Baltimore & Ohio assumes the Central Ohio's guaranty of principal and interest of the bonds and of 3 per cent per annum, payable semi-annually, commencing with Jan. 1, 1895, on the preferred stock, "unless said stock be redeemed at not less than its par value" at any time after January 1, 1893. B. & O. owns the common stock. Gross in 1891, $343,008; net, $34,202; interest, $100,800; deficit, $66,598, against surplus in 1890 of $1,012.

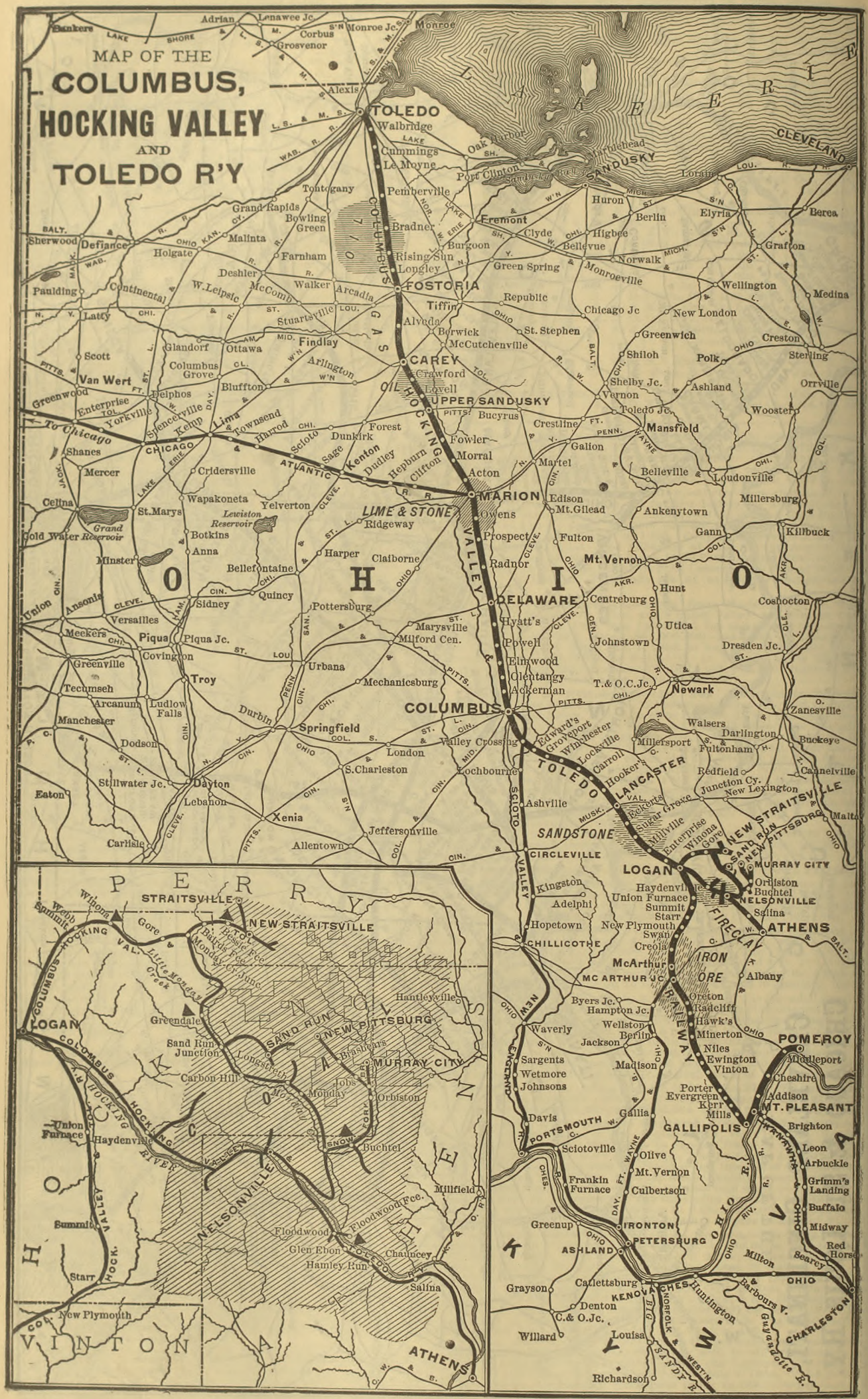
Columbus Hocking Valley & Toledo.—*(See Map.)*—Owns main line from Pomeroy, O., to Walbridge, O., 250 miles, with trackage (Northwest Ohio) Walbridge to Toledo, 6 miles; branches to Athens, New Straitsville, Nelsonville, etc., 72 miles; total, 328 miles.

HISTORY, &c.—A consolidation in July, 1881, of the Columbus & Hocking Valley, Columbus & Toledo and Ohio & West Virginia. The capital stock of $1,500,000 of the Hocking Coal & RR. Co., controlling 10,000 acres of coal lands, was purchased in 1881 for $8,000,000. The guaranty of interest on Toledo & Ohio Central 5s was disclaimed in September, 1891, by public notice. See V. 53, p. 436.

STOCKS.—In Dec., 1891, $2,500,000 pref. 5 per cent stock, non-cumulative, was authorized, $2,000,000 being sold to old stockholders at 50. –See bonds below. It is redeemable at the option of the company at par at any time after three years from its date of issue. V. 54, p. 446.

DIVIDENDS.—On common stock since 1881: In 1883, 2½ per cent; in 1885, 13⅜ in stock; none since. Dividends on preferred: In 1892, July, 2½ per cent; in 1893, January, 2½; July, 2½ per cent.


MAP OF THE
CLEVELAND, CINCINNATI,
CHICAGO & ST. LOUIS RY.
CHICAGO
BENTON HARBOR
MICHIGAN
INDIANA
OHIO
ILLINOIS
KENTUCKY
MISSOURI
CLEVELAND
CINCINNATI
ST. LOUIS
INDIANAPOLIS
COLUMBUS
SPRINGFIELD
DAYTON
TERRE HAUTE
EVANSVILLE
PEORIA
CAIRO
Michigan City
Toledo
Fort Wayne
Lima
Mansfield
Zanesville
Chillicothe
Portsmouth
Ashland
Huntington
Parkersburg
Louisville
Lexington
Frankfort
Paris
Morehead
Ironton
Greenup
Vanceburg
Maysville
Augusta
Covington
Newport
Aurora
Lawrenceburg
Madison
North Vernon
Jeffersonville
New Albany
Jasper
Vincennes
Mitchell
Bedford
Sullivan
Worthington
Columbus
Hillsborough
Sardinia
Wilmington
Washington
Lancaster
Logan
Athens
Waverly
Jackson
Gallipolis
Point Pleasant
Xenia
Springfield
Urbana
Piqua
Troy
Greenville
Richmond
Connersville
Cambridge City
Hagerstown
Rushville
Shelbyville
Greensburg
Franklin
Edinburg
Martinsville
Mooresville
Danville
Lebanon
Crawfordsville
Lafayette
Kokomo
Logansport
Peru
Wabash
Huntington
Fort Wayne
Auburn
Bryan
Angola
Sturgis
Kendallville
Ligonier
Goshen
Elkhart
South Bend
La Porte
Michigan City
Gary
Hammond
Whiting
Indiana Harbor
Chicago
Joliet
Aurora
Geneva
Dixon
Amboy
Davenport
Rock Island
Moline
Galesburg
Burlington
Quincy
Hannibal
Keokuk
Fort Madison
Iowa
Missouri
Illinois
Kentucky
Indiana
Ohio
Michigan
Lake Michigan
Lake Erie
Ohio River
Mississippi River
Missouri River
Wabash River
Illinois River
Kankakee River
Scioto River
Miami River
Great Miami River
Little Miami River
Kentucky River
Licking River
Big Sandy River
Tennessee River
Cumberland River
Green River
Wabash
Cleveland, Cincinnati, Chicago & St. Louis
Pittsburgh, Cincinnati, Chicago & St. Louis
Chicago & Eastern Illinois
Chicago, Indianapolis & Louisville
Chicago, Milwaukee & St. Paul
Chicago & Northwestern
Chicago, Rock Island & Pacific
Chicago, Burlington & Quincy
Chicago & Alton
Toledo, St. Louis & Western
Wheeling & Lake Erie
Baltimore & Ohio
Pennsylvania Lines
New York Central
Michigan Central
Grand Trunk
Canada Southern
Lake Shore & Michigan Southern
Erie
Nickel Plate
Pere Marquette
Detroit, Toledo & Ironton
Norfolk & Western
Chesapeake & Ohio
Louisville & Nashville
Illinois Central
Missouri Pacific
Iron Mountain
Cotton Belt
Kansas City, Fort Scott & Memphis
Atchison, Topeka & Santa Fe
Chicago, Santa Fe & California
Union Pacific
Southern Pacific
Texas & Pacific
Kansas City, Pittsburg & Gulf
Missouri, Kansas & Texas
Wabash, Pittsburgh Terminal
Detroit, Grand Rapids & Western
Grand Rapids & Indiana
Toledo & Ohio Central
Kanawha & Michigan
Virginian
Norfolk & Western
Shenandoah Valley
Cincinnati, New Orleans & Texas Pacific
Alabama Great Southern
Georgia Southern & Florida
Seaboard Air Line
Atlantic Coast Line
Louisville, New Albany & Chicago
Chicago, Indiana & Southern
Peoria & Eastern
Cincinnati, Hamilton & Dayton
Indianapolis & Cincinnati
Indianapolis & Vincennes
Indianapolis, Decatur & Western
Terre Haute & Indianapolis
Terre Haute & Peoria
Evansville & Terre Haute
Evansville & Indianapolis
Louisville, Henderson & St. Louis
Louisville, Evansville & St. Louis
Louisville, Southern Indiana & Chicago
Louisville, New Albany & Corydon
Louisville, Henderson & Owensboro
Louisville, Cincinnati & Lexington
Louisville & Frankfort
Louisville & Eastern
Louisville & Nashville
Nashville, Chattanooga & St. Louis
Memphis, Paducah & Northern
Memphis & Ohio
Mobile & Ohio
Illinois Central
Yazoo & Mississippi Valley
Vicksburg, Shreveport & Pacific
Texas & Pacific
Missouri Pacific
Iron Mountain
Cotton Belt
Kansas City, Fort Scott & Memphis
Atchison, Topeka & Santa Fe
Chicago, Santa Fe & California
Union Pacific
Southern Pacific
Texas & Pacific
Kansas City, Pittsburg & Gulf
Missouri, Kansas & Texas
Wabash, Pittsburgh Terminal
Detroit, Grand Rapids & Western
Grand Rapids & Indiana
Toledo & Ohio Central
Kanawha & Michigan
Virginian
Norfolk & Western
Shenandoah Valley
Cincinnati, New Orleans & Texas Pacific
Alabama Great Southern
Georgia Southern & Florida
Seaboard Air Line
Atlantic Coast Line
Louisville, New Albany & Chicago
Chicago, Indiana & Southern
Peoria & Eastern
Cincinnati, Hamilton & Dayton
Indianapolis & Cincinnati
Indianapolis & Vincennes
Indianapolis, Decatur & Western
Terre Haute & Indianapolis
Terre Haute & Peoria
Evansville & Terre Haute
Evansville & Indianapolis
Louisville, Henderson & St. Louis
Louisville, Evansville & St. Louis
Louisville, Southern Indiana & Chicago
Louisville, New Albany & Corydon
Louisville, Henderson & Owensboro
Louisville, Cincinnati & Lexington
Louisville & Frankfort
Louisville & Eastern
Louisville & Nashville
Nashville, Chattanooga & St. Louis
Memphis, Paducah & Northern
Memphis & Ohio
Mobile & Ohio
Illinois Central
Yazoo & Mississippi Valley
Vicksburg, Shreveport & Pacific
Texas & Pacific


MAP OF THE
COLUMBUS,
HOCKING VALLEY
AND
TOLEDO R'Y
TOLEDO
FOSTORIA
CAREY
UPPER SANDUSKY
MARION
DELAWARE
COLUMBUS
SPRINGFIELD
DAYTON
ZANESVILLE
NEWARK
LANCASTER
LOGAN
NELSONVILLE
ATHENS
POMEROY
MT. PLEASANT
GALLIPOLIS
PORTSMOUTH
IRONTON
ASHLAND
PETERSBURG
CHILLICOTHE
CIRCLEVILLE
STRAITSVILLE
NEW STRAITSVILLE
NEW PITTSBURG
MURRAY CITY
CLEVELAND
SANDUSKY
Lake Erie
OHIO
PENNSYLVANIA
WEST VIRGINIA
KENTUCKY
VIRGINIA
COLUMBUS & HOCKING VAL. & TOLEDO R'Y
LIME & STONE VALLEY
SANDSTONE
IRON ORE
FIRECLAY
To Chicago

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST FOR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Columbus Hocking Valley & Toledo—(Concluded)—								
Col. & Toledo 1st M. (Columbus to Walbridge)..c*	118	1875	$1,000	$2,500,000	7	F. & A.	N.Y.,Atlantic Trust Co.	Aug. 1, 1905
Col. & Tol. 2d mort. (Columbus to Walbridge)....c	118	1880	1,000	600,000	7	M. & S.	do do	Sept. 1, 1900
Ohio & West Va. 1st mort. (Logan to Pomeroy)..c*	85	1880	1,000	1,584,000	7	M. & N.	do do	May 1, 1910
Consol. mortgage (for $14,500,000), gold.....c*	325	1881	1,000	8,000,000	5 g.	M. & S.	do do	Sept. 1, 1931
Gen. mort.,gold,on road & Hocking Coal& RR.Co.c	325	1884	1,000	1,618,000	6 g.	J. & D.	do do	June 1, 1904
Colum. Shaw. & Hock.—Stock ($2,241,067 is pref.).	162	....	....	4,393,134	....	.....	.....	.....
1st mortgage for $5,000,000, gold.....c*	115	1890	1,000	3,641,804	5 g.	J. & J.	N. Y., Hatch & Foote.	Jan. 1, 1940
Equipm't M., sub. to call after'96,($1,000,000) g.c*	115	1891	1,000	685,000	6 g.	A. & O.	N. Y., Metropol. Tr. Co.	Apr. 1, 1916
Zanesville Term'l Co. 1st m. for $500,000, gold.c*	4	1890	1,000	453,000	5 g.	J. & J.	N. Y., Hatch & Foote.	July 1, 1940
Sandusky & Columbus Short Line—1st M., gold.c*	110	1891	1,000	2,582,000	5 g.	M. & N.	N. Y., Metropol. Tr. Co.	Nov. 1, 1941
Equipment mortgage for $1,000,000	....	1893	....	(?)	6	.....	do do	.....
Columbus Southern.—1st mtge., $12,500 p.m. gold.	88	1889	1,000	1,087,500	5 g.	F & A.	Aug., '92, coup. last pd.	Feb., 1929
Columbus & Xenia—Stock, 8⅔ per cent rental.....	55	....	50	1,786,200	See text.	Q.—M.	Columbus, O., Treasurer	Sept. 10, 1893
Concord & Claremont (N. H.)—1st mortgage.....c	71	1874	500 &c.	500,000	7	J. & J.	Bost., Treasurer's office.	Jan. 1, 1894
Concord & Montreal—Stock, Class I. (B. C. & M. pf.)	....	....	100	800,000	See text.	Q.—F.	See text.	Aug. 1, 1893
Stock, Class II (B. C. & M. new).....	....	....	100	540,400	See text.	Q.—F.	do do	Aug. 1, 1893
Stock, Class III. (B. C. & M. old stock).....	....	....	100	459,600	See text.	.....	do do	.....
Stock, Class IV. (Concord) $6,000,000. See text.	....	....	100	4,200,000	See text.	Q.—F.	do do	Aug. 1, 1893
Bost. Con. & Mon. improvement mortgage.....c	166	1881	1,000	500,000	6	J. & J.	B'ston, Faneuil Hall B'k	Jan. 1, 1911
Concord & Montreal consol.mort.for $5,500,000.c*	262	1890	1,000	4,174,300	4	J. & D.	Boston Safe D. & Tr.Co.	June 1, 1920
Conn. & Passum.—Pref. stock, 5-6 p. c.ren'l,99yrs.c*	....	....	100	2,500,000	5 per an.	F. & A.	Boston, S. Dep. & Tr. Co.	Aug. 1, 1893
1st mort. (White Riv.Junc. to Canada line) gold.c*	110	1893	1,000	1,900,000	4 g.	A. & O.	do do	Apr. 1, 1943
Massawippi st'k, guar.same div. as Conn. & Pass.	37	....	100	400,000	5 per an.	F. & A.	do do	Aug. 1, 1893
Newport & Richford 1st mort. guar. by C. & P.c*	22	1881	1,000	350,000	5	J. & J.	do do	Jan. 1, 1911
Concord & Ports.—Stock, 7 p.c. rn'l, 99 yrs. Conc'd..	47	....	100	350,000	4 per an.	J. & J.	Bost.&Manchester, N.H	July 1, 1893
Connecticut River—Stock ($2,670,000 authorized)..	80	....	100	2,580,000	10 p. an.	J. & J.	Springfield, Mass.	July 1, 1893
Scrip, redeemable in ten years in cash or bonds..	80	1893	....	1,290,000	4 per an.	J. & J.	do do	1903
Bonds for $1,000,000.....	....	1893	....	.....	4	.....	.....	.....
Connecting (Phila.)—1st mortgage, endorsed.....c	7	1864	1,000	991,000	6	M.15 &S.	Phila., Penn. RR. Office.	1900-'1-'2-'3-'4

BONDS—Of the consolidated mortgage $6,500,000 was reserved to meet the prior liens; but in 1892 $777,000 consols reserved for same amount of 7 per cents due Jan. 1, 1892, were canceled, the 7 per cents having been retired with preferred stock. The "Hocking Coal & Railroad" joined in making these bonds. The Central Trust Company is trustee. The general mortgage of 1884 for $2,000,000 covers the road, and is also a mortgage on the coal property of the "Hocking Coal & Railroad Company," whose stock is owned by the C. H. V. & T.

Company owns equipment costing over $5,000,000 free and clear of car trusts. Also equipment covered by car trusts to a total of $457,000, interest 6 and 7 per cent. In November, 1892, company contracted for 1,600 coal cars, 30 ton capacity, which will be charged to operating expenses during 1893 5. Bills payable Jan. 1, 1893, $324,700.

EARNINGS.—From Jan. 1 to June 30, 1893 (6 months), gross, $1,647,111, against $1,555,964 in 1892; net, $692,124, against $666,134.

ANNUAL REPORT.—Fiscal year ends December 31. Annual meeting will hereafter be held the third Tuesday in March.

Year ending Dec. 31—	1889.	1890.	1891.	1892.
Gross earnings	$2,496,319	$3,056,752	$3,263,554	$3,372,585
Net earnings	$1,007,692	$1,308,200	$1,415,556	$1,482,141
Miscellaneous	28,335	32,147	40,371	10,000
Total receipts	$1,036,027	$1,340,347	$1,455,927	$1,492,141
Interest on bonds	$997,820	$977,420	$977,420	$923,030
Interest on car trusts, etc.	12,950	38,205	60,850	55,782
Int. to Pa. RR.on lease,&c.	24,658	24,490	24,525	26,804
Dividend on preferred	.....	.....	.....	50,000
Balance, surplus	$599	$300,232	$393,132	*$436,525

* Of this amount $226,185 was spent for construction, &c., and $195,715 for equipment, leaving a surplus of $14,625. (V. 54, p. 242, 444, 446, 845, 887; V. 55, p. 589, 927; V. 56, p. 80, 164, 205, 462.)

Columbus Shawnee & Hocking.—*(See Map.)*—Line of road, Columbus, O., easterly to Zanesville and southerly to Glouster, Shawnee and Shawnee Junction, with branches; total, 162 miles, of which 115 miles are owned and 47 miles leased. Operated in close connection with the Sandusky & Columbus Short Line, opened in 1893 from Columbus, O., to Sandusky, O., 110 miles.

HISTORY.—Formed in November, 1889, by consolidation of the Columbus & Eastern (foreclosed in 1888) and the Shawnee & Muskingum River Railroad. The Sandusky & Columbus Short Line is controlled in the interest of the Col. Shaw. & Hocking. (54, p. 486.)

STOCK.—Authorized, $6,000,000 (half pref.); outstanding as in table.

BONDS.—*First mortgage of* 1890 (trustee, Metropolitan Trust Co.) is for $5,000,000, of which $1,500,000 is reserved for extensions at $30,000 per mile of road completed and equipped. The *equipment bonds* are a first lien on equipment, a second lien on the road, and cover $210,000 of the company's first mortgage 5s, which can only be sold for new equipment made subject to the equipment bonds. The *Zanesville Terminal Railway* is leased for 99 years, and its bonds guaranteed as to interest. This Terminal Company paid a dividend of 2 per cent in August, 1892. The companies using the Terminal's property pay $2 00 per loaded car. Car trusts May 1, 1893, about $600,000, are being retired with equipment bonds.

The *Sandusky & Columbus Short Line bonds* are not guaranteed, but there is a traffic contract with the C. S. & H. that it is said assures net earnings sufficient to pay the interest on the bonds, the business arising under this contract being reported for 1891 as 661,709 tons coal, yielding $396,162 in earnings. See V. 54, p. 486. The 1st mortgage is for $3,000,000, at $20,000 per mile for construction and $5,000 per mile for equipment. An equipment mortgage for $1,000,000 was filed in June, 1893. Metropolitan Trust Co. is trustee of both mortgages. The Short Line Co's. stock is $3,000,000; par, $100.

EARNINGS.—From July 1, 1892, to April 30, 1893 (10 months), gross earnings were $658,824, against $595,417 in 1891-92; net, $258,050, against $206,114. In the year 1891-92 gross $723,647; net, $245,087; rentals, $53,030; interest, $164,953; balance, surplus, $27,104. In 1890-91 gross, $409,540.—(V. 53, p. 604; V. 54, p. 486.)

Columbus Southern.—Completed in 1890 from Columbus, Ga., to Albany, Ga., 88 miles. Stock, common, $880,000; preferred, $440,000. Operated by Georgia Midland & Gulf. For year ending June 30, 1892, gross earnings were $98,648; net, $17,034. President, W. B. Lowe.

Columbus Springfield & Cincinnati.—SEE CLEVELAND CINCINNATI CHICAGO & ST. LOUIS.

Columbus & Xenia.—Owns from Columbus, Ohio, to Xenia, Ohio, 55 miles. Operated as a division of the Little Miami, and is leased for 99 years from December, 1869, in connection with that road, to the Pittsburg Cincinnati Chicago & St. Louis, which pays 8 per cent on stock. The lease is guaranteed by the Pennsylvania Railroad Company. The Columbus & Xenia pays 8⅔ per cent dividend per annum, 2⅓ per cent March 10 and September 10 and 2 per cent June 10 and December 10.

Concord & Claremont (N. H.).—Owns from Concord to Claremont, N. H., 56 miles; branch, Contoocookville to Hillsborough, N. H., 15 miles; leases—Peterboro & Hillsboro RR. 18 miles; total operated, 89 miles. Controlled by Boston & Maine, which, with Boston & Lowell, guarantees interest under lease of Northern RR. Stock, $412,100.

Concord & Montreal.—Owns from Nashua, N. H., via Concord, to Woodsville (near Wells River Junction), 128 miles; Woodsville to Groveton Junction, 53 miles; Wingroad to Mt. Washington, 20 miles; Hookset branch, 3 miles; total owned, 204 miles. Leases Concord & Portsmouth RR., Manchester to Portsmouth, N. H., 41 miles, and branch to Suncook, 7 miles; Suncook Valley RR., 18 miles; Suncook Valley Extension, 4 miles; Pemigewasset Valley RR., Plymouth to North Woodstock, N. H., 21 miles; Manchester & North Weare RR., 9 miles; Nashua Acton & Boston RR., Nashua to Concord, 24 miles; total leased, 136 miles. Operates lines to Belmont, Jefferson, Alton Bay, etc., 50 miles; ½ interest in Man. & Keene, 30 miles. Total operated, 425 miles. In addition extensions to Berlin Falls, etc., were completed in 1892-93.

ORGANIZATION.—The Concord and the Boston Concord & Montreal railroads were consolidated in September, 1889, forming this company, but the constituent companies retain a nominal existence to preserve the legality of certain leases. A lease to the Boston & Maine was proposed in 1893; some of the stockholders object. V. 56, p. 205, 463.

STOCK.—The Boston Concord & Montreal preferred (Class I) is entitled to 6 per cent yearly; the Boston Concord & Montreal new stock (Class II., and old stock (Class III, amounting to $459,600) are entitled to not exceeding 6 per cent yearly out of the saving which results from the refunding of the funded and floating debt of the Boston Concord & Montreal. The Concord stock (Class IV.) will receive such dividends as may be declared after providing for the dividends on Class I.

Class IV. stock was increased from $3,000,000 to $4,200,000 in 1892-3 [V. 55, p. 421] and the issuance of an additional $1,800,000 to pay floating debt was talked of in August, 1893.

DIVIDENDS.—In 1890, on class I. and class IV., 6 per cent; in 1891, 6; in 1892, 6; in 1893, May, 3; August, 1½ per cent (quarterly). On Class II. Dec., 1891, 2 per cent: in 1892, Oct., 3; in 1893, May, 3; Aug., 1½ p. c. (quarterly). All dividends changed to quarterly in Aug., 1893. A dividend of 1½ p. c. each on classes I., II., III. and IV., payable Nov. 1, 1893, declared.

BONDS, &C.—The consolidated mortgage was authorized to fund the floating debt (amounting to $1,592,000 June 30, 1892), to provide for retirement of prior bonds when due, and for improvements. As to Manchester & Lawrence suit to recover $1,000,000, see V. 56, p. 82. On April 1, 1893, $1,717,300 B. C. & M. 6s and 7s matured and were replaced by C. & M. consol. 4s.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 in V. 55, p. 678 showed gross earnings $2,369,499; net, $727,940; taxes, $102,426; rentals, $73,564; interest, $308,898; dividends, $238,808; balance, surplus, $4,244. In 1890-91 gross $2,471,698. (V. 53, p. 602, 793; V. 54, p. 845; V. 55, p. 373, 421, 678; V. 56, p. 82, 463, 668.)

Concord & Portsmouth.—Owns from Portsmouth, N. H., to Manchester, N. H., 40½ miles, and branch to Suncook, 7 miles. Leased to Concord Railroad in 1862 for 99 years. Lease rental is $25,000 a year, which gives 7 per cent a year to present stockholders.

Connecticut & Passumpsic.—Owns White River Junction, Vt., to Canada Line, 110 miles; leases for 999 years Massawippi Valley, 37 miles.

Massawippi stock receives same dividends as stock of lessee, and the lessee has pledged $400,000 of it [not included in the amount outstanding] as part security for 4 per cent loan of 1893, which replaced $1,500,000 of 7 per cents due April 1.

LEASE.—From January 1, 1887, leased to the Boston & Lowell for 99 years on a basis to pay Connecticut & Passumpsic stock 5 per cent per annum for ten years and 6 per cent thereafter. In October, 1887, the Boston & Lowell, carrying this road, was leased to Boston & Maine. Stock authorized, $3,000,000; outstanding, as in table.

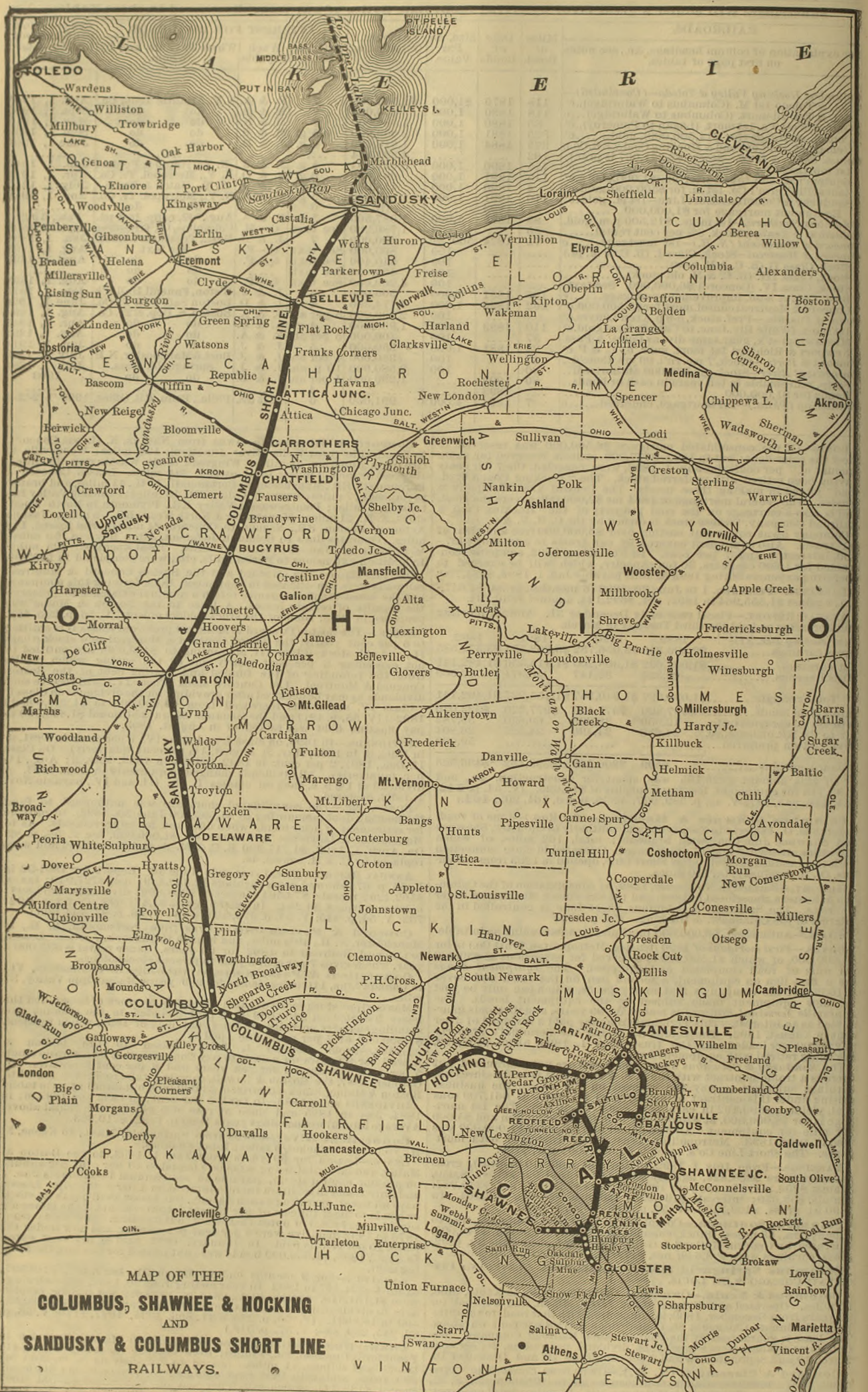
DIVIDENDS since 1880—In 1881, 5 per cent; in 1882 and 1883, 6; in 1884, 5½; in 1885 and since at rate of 5 yearly. See rental above. Average annual net earnings years 1890 to 1892, $219,883.

Connecticut River.—Owns from Springfield, Mass., to Keene, N. H., 75 miles; branches, 5 miles; total, 80 miles.

LEASE.—Leased for 99 years from Jan. 1, 1893, to the Boston & Maine, annual rental being $258,000 (equal to 10 per cent per annum on present capital stock), payable in semi-annual instalments Jan. 1 and July 1, and in addition thereto interest on 4 per cent scrip. Lessee pays all taxes, operating expenses, etc., but lessor shall issue its stock or bonds to meet the cost of permanent improvements. The lessee assumed the $476,000 notes that were outstanding. Dividends from 1876 to 1892 inclusive were 8 per cent per annum, and now under the lease, 10 per cent is paid. In January, 1893, paid ½ per cent extra. In Sept., 1893, $1,000,000 bonds were authorized for funding the floating debt.

EARNINGS.—For 9 months ending March 31, 1893, net, $248,397, against $301,147 in 1892. In year ending June 30, 1892, gross earnings were $1,161,518, against $1,120,645 in 1890-91; net income (applicable to dividends), over rentals, interest, &c., $208,644, against $236,400 in 1890-91. (V. 55, p. 256, 461, 806, 1035, 1077, 1110; V. 56, p. 82, 245, 289, 835; V. 57, p. 510.)

Connecting (Philadelphia).—Owns from Mantua Junction to Frankford Junction, Pa., 7 miles; total mileage including 2d, 3d, 4th tracks and sidings, 44 miles. Leased to Philadelphia & Trenton for 999 years, and with that road operated by Pennsylvania Railroad. Rental $139,993, which pays 6 per cent on $1,278,300 capital stock (par $50)—of which $1,277,700 owned by Pennsylvania Railroad. Current liabilities July 1, 1892, $1,062,047.


L A K E E R I E
TOLEDO
Wardens
Williston
Millbury
Trowbridge
Oak Harbor
Genoa
Elmore
Port Clinton
Woodville
Kingsway
Pemberville
Gibsonburg
Braden
Helena
Millersville
Rising Sun
Burgoon
Linden
Fostoria
Bascom
Tiffin
New Reigel
Berwick
Carey
Sycamore
Crawford
Lemert
Lovell
Kirby
Harpster
Morral
De Cliff
Agosta
Marshs
Woodland
Richwood
Broadway
Peoria
White Sulphur
Dover
Marysville
Milford Centre
Unionville
Broomsons
Mounds
W. Jefferson
Glade Run
Galloways
Georgesville
London
Big Plain
Pleasant Corners
Morgans
Derby
Cooks
Circleville
Duvalls
Carroll
Hookers
Lancaster
Bremen
Amanda
L.H.Junc.
Millville
Tarleton
Enterprise
Logan
Union Furnace
Nelsonville
Starr
Swan
Salina
Athens
Stewart Jc.
Stewart
Sharpsburg
Lewis
Snow Fk.Jc.
Glouster
Oakdale
Sulphur Mine
Sand Run
Stockport
Brokaw
Lowell
Rainbow
Marietta
Vincent
Dunbar
Morris
Rockett
Coal Run
Malta
Muskingum R.
Caldwell
South Olive
McConnelsville
SHAWNEE JC.
CORNING
RENDVILLE
DRAKES
Hamburg
Hockey V.
Monday Cr.
Webbs Summit
Shawnee
Ayersville
Porterville
Reedsville
Bashan
Buckeye
Rangers
Wilhelm
Freeland
Pt. Pleasant
Cumberland
Corby
Brush Cr.
Stoyertown
CANNELVILLE
BALLOUS
SALTILLO
FULTONHAM
Garretts
Axline
Mt.Perry
Cedar Grove
Green Hollow
REDFIELD
Tunnell No.1
REED
Philadelphia
Nelson
Trinway
New Lexington
Fairfield
Basil
Baltimore
Harley
Pickerington
Truro
Bruce
Doneys
Alum Creek
Shepards
North Broadway
Worthington
Clemons
Newark
P.H.Cross.
South Newark
Hanover
Johnstown
Appleton
St.Louisville
Croton
Utica
Centerburg
Gregory
Sunbury
Galena
Powell
Flint
Elmwood
Scioto
Eden
DELAWARE
Waldo
Norton
Troyton
Fulton
Marengo
Mt.Liberty
Bangs
Hunts
Pipesville
Cardigan
Frederick
Danville
Mt.Vernon
Howard
Gann
Helmick
Metham
Chili
Avondale
Cannel Spur
Tunnel Hill
Coshocton
Morgan Run
New Comerstown
Cooperdale
Conesville
Millers
Dresden Jc.
Tresden
Otsego
Rock Cut
Ellis
Cambridge
ZANESVILLE
Putnam
Fair Oaks
DARLINGTON
Lewis
Powelton
White Cottage
Thornport
Glass Rock
Clenford
Thurston
New Salem
Burkees
Hocking
Ankenytown
Edison
Mt.Gilead
Lynn
Climax
James
Caledonia
Grand Prairie
Monette
Galion
Crestline
Mansfield
Toledo Jc.
Vernon
Shelby Jc.
Brandywine
Fausers
Lemert
Crawford
Upper Sandusky
Nevada
BUCYRUS
CRAWFORD
MARION
MORROW
Alta
Lexington
Belleville
Glovers
Butler
Perryville
Loudonville
Lucas
Shiloh
Plymouth
Washington
CHATFIELD
CARROTHERS
Greenwich
Sullivan
Lodi
Wadsworth
Sherman
Akron
Chippewa L.
Spencer
Medina
Sharon Center
Litchfield
La Grange
Belden
Grafton
Boston
Columbia
Alexanders
Berea
Willow
Cuyahoga
Elyria
Lorain
Sheffield
Linndale
Cleveland
Collinwood
Glenville
Woodland
River Bank
Dover
Avon
Vermillion
Ceylon
Huron
Wakeman
Kipton
Oberlin
Collins
Norwalk
Wellington
Clarksville
Harland
Flat Rock
Franks Corners
Watsons
Republic
Havana
Rochester
New London
Chicago Junc.
Attica
ATTICA JUNC.
Bloomville
Sandusky
Green Spring
Parkertown
Freise
Clyde
Fremont
Erlin
Castalia
Wolrs
SANDUSKY
Marblehead
Kelleys I.
Put in Bay
Middle Bass I.
North Bass I.
Pt. Pelee Island
Sandusky Bay
Lake Erie
Seneca
Huron
Sandusky
Wyandot
Hancock
Wayne
Ashland
Polk
Nankin
Milton
Jeromesville
Orrville
Wooster
Millbrook
Apple Creek
Fredericksburg
Shreve
Lakeville
Big Prairie
Holmesville
Winesburgh
Millersburgh
Hardy Jc.
Killbuck
Black Creek
Holmes
Ashland
Warwick
Sterling
Creston
Lake
Barrs Mills
Sugar Creek
Baltic
Chili
Avondale
Coshocton
Morgan Run
New Comerstown
Conesville
Millers
Cambridge
Pt. Pleasant
Wilhelm
Freeland
Cumberland
Corby
Caldwell
South Olive
McConnelsville
Rockett
Coal Run
Lowell
Rainbow
Marietta
Vincent
Dunbar
Morris
Stewart
Stewart Jc.
Athens
Salina
Swan
Starr
Nelsonville
Union Furnace
Sharpsburg
Lewis
Snow Fk.Jc.
Glouster
Stockport
Brokaw
Rendville
Corning
Drakes
Hamburg
Hockey V.
Monday Cr.
Webbs Summit
Logan
Millville
Tarleton
Enterprise
Circleville
L.H.Junc.
Amanda
Cooks
Derby
Lancaster
Bremen
Duvalls
Carroll
Hookers
Fairfield
Pickaway
Hocking
Perry
Coal
Muskingum
Guernsey
Noble
Washington
Monroe
Belmont
Harrison
Jefferson
Columbus
Shawnee
Hocking
Columbus Short Line
Sandusky & Columbus Short Line
Cleveland
Columbus
Shawnee & Hocking
Scioto
Sandusky
Pickerington
Harley
Basil
Baltimore
Thurston
Hocking
Darlington
Putnam
Fair Oaks
Lewis
Powelton
White Cottage
Thornport
Glass Rock
Clenford
Burkees
New Salem
Shepards
Alum Creek
Doneys
Truro
Bruce


MAP OF THE
DELAWARE & HUDSON
CANAL COMPANY'S
RAILROAD & CANAL SYSTEM.
MONTREAL
Ottawa R.
CANADA
ROUSE'S POINT
MOOER'S JC.
PLATTSBURG
Dannemora
Lyon Mt.
Loon L.
USABLE
Bloomingdale
PAUL SMITHS
Saranac L.
Tupper L.
ADIRONDACK
MOUNTAINS
Long L.
Raquette L.
Beaver R.
Saranac L.
Elizabethtown
Westport
Mineville
Port Henry
Hammondsville
Crown Point
FT. TICONDEROGA
BALDWIN
TICONDEROGA
Lake George
Putnam
Dresden
NORTH CREEK
RIVERSIDE
The Glen
WHITEHALL
Comstock
Wardsboro
THURMAN
STONY CREEK
CALDWELL
HADLEY
Lake Luzerne
Transparent D.
Pisco L.
W. Stony Cr.
Sacandaga
JESSUP'S
Glen
Northville
S. Corinth
Kings
Greenfield
SARATOGA
Ballston
Mechanic V.
DEL. & H. CAN. CO.
Falls
FT. EDWARD
Rupert
Garnsevoort
Salem
Cambridge
EAGLE BRIDGE
Bennington
Fownal
South Vernon
Brattleboro
Keene
Claremont
Windsor
Ludlow
Gassetts
BELLOWS FALLS
S. Londonderry
RUTLAND
Castleton
Poultney
Granville
Pittsford
White R. June.
Middlebury
Vergennes
Charlotte
Montpelier Jc.
MONTPELIER
Wells River
St. Johnsbury
Essex Junc.
BURLINGTON
Sheldon
St. Albans
Cambridge Jc
Milton
Newport
Sutton Jc.
Farnham
L'Ange
Waterloo
St. Johns
La Prairie Jc.
Caughnawaga
Coteau
Johnson's
Lacolle
TRUNK
Ft. Covington
Messena
Malone
Moira
Brasher Falls
Norwood
OGDENSBURG
Prescott
Brockville
Kingston
Clayton
Theresa Jc.
Philadelphia
Jayville
Cape Vincent
Charthage
Watertown
Sackets Harbor
Martinsburg
Sandy Cr.
Richland
Pulaski
Oswego
Central Square
Cleveland
Oneida
Rome
Utica
Trenton Fs.
Syracuse
Auburn
Cazenovia
Richfield Jc.
Richfield Springs
Randallsville
De Ruyter
Earlville
Cortland
N. Norwich
Freeville
Ithaca
Lisle
Candor
Chenango Forks
Fort Craig
Binghamton
Great Bend
Jefferson Jc.
Starrucca
Hancock
Thompson
Herrick
Uniondale
Forest City
CARBONDALE
Fairview
HONESDALE
Wayne
Monroe
Wyalusing
Foster
Bernice
Wyoming
Hawley
Lackawaxen
DELAWARE
SCRANTON
PITTSTON
Tobyhanna
WILKESBARRE
Oakland
White Haven
Stroudsb'g
Penn Haven
Mauch Chunk
Catasauqua
Shamokin
Tamaqua
Ashland
Slatington
Easton
Phillipsburg
Tremont
Pottsville
Auburn
Port Clinton
Swatara
Lebanon
Reading
Birdsboro
Pottstown
Lansdale
Doylestown
Allentown
Bethlehem
Port Jervis
Deposit
Windsor
Nineveh
Afton
Sidney
Oxford
Delhi
Andes
Walton
Hobart
Stamford
Prattsville
Hunter
Summit
Phoenicia
Kingston
RONDOUT
High Falls
Rosendale
Parksville
Liberty
Callicoon
Monticello
Ellenville
Summit V.
Montgomery
Wurtsboro
Newburg
Middletown
Goshen
Greycourt
Stony Pt.
Branch V.
Oakland
Sufferns
Newton
Pompton Jc.
Columbia
Waterloo
Patterson
Denville
Belvidere
Montclair
Morristown
NEWARK
JERSEY CITY
NEW YORK
Brooklyn
Hoboken
Elizabeth
Rahway
Perth Amboy
Keyport
Jamesburg
Freehold
TRENTON
Sandy Hook
Long Branch
ATLANTIC OCEAN
LONG ISLAND
Hicksville
Hempstead
Port Jefferson
Riverhead
Greenport
Bridgeport
Norwalk
New Haven
Saybrook
Danbury
Waterbury
Middletown
Litchfield
Farmington
Bristol
Berlin
Collinsville
Tariffville
Winsted
HARTFORD
Poughkeepsie
Rhinebeck
Boston Cors.
Canaan
Hudson
Catskill
Palen V.
Kingston
Chatham
State Line
Pittsfield
Becket
Huntington
Westfield
Springfield
Northampton
Palmer
Greenfield
Millers Fs.
North Adams
Charlemont
Troy
ALBANY
Schenectady
Schoharie Jc.
Cobleskill
Richmond V.
Middleburgh
Duanesburg
Schoharie
Sharon Spgs.
Cherry Valley
Cooperstown
New Berlin
Milford
Norwich
Oneonta
Worcester
E. Worcester
Maryland
Schenevus
Coeymans Jc.
Collers
Wells Br.
Delhi
Hudson
Canal
Erie
Pennsylvania
New York
New Jersey
Massachusetts
Connecticut

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Cornwall & Lebanon.—Stock	24	....	$50	$800,000	See text.	J. & J.	Co.'s off., Lebanon, Pa.	July 3, 1893
New 1st mortgage for $800,000 r	24	1891	100 &c.	800,000	5	A. & O.	do do	Apr. 1, 1921
Cresson & Clearf. Co. & N. Y. Short Route—1st M., g.	29	1884	500&c.	750,000	6 g.	M. & N.	In default; see text.	May 1, 1904
Cumberland & Pennsylvania— 1st mort. gold, guar.	57	1891	1,000	1,000,000	5 g.	M. & N.	N.Y.,Consol. Coal Office.	May 1, 1921
Cumberland Valley—Stock ($484,900 is preferred).	....	....	50	1,777,850	8 per an.	Q.—J.	Phila. & Chambersburg.	Oct. 1, 1893
1st and 2d ms., gold (2d $109,500 due Apr, 1908.)	82	1856	500 &c.	270,500	8 g.	A. & O.	do do	Apr. 1, 1904-8
Danbury & Norwalk—See New York New Haven & Ha	& HA	RTFOR	D.					
Danville & East Tenn.—1st M., $25,000 p. m., gold.	....	1891	1,000	(!)	5 g.	J. & J.	New York Agency.	July 1, 1921
Danville & Western—See Richmond & Danville...								
Dayton & Mich.—Com. stock (3½ p.c. guar. C.H.&D.)	....	....	50	2,403,243	3½ p. an.	A. & O.	Cincinnati.	Oct. 1, 1893
Preferred (8 per cent guar. C. H. & D.) endorsed.	....	1871	50	1,211,250	8 per an.	Q.—J.	do	Oct. 2, 1893
1st mortgage, guar. p. & i. by C. H. & D. c	142	1881	1,000	2,675,000	5	J. & J.	N.Y., Kessler & Co.; Cin.	Jan. 1, 1911
Toledo Depot, 2d mortgage c	....	1864	....	53,000	7	M. & S.	do do	Mch. 1, 1894
Dayton & Union—1st mort., sink. fund (not drawn) c	32	1879	1,000	225,000	7	J. & D.	N.Y., Am. Exch.Nat.Bk.	Dec. 1, 1909
Income mortgage bonds, sinking fund r	32	1879	1,000	90,000	6	J. & D.	.....	After 1910
Dayton & Western—1st M., guar. L. M. and C. & X. c	37	1864	1,000	495,000	6 & 7	J & J.	N. Y., Bank of America.	Jan. 1, 1905
Dec. Chesap. & New Orl.—1st M., $20,000 p. m., g. c*	....	1889	1,000	(!)	6 g.	J. & J.	.....	July 1, 1921
Delaware—Stock—6 p. c. guar. till 1898, P.W.&B....	100	....	25	2,196,982	6 per an.	J. & J.	Dover, Co.'s Office.	July, 1893
Mortgage bonds, convertible, guar., P. W. & B. c*	85	1875	500 &c.	551,000	6	J. & J.	Phil., Fid. I.T. & S.D.Co.	July 1, 1895
General mortgage for $2,000,000, gold c*	117	1892	1,000	500,000	4½ g.	J. & J.	Philadelphia.	July 1, 1932
Del. & Bound Br.—Stock—8 p. c. gu. Phila. & Read.	....	....	100	1,800,000	8 per an.	Q.—F.	Phila., 240 So. Third St.	Aug. 21, 1893
1st mortgage	27	1875	1,000	1,500,000	7	F. & A.	Phila., Guar.T. & S.D.Co.	Aug. 1, 1905
1st mort. on Trenton Br., 2d mort. on main line.	4	1879	1,000	300,000	6	M. & N.	Phila., Of., 240 So.3d St.	Nov. 1, 1899
Delaware & Hudson Canal—Stock	....	....	100	30,000,000	7 per an.	Q—Mch.	N.Y.Of.,21 Cortlandt St.	Sept. 15, 1893
Debentures secured by Penn. Division bonds...c*	....	1874	1,000	4,829,000	7	A. & O.	do do	Oct. 1, 1894
1st mort. on Pennsylvania Div. ($10,000,000) c&r	....	1877	1,000&c	5,000,000	7	M. & S.	do do	Sept. 1, 1917
Schenectady & Duan. 1st mortgage, interest guar.	14	1874	100 &c.	500,000	6	M. & S.	do do	Sept. 1, 1924
Bluff Point Land Improve. Co. 1st M., gold, guar. c*	....	1890	1,000	300,000	4 g.	J. & J.	do do	Jan. 1, 1940
Delaware Lackawanna & Western—Stock	....	....	50	26,200,000	7 per an.	Q.—J.	N. Y., 26 Exchange Pl.	July 20, 1893
Con. M. now 1st M. on road & equip ($10,000,000) c	288	1877	1,000	3,067,000	7	M. & S.	do do	Sept. 1, 1907

Cornwall & Lebanon.—Owns from Lebanon, Pa., to Conewago, 22 miles; branches, 2 miles. Dividends, formerly 4 to 4½ per cent yearly, were in 1893, Jan., 3 p. c.; July, 3 p. c.; also in 1892-93 paid a special dividend of 13 per cent. In year ending June 30, 1893, gross earnings were $251,956; net, $129,955; interest, etc., $42,738; surplus for dividends, $87,217. In 1891-92 gross, $230,664. In August, 1893, there were car trust 6s for $201,000.

Cresson & Clearfield County & New York Short Route.—Owns from Cresson, Pa., to Irvona, Pa., 27 miles, and branch to Richland Mines, 2 miles. Leased for 99 years from Jan. 2, 1893, to the Pennsylvania RR. Co., which has purchased a majority of the stock. Coupon due May 1, 1893, was not paid and some of the previous coupons are also held against the company. The road is operated at cost. Stock, $1,000,000; par, $50. Car trusts due Feb. 1, 1900, $90,000. In 1891-92 gross earnings $110,604; net, $48,251. (V. 55, p. 1078.)

Cumberland & Pennsylvania.—Owns from Cumberland, Md., to Piedmont, Md., and several branches, 57 miles. It is owned and operated by Consolidation Coal Company, which guarantees by endorsement the new first mortgage bonds. See V. 52, p. 390. Stock, $1,500,000; par, $100. (V. 52, p. 390.)

Cumberland Valley.—Owns from Harrisburg, Pa., to Potomac River, Md., 82 miles (and with leased lines operates to Winchester, a total distance of 116 miles). It leases—Cumberland Valley & Martinsburg Railroad, 34 miles; Dillsburg & Mechanicsburg Railroad, 9 miles; Southern Pennsylvania Railroad, 21 miles; controls Mont Alto Railroad, 18 miles, but accounts are kept separate; total operated, 165 miles.

Stock.—Authorized, $2,000,000; outstanding, $1,292,950 common, $241,900 first pref. and $243,000 second pref.; of this $975,800 common and $237,200 preferred are owned by Pennsylvania RR. Co. Large advances have been made to branch roads. The Southern Penn. is leased for net earnings; no interest paid on bonds since March, 1875.

Dividends.—In 1880 to 1884, 10 per cent yearly; from 1885, to July, 1893, both inclusive, at rate of 8 per cent yearly.

Earnings.—Jan. 1 to June 30, 1893 (6 months), gross $427,076, against $429,903 in 1892; net, $104,674, against $119,525.

In year 1892 gross earnings were $845,073; net, $241,461; taxes, $12,832; real estate and construction, $37,419; interest paid on bonds, $21,640; dividends paid (8 p. c.), $142,228; balance, surplus, $27,341. In 1891 gross, $863,298; net, $189,108.

Danbury & Norwalk.—See N. Y. New Haven & Hartford.

Dayton & Michigan.—Owns Dayton, O., to Toledo, O., 141 miles, and leases Deshler to Findlay, 11 miles. Leased May 1, 1863, in perpetuity to Cincinnati Hamilton & Dayton. Lease amended January 23, 1870. The rental is the interest and sinking fund of debt, and 8 per cent on preferred stock and 3½ per cent on $2,396,750 common. Guaranty of 8 p. c. on preferred is secured by mortgage of 1871, but the preferred carries no voting power. V. 56, p. 813. The old mortgage of 1856 is held alive as security for the bonds of 1881, which are therefore a first lien. Profit to lessee in 1886-7, $276,562; in 1887-8, $363,933; in 1888-9, $348,068; in 1889-90, $379,494; in 1890-91, $392,365. Gross earnings in year ending June 30, 1892 (including Troy & Piqua branch, 8 miles), were $1,815,472; net, $704,646; surplus over interest and dividends, $386,400. For year ending Dec. 31, 1891, gross, $1,776,380; net, $710,611. Current liabilities July 1, 1892, $870,515.

Dayton & Union.—Owns from Dodson, O., to Union City, Ind., 32 miles; leases Dayton to Dodsdon, 15 miles; total operated, 47 miles, Operated by Cleveland Cincinnati Chicago & St. Louis, which, jointly with the Cincinnati Hamilton & Dayton, owns the capital stock. All surplus earnings over interest goes to a sinking fund for the redemption of bonds at not above 100. Capital stock, $86,300. In year 1891-92 gross earnings, $149,994; net, $73,833; surplus over interest on incomes, $39,233.

Dayton & Western.—Owns from Dayton, O., to State line, Ind., 37 miles, and leases 4 miles to Richmond, Ind. Leased from January 1, 1865, for 99 years, renewable forever, to Little Miami, and so operated by Pittsb. Cin. Chic. & St. Louis. These companies are virtual owners and answerable for all obligations. Of bonds $32,000 are 7s.

Decatur Chesapeake & New Orleans.—Projected from Decatur, Ala., to Shelbyville, Tenn., 78 miles, of which 34 miles from Alabama State line northward are completed. Road was sold in foreclosure Jan. 2, 1893, and company reorganized as the Middle Tennessee & Alabama. V. 56, p. 42. Proposed compromise with creditors provided for a first mortgage for $350,000 to complete and equip road from Shelbyville to Decatur, and for second mortgage bonds, $12,000 per mile, to take up present indebtedness. Stock authorized, $20,000 per mile. David Wilcox, Secretary, 20 Nassau Street, N. Y. —(V. 52, p. 80; V. 53, p. 58; V. 56, p. 42.)

Delaware.—Owns from Delaware Junction (Philadelphia Wilmington & Baltimore), Del., to Delmar (Maryland line), 95 miles; branches, 22 miles; total operated, 117 miles.

Leased till ——, 1897, to the Philadelphia Wilmington & Baltimore, which owns $1,181,325 of the stock. Rental, 6 per cent on stock and interest on bonds; any surplus of net earnings, after paying rental, divided equally between lessee and lessor. In year ending October 31, 1892, gross earnings were $1,152,650; net, $309,457; interest, dividends, etc., $203,967; surplus, $105,490, against $208,804 in 1890-91.

Delaware & Bound Brook.—Owns from Bound Brook (Central of New Jersey) to Delaware River, 27 miles; branch to Trenton, etc., 7 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 leased for 990 years to Philadelphia & Reading, the lessee paying interest and 8 per cent on stock. Rental $275,000. Gross earnings in 1892, $1,132,441; net, $611,272, against $520,648 in 1891.

Delaware & Hudson—*(See Map.)*—Owns canal from Rondout, N.Y., to Honesdale, Pa., 108 miles (completed in 1828), and operates railroad lines extending from Wilkesbarre, Pa., via Albany, N. Y., to Rouse's Point, on Canada line, with branches, 683 miles in all. The system is well shown on the adjoining map, and includes:

Lines owned—	*Miles.*	*Lines leased*—*See these cos.*	*Miles.*
Lackawanna & Susquehanna	22	*Albany & Susquehanna	142
Valley RR. of Pa	17	*New York & Canada	150
Gravity RR	56	*Rensselaer & Saratoga	192
Schenectady & Mechanicville	10	Union RR	20
Cherry Vall. Sharon & Albany	21	Jefferson RR. (trackage)	35
Schenectady & Duanesburg	14	Other lines	4
		Total operated	683

Also leases Utica Clinton & Binghamton and Rome & Clinton RR. 44 miles, sub-let to New York Ontario & Western.

History, Etc.—This company was chartered April 7, 1823. It is among the largest miners and carriers of anthracite coal. In May, 1892, certain officers of the N. Y. Central entered the directory. See V. 54, p. 799. In June, 1889, the Adirondack Railroad (60 miles) was purchased. Of the Rutland Railroad stock Delaware & Hudson owns $3,000,000 preferred and $1,000,000 common, but the road is leased to the Central RR. of Vermont.

Dividends since 1880: In 1881, 4½; in 1882, 7; in 1883, 7; in 1884, 7; in 1885, 6; in 1886 and 1887, 5; in 1888, 6; from March, 1889, to Sept., 1893, both inclusive, 7 per cent yearly (1¾ per cent quarterly.)

Bonds.—On January 1, 1892, there were loans payable amounting to $1,200,000. Adirondack Railroad bonds carry the endorsed guarantee of the D. & H. as to principal and interest. See that company.

The Pennsylvania Division bonds cover coal lands, collieries, railroads, canal, equipment and all other property in Pennsylvania.

Annual Report.—Fiscal year ends Dec. 31. Annual meeting is held on the second Tuesday in May. Report for 1892 was in Chronicle, V. 56, p. 286.

Year ending Dec. 31.	1889.	1890.	1891.	1892.
Receipts from coal.	$8,652,318	$7,800,207	$8,335,010	$9,629,333
Railroads	9,482,975	10,670,732	10,062,324	10,356,443
Miscellaneous	822,300	911,968	711,869	452,765
Total	$18,957,593	$19,382,907	$19,109,203	$20,438,541
Operating expenses.	12,992,868	13,303,234	13,511,776	13,977,757
Net	$5,964,725	$6,079,673	$5,597,427	$6,460,784
Int., taxes & rentals.	3,426,829	3,511,333	3,393,377	3,425,320
Balance for stock.	$2,537,896	$2,568,340	$2,204,050	$3,035,464

—(V. 54, p. 345, **364**, 486, 560, 643, 799; V. 56, p. **163**, **286**.)

Delaware Lackawanna & Western.—*(See Map).*—Road—Operates main line from Jersey City, N. J., opposite New York City, to Buffalo, N. Y., 409 miles, with branches to coal region, etc., 491 miles. The system, as clearly indicated on accompanying map, includes:

Lines owned—	*Miles.*	*Lines leased*—	*Miles.*
N. J. State line to N.Y. line	115	*Syracuse Bing. & N. Y.	81
Br'nches to N'rthumberl'nd, &c.	97	*Utica Chenango & Susq.	97
Lines leased—		*Valley RR. of N. Y.	12
*Morris & Essex	120	*Warren	18
*N.Y. Lackawanna & Western.	214	Sussex, &c	77
*Cayuga & Susquehanna	34		
*Oswego & Syracuse	35	Total operated	900

* See these companies for terms of leases, etc.

History, Etc.—This is one of the most important of the anthracite coal roads. It was originally the Ligetts Gap Railroad, chartered in 1849; name changed to Lackawanna & Western in 1851, and then to present title in 1853. Its leased lines are mostly held under long leases, and the system is compact.

Dividends.—Formerly paid 10 per cent, but in the dull times 1876 to 1880 no dividends were paid; in 1880 3 per cent was paid; in 1881, 6¾; in 1882, 1883 and 1884, 8; in 1885, 7¾; from 1886 to July, 1893, both inclusive, at rate of 7 per cent per annum.

General Finances.—On Dec. 31, 1892, accounts receivable (including cash and coal on hand, &c.) were $9,189,258, against $8,625,922 Dec. 31, 1891; accounts payable $8,854,475 against $7,971,713.

Earnings.—The leased lines for 6 months ending June 30, 1893, had surplus over charges of $837,342, against $402,421 in 1892.

Annual Report.—Fiscal year ends Dec. 31. Annual meeting is held on the Tuesday preceding the last Friday in February. The report for 1892, with balance sheet, was in Chronicle, V. 56, p. 163.


MAP OF THE
DELAWARE, LACKAWANNA
AND WESTERN R.R.
AND ITS CONNECTIONS.
MICHIGAN
ONTARIO
PENNSYLVANIA
NEW YORK
OHIO
INDIANA
KENTUCKY
VIRGINIA
NEW JERSEY
MARYLAND
Lake Huron
Lake Erie
Lake Ontario
Georgian B.
Green Bay
Lake Michigan
Cheboygan
Petoskey
Alpena
Elmira
Harrisville
Traverse City
Walton
Roscommon
Manistee
Winterfield
Wells
Ludington
Chase
Reed City
Farwell
Pentwater
Coleman
Big Rapids
Edmore
Saginaw City
Bay City
E. Saginaw
Port Austin
Caseville
Palms
Manitowoc
Sheboygan
Milwaukee
Gd. Haven
Muskegon
Holland
Saugatuck
Kalamazoo
S. Haven
Benton Har.
Vicksburg
Jackson
Homer
Jonesville
Three Rivers
Sturgis
Adrian
Milan
Pittsfield
Ann Arbor
Ypsilanti
Howell
S. Lyon
Charlotte
Pontiac
Holly
Flint
Owosso
Durand
Ionia
Gd. Rapids
Imlay Cy.
Pt. Huron
Courtright
Sarnia
Romoka
London
Woodstock
Caledonia
Stratford
St. Marys
Goderich
Harriston
Kincardine
Owen Sound
Southampton
Wiarton
Orange V.
Georgetown
Palmerston
Guelph
Colwell
Beeton
Scarboro
Toronto
Port Hope
Cobourg
Peterboro
Lindsay
Coboconk
Atherly
Midland
Gravenhurst
Penetang
Halburton
Lavant
Sharbot Lake
Lakefield
Modoc Rd.
Belleville
Trenton
Kingston
Brockville
Prescott
Carleton Jc.
Perth
Ogdensburg
De Kalb Jc.
Morristown
Clifton Mines
Norwood
Lyon Mt.
Plattsburg
Au Sable
P. Henry
Ticonderoga
Baldwin
North Cr.
Caldwell
Glenns Falls
Saratoga Spa.
Ballston
Schenectady
Cohoes
Troy
Albany
Hudson
Rensselaer
Schoharie
Coopers T.
Cobleskill Co.
Sidney
Deposit
Phoenicia
Athens
Kingston
Poughkeepsie
Newburgh
Water V.
Cherry Val.
N. Brookfield
Poolville
Sherburne
Norwich
Oxford
Coventry
Greene
Binghamton
Owego
Elmira
Corning
Painted Post
Big Flats
Watkins
Horseheads
Elmira
Waverly
Athens
Towanda
Sayre
Wilkesbarre
Scranton
Pittston
Wyoming
Plymouth
Nanticoke
Berwick
Bloomsburg
Catawissa
Williamsport
Lock Haven
Tyrone
Altoona
Huntingdon
Mt. Union
Lewistown
Pittsburg
Blairs V.
Johnstown
Greensburg
Connellsville
Mineral Pt. Jc.
Hyndman
Bridgeport
Shippensburg
Gettysburg
Harrisburg
York
Lancaster
Lebanon
Reading
Pottsville
P. Clinton
Allentown
Phillipsburg
Easton
Bethlehem
Trenton
Philadelphia
Coatesville
Wilmington
Newark
Elkton
Baltimore
Annapolis
Washington
Alexandria
Fredericksburg
Popes Cr.
Salisbury
Seaford
Georgetown
Harrington
Centreville
Queenstown
Easton
Cape May
Atlantic City
Vineland
Bridgeton
Camden
Long Branch
Asbury Park
Jersey City
Hoboken
Newark
Orange
Dover
Boonton
Hackettstown
Phillipsburg
Belvidere
Delaware
Port Jervis
Deposit
Susquehanna
Binghamton
Owego
Ithaca
Auburn
Weedsport
Fulton
Baldwinsville
Syracuse
Oswego
Cape Vincent
Watertown
Sackets Harbor
Philadelphia
Morristown
Rome
Utica
Oneida
Richfield Springs
Cooperstown
Oneonta
Delhi
Hancock
Scranton
Carbondale
Honesdale
Port Jervis
Middletown
Goshen
Monroe
Suffern
Hackensack
Paterson
Passaic
Rochester
Batavia
Attica
Buffalo
Tonawanda
Niagara Falls
Lockport
Medina
Albion
Brockport
Canandaigua
Geneva
Seneca Falls
Auburn
Skaneateles
Elbridge
Jamesville
Manlius
Canastota
Oneida
Rome
Utica
Little Falls
Herkimer
Ilion
Frankfort
Mohawk
Amsterdam
Schenectady
Saratoga Spa.
Ballston
Schuylerville
Fort Edward
Whitehall
Lake George
Lake Champlain
Rouses Point
Plattsburg
Au Sable
Mooers
W. Chazy
Chateaugay
Malone
Ogdensburg
Norwood
Potsdam
Canton
Gouverneur
Massena
Cornwall
Valleyfield
Montreal
Lachine
Beauharnois
Huntingdon
Ormstown
Hemmingford
Rouses Point
Cumberland
Grafton
Clarksburg
Marietta
Parkersburg
Point Pleasant
Huntington
Ashland
Ironton
Portsmouth
Maysville
Covington
Cincinnati
Hamilton
Middletown
Dayton
Springfield
Columbus
Zanesville
Newark
Coshocton
Dresden
Wheeling
Bellaire
Steubenville
Uniontown
Warriesb'g
Cumberland
Harpers Ferry
Martinsburg
Hagerstown
Frederick
Monocacy
Relay
Point Lookout
Cape May
Lewes
Rehoboth
Dover
Seaford
Salisbury
Georgetown
Harrington
Centreville
Queenstown
Easton
Oxford
Wilmington
Newark
Elkton
Baltimore
Annapolis
Washington
Alexandria
Fredericksburg
Popes Cr.
Salisbury
Seaford
Georgetown
Harrington
Centreville
Queenstown
Easton
Oxford
Cape May
Atlantic City
Vineland
Bridgeton
Camden
Long Branch
Asbury Park
Jersey City
Hoboken
Newark
Orange
Dover
Boonton
Hackettstown
Phillipsburg
Belvidere
Delaware
Port Jervis
Deposit
Susquehanna
Binghamton
Owego
Ithaca
Auburn
Weedsport
Fulton
Baldwinsville
Syracuse
Oswego
Cape Vincent
Watertown
Sackets Harbor
Philadelphia
Morristown
Rome
Utica
Oneida
Richfield Springs
Cooperstown
Oneonta
Delhi
Hancock
Scranton
Carbondale
Honesdale
Port Jervis
Middletown
Goshen
Monroe
Suffern
Hackensack
Paterson
Passaic
Rochester
Batavia
Attica
Buffalo
Tonawanda
Niagara Falls
Lockport
Medina
Albion
Brockport
Canandaigua
Geneva
Seneca Falls
Auburn
Skaneateles
Elbridge
Jamesville
Manlius
Canastota
Oneida
Rome
Utica
Little Falls
Herkimer
Ilion
Frankfort
Mohawk
Amsterdam
Schenectady
Saratoga Spa.
Ballston
Schuylerville
Fort Edward
Whitehall
Lake George
Lake Champlain
Rouses Point
Plattsburg
Au Sable
Mooers
W. Chazy
Chateaugay
Malone
Ogdensburg
Norwood
Potsdam
Canton
Gouverneur
Massena
Cornwall
Valleyfield
Montreal
Lachine
Beauharnois
Huntingdon
Ormstown
Hemmingford
Rouses Point
Cumberland
Grafton
Clarksburg
Marietta
Parkersburg
Point Pleasant
Huntington
Ashland
Ironton
Portsmouth
Maysville
Covington
Cincinnati
Hamilton
Middletown
Dayton
Springfield
Columbus
Zanesville
Newark
Coshocton
Dresden
Wheeling
Bellaire
Steubenville
Uniontown
Warriesb'g
Cumberland
Harpers Ferry
Martinsburg
Hagerstown
Frederick
Monocacy
Relay
Point Lookout
Cape May
Lewes
Rehoboth
Dover
Seaford
Salisbury
Georgetown
Harrington
Centreville
Queenstown
Easton
Oxford
Wilmington
Newark
Elkton
Baltimore
Annapolis
Washington
Alexandria
Fredericksburg
Popes Cr.
Salisbury
Seaford
Georgetown
Harrington
Centreville
Queenstown
Easton
Oxford
Cape May
Atlantic City
Vineland
Bridgeton
Camden
Long Branch
Asbury Park
Jersey City
Hoboken
Newark
Orange
Dover
Boonton
Hackettstown
Phillipsburg
Belvidere
Delaware
Port Jervis
Deposit
Susquehanna
Binghamton
Owego
Ithaca
Auburn
Weedsport
Fulton
Baldwinsville
Syracuse
Oswego
Cape Vincent
Watertown
Sackets Harbor
Philadelphia
Morristown
Rome
Utica
Oneida
Richfield Springs
Cooperstown
Oneonta
Delhi
Hancock
Scranton
Carbondale
Honesdale
Port Jervis
Middletown
Goshen
Monroe
Suffern
Hackensack
Paterson
Passaic
Rochester
Batavia
Attica
Buffalo
Tonawanda
Niagara Falls
Lockport
Medina
Albion
Brockport
Canandaigua
Geneva
Seneca Falls
Auburn
Skaneateles
Elbridge
Jamesville
Manlius
Canastota
Oneida
Rome
Utica
Little Falls
Herkimer
Ilion
Frankfort
Mohawk
Amsterdam
Schenectady
Saratoga Spa.
Ballston
Schuylerville
Fort Edward
Whitehall
Lake George
Lake Champlain
Rouses Point
Plattsburg
Au Sable
Mooers
W. Chazy
Chateaugay
Malone
Ogdensburg
Norwood
Potsdam
Canton
Gouverneur
Massena
Cornwall
Valleyfield
Montreal
Lachine
Beauharnois
Huntingdon
Ormstown
Hemmingford
Rouses Point

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Delaware Maryland & Virginia—Stock	....	....	$25	$526,758	....	....	.....	.....
Junction & Breakwater—1st mortgage to State..	44	1860	....	185,000	3	J. & J.	Phila., 233 So. Fourth St.	Jan. 1, 1932
Junction & Breakwater 2d mortgage.....c*	44	1879	1,000	250,000	4	F. & A.	do do	Feb., 1899
Breakwater & Frankford 1st mortgage to State..	19	1873	....	200,000	3	J. & J.	do do	Jan. 1, 1932
Worcester RR. 1st. M. (s.f. not in operat'n) gold.c*	35	1876	500 &c.	400,000	4 g.	A. & O.	do do	April, 1896
Denver & Rio Grande—Stock, com., ($45,500,000) .	....	....	100	38,000,000	....	.....	.....	.....
Pref. stock, 5 per cent non-cum. ($28,000,000)...	....	....	100	23,650,000	See text.	.....	Office, 47 Wm. St., N. Y.	See text.
1st mort. $1,000 gold or £206 sinking fund..c*&r	295	1871	500 &c.	6,382,500	7 g.	M. & N.	N. Y., Fourth Nat. Bank.	Nov. 1, 1900
Consol. mortgage (for $42,000,000) gold.....c*&r	1,610	1886	500 &c.	28,435,000	4 g.	J. & J.	do do	Jan. 1, 1936
Improvement Mort. ($5,000 per mile) gold...c*&r	1,610	1888	500	8,050,000	5 g.	J. & D.	do do	June 1, 1928
Des Moines & Fort Dodge—Common stock	....	....	100	4,283,100	....	.....	.....	.....
Preferred stock	....	....	100	763,500	See text.	.....	Chicago, C. R. I. & Pac.	Aug. 1, 1893
1st mortgage. Series A, interest guaranteed.....	88	1874	1,000	1,200,000	4	J. & J.	N. Y., Chic. R. I. & Pac. Co.	Jan. 1, 1905
1st mort., Series B, income, interest guaranteed..	88	1874	1,000	1,200,000	2½	J. & J.	do do	June 1, 1905
Mortgage on extension, interest guaranteed.	56	1881	1,000	672,000	4	J. & J.	do do	June 1, 1905
Des Moines & Kansas City—Stock	112	....	100	800,000	.....	.....	.....	.....
1st M. funding and imp. ($2,000,000), gold..c*&r	112	1892	1,000	(?)	5 g.	J. & J.	Springfield.	Jan. 1, 1932
Des Moines No. & West.—1st M., g., ($18,500 p.m.)c.	150	1892	1,000	2,541,000	4 to 5 g.	J. & J.	N. Y., Metropol. Tr. Co.	Jan. 1, 1932
Des Moines Union—1st M. for $800,000, gold.....c*	3	1887	1,000	511,000	5 g.	M. & N.	N. Y., Central Trust.	Nov. 1, 1917
Detroit Bay City & Alp.—1st mortgage, gold.....c*	....	1883	1,000	2,500,000	6 g.	J. & J.	Jan., '93, last coup. p'd.	Jan. 1, 1913
Detroit Grand Haven & Mil.—1st equip. m. g. gu..c*	189	1878	1,000	2,000,000	6 g.	A. & O.	} N.Y.Ag'ey Bk. Com., }	Nov. 14, 1918
Consol. mort. gold, guar. by Gr. Trunk of Can.c*	189	1878	200 &c.	3,200,000	6 g.	A. & O.	} Canada & London. }	Nov. 15, 1918
Detroit Hillsdale & S. W.—St'k, 4 p. c. rent'l, L.S.&MS.	65	....	100	1,350,000	4 per an.	J. & J.	N. Y., Farm. L. & Tr. Co.	July 5, 1893
Detroit Lansing & Northern—Stock, common.....	....	....	100	1,825,600	....	F. & A.	Boston.	Feb. 15, 1887
Preferred stock.....	....	....	100	2,510,000	....	F. & A.	Boston. Of., 50 State St.	Feb. 15, 1888
Ionia & Lansing 1st M., extended in 1889, guar.c*	55	1869	1,000	770,000	5	J. & J.	See text.	July 1, 1899
D. L. & N. consol. mort. (1st mort. on 167 m.)...c*	222	1877	500 &c.	2,672,000	7	J. & J.	do	Jan. 1, 1907
Saginaw & West. 1st M., gold, guar., endorsed..c*	43	1883	1,000	566,000	6 g.	J. & J.	do	July 1, 1913
Gr. R. L. & D. 1st M., ($20,000 p. m.) endorsed..c*	55	1887	1,000	1,108,000	5	M. & S.	do	Sept. 1, 1927

Year end. Dec. 31.	1889.	1890.	1891.	1892.
Total gross receipts.	$38,247,622	$40,688,645	$41,849,754	$46,226,283
Operating expenses.	30,653,586	32,499,859	33,894,519	37,781,880
Betterments, &c.....	223,577	240,019	121,474	464,540
Total expenses...	$30,877,163	$32,739,878	$34.016.065	$38.246,420
Net receipts.....	7,370.459	7,948.767	7,833,689	7,979,863
Interest and rentals.	5,222,375	5,328,494	5,418,226	5,366,406
Balance, surplus....	$2,148,084	$2,620,273	$2,415,463	$2,613,457
Dividends (7 p. c)...	1,834,000	1,834,000	1,834,000	1,834,000
Balance after divs...	$314,084	$786,273	$581,463	$779,457

(V 55, p. 257, 806; V. 56, p. 163, 793; V. 57, p. 299.)

Delaware Maryland & Virginia.—Road extends from Harrington to Rehoboth, Del., 44 miles; Georgetown to Franklin City, Va., 54 miles; total, 98 miles. In July, 1885, the company passed into control of the Philadelphia Wilmington & Baltimore Railroad, and became part of the Pennsylvania Railroad system. In 1891 the mortgages to the State were extended at 3 per cent for 40 years, but redeemable at company's option after January 1, 1895. See V. 50, p. 498. In 1891-92 gross earns., $215,931; net, $20,471; deficit, $15,978.—(V. 52, p. 498.)

Denver & Rio Grande.—*(See Map)*—ROAD—The lines of this company, well shown on the adjoining map, reach all the important points in Colorado, while its standard gauge line from Denver via Pueblo westerly, via Leadville and Rifle Creek, forms a link in the trans-Continental route to Ogden, Salt Lake City, &c. Its total mileage June 30, 1893 (including Rio Grande Junction RR., etc., 72 miles leased), was 1,687 miles, of which 670 miles was standard or laid with a third rail. In September branch to coal mines, 11 miles, was opened.

HISTORY.—The former Denver & Rio Grande Railway, incorporated in 1870, was foreclosed July 12, 1886, and reorganized as the Denver & Rio Grande Railroad. The Rio Grande Junction is leased jointly by this company and the Colorado Midland, and its bonds guaranteed.

DIVIDENDS.—On preferred stock: In 1887, 2½ per ct.; in 1888, 2½ per cent in cash and 1¼ in scrip, subsequently redeemed in cash; in 1889, nil; February, 1890, 1¼; August, 1½; in 1891, February, 2½ p. c.; then none till 1893, when in February 1 p. c. was paid and in May 1 per cent; in August, none. See below.

BONDS.—Coupons of the *first mortgage* are payable at option of holder either in N. Y. City $35 U. S. gold, in London, £7 4s. 5d. sterling, or in Amsterdam 86 florins free of U. S. taxes. Of the *consolidated* gold bonds (United States Trust Company, trustee) $6,382,500 were reserved to retire, if deemed advisable, the prior bonds when due, and $6,900,000 to acquire a line to Ogden. Those unissued may be used with the consent of a majority of the preferred stock for extensions at not exceeding $20,000 per mile. See abstract of mortgage in CHRONICLE, V. 47, p. 228.

United States Trust Co., New York, is trustee of the *improvement mortgage* of 1888. Mortgage abstract in CHRONICLE, V. 47, p. 229.

GENERAL FINANCES.—In February, 1893, the company having discharged all of its bills payable and loans, resumed payment of dividends out of earnings, but in June, 1893, the directors decided to pass the quarterly dividend upon the preferred stock, because of the uncertainty regarding the company's future revenues owing to the unsettled condition of the mining industry in Colorado. See V. 57, p 59, 423.

LATEST EARNINGS.—From July 1 to July 31, 1893 (1 month), gross $478,891, against $770,576 in 1892; net $110,713, agst. $300,422.

ANNUAL REPORT.—Fiscal year now ends June 30. Annual meeting is held at Denver the third Tuesday in October. Full report for year 1892-93 was in V. 57, p. 396, 421, 423.

Year ending June 30—	1891.	1892.	1893.
Average miles operated.....	1,579	1,640	1,646
Gross earnings.....	$8,850,921	$8,830,947	$9,317,647
Net earnings.....	3,340,618	3,709,354	4,035,562
Other income.....	18,447	63,550	54,575
Total net income.....	3,359,065	3,772,904	4,090,137
Interest on bonds.....	1,944,805	1,986,675	1,986,675
Taxes and insurance.....	319,192	362,127	352,088
Betterments.....	259,816	240,000	240,000
Miscellaneous.....	137,269	269,989	109,065
Dividend on preferred stock....	591,250	Nil.	473,000
Balance, surplus	106,733	914,113	929,309

—(V. 54, p. 446, 701; V. 55. p. 233, 254, 441, 460, 464, 679; V. 56, p. 42, 205; V. 57, p. 59, 396, 421, 422, 423.)

Denver Texas & Fort Worth.—SEE UNION PAC. DENVER & GULF.

Des Moines & Fort Dodge.—Owns from Des Moines to Fort Dodge, Ia., 87 miles, with an extension 56 miles to Ruthven, connecting with Chicago Milwaukee & St. Paul. Leased Jan. 1, 1887, to the Chicago Rock Island & Pacific for 19 years at a rental of 30 per cent of the gross earnings, with a guarantee of 4 per cent interest on the first mortgage and extension bonds, and 2½ per cent per annum on the incomes. A dividend of 2 per cent was paid Aug. 1, 1893, on pref. stock. Rental in year 1892-93 was $142,077 (of which $104,880 required for interest on bonds), against $143,432 in 1891-92.

Des Moines & Kansas City.—Des Moines, Ia., to Cainsville, Mo. 112 miles, 3-foot gauge. Successor to Des Moines Osceola & Southern, sold in foreclosure in 1887. Under the mortgage for $2,000,000 (Massachusetts Safe Deposit Co., trustee), $480,000 bonds are pledged as collateral for notes given for new equipments, repairs, etc. Under this mortgage the authorized issue is $8,000 per mile on narrow gauge, $16,000 per mile on broad gauge road. V. 55, p. 297. In year 1891-92 gross earnings, $118,357; net, $3,232. Stock held by President, M. V. B. Edgerly, of Springfield. Mass., as Trustee. (V. 55, p. 297.)

Des Moines Northern & Western.—Owns from Des Moines to Fonda, Iowa, 115 miles, and from Clive (7 miles from Des Moines) to Boone, 35 miles; total, 150 miles. A consolidation of January 1, 1892, of the Des Moines & Northern and the Des Moines & Northwestern. The whole line has been made standard gauge. The bonds bear 4 per cent interest till January 1, 1897; thereafter 5 per cent. Mortgage trustee is the Metropolitan Trust Company of New York. Stock authorized, $15,000,000; outstanding, $4,200,000; par, $100.

EARNINGS.—From Jan. 1 to July 31, 1893 (7 mos.), gross, $228,768, against $231,276 in 1892; net, $73,943, against $97,432. In year 1892 gross $411,223; net $182,813, against $122,623 in 1891. President, F. M. Hubbell, Des Moines, Ia. (V. 53, p. 256.)

Des Moines Union.—A terminal road, 27_{10} miles in length, in Des Moines. Controlled by Des Moines Northern & Western—which see. The rentals and wheelage are in excess of fixed charges. Stock authorized, $2,000,000; outstanding, $400,000—par $100. Due on real estate Sept., 1892, $56,775.

Detroit Bay City & Alpena.—Owns from Alger, on Michigan Central Railroad, to Alpena, 105 miles; Loon Lake Branch, 32 miles; Mud Lake Branch, 38 miles; other branches, 49 miles; total road Jan. 1, 1893, 224 miles. Much of the branch line mileage is said to be temporary, having been built only to bring out lumber. Co. has a traffic contract with Michigan Central. Stock authorized is $2,000,000; issued, $1,670,000; par, $100. A dividend of 4 per cent was paid January 3, 1888, and of 2½ per cent February 10, 1891. Loans and bills payable Jan. 1, 1893, were $120,396. July, 1893, coupons were not paid. See V. 57, p. 255. A majority of the bonds have been deposited with Drexel, Morgan & Co., who are looking out for the bondholders' interests.

On Sept. 11, 1893, application was made by the Farmers' Loan & Trust Co., N. Y., for the appointment of a receiver. See V. 57, p. 468.

EARNINGS.—From Jan. 1 to July 31 (7 months), in 1893 gross, $276,570, against $210,594 in 1892; net, $130,785, against $67,506. In 1892 gross earnings, $351,706; net, $95,506; interest on bonds, $150,000: balance deficit, $54,494. In 1891 gross, $417,674; net, $132,819.—(V. 51, p. 113; V. 52, p. 320; V. 55, p. 995; V. 57, 468.)

Detroit Grand Haven & Milwaukee.—Owns from Detroit, Mich., to Grand Haven, Mich., 189 miles. This is a reorganization of the Detroit & Milwaukee, which was sold in foreclosure September, 1878. The bonds are guaranteed by the Grand Trunk of Canada. Stock, $1,500,000; par, $50. Real estate mortgages, $226,000.

From January 1 to July 31, 1893 (7 months), gross earnings were £129,012, against £137,461 in 1892; net, £18,109, against £27,616. Gross earnings in 1892, £254,192; net, £57,368; deficit under interest, etc., £14,968 against £11,674 in 1891—advanced by Grand Trunk Railway Co.

Detroit Hillsdale & Southwestern.—Owns from Ypsilanti, Mich., to Bankers, Mich., 65 miles. The Detroit Hillsdale & Indiana road was sold in foreclosure Jan. 28, 1875, and this company organized by the bondholders. Leased in perpetuity from July 1, 1881, to the Lake Shore & Michigan Southern Co.: the rental is $54,000 per year—4 per cent. In year 1892 gross earnings were $44,937. against $41,840 in 1891.

Detroit Lansing & Northern.—Owns from Grand Trunk Junction, Mich., to Howard City, Mich., 157 miles; branches—Stanton Junction to Big Rapids, Mich., 63 miles; Belding Branch, 1½ miles; total owned, 222 miles. Leases: Grand Trunk Junction to Detroit, 3 miles; Lansing to North Lansing, 1 mile; Saginaw & Western RR.—Alma to Howard City, 43 miles; Grand Rapids Lansing & Detroit Railroad—Grand Rapids to Grand Ledge, 53 miles, and branch, 2 miles; total, 323 miles; also operates Saginaw Valley & St. Louis, 45 miles, and pays interest on its debt, but reports earnings separately. The Detroit Lansing & Lake Michigan was foreclosed in 1876 and this company formed.

DIVIDENDS.—On common stock since 1879—In 1880, 6; in '83, 6; in '84, 6; in 1887, 3; in 1888 and 1889, nil. On preferred stock in 1879, 9½ per cent; from 1880 to 1884, inclusive, 7 per cent; in 1885, 5½; in 1886, 8½; in 1887, 7; in 1888, 3½; in 1889 and since, nil.

BONDS, ETC.—The sinking fund holds $233,000 of the Detroit Lansing & Northern 7s and $20,000 of the Ionia & Lansing 5s given as outstanding in the table. On Jan. 1, 1893, bills payable were $95,000. Extraordinary expenses, etc., left the company without funds to pay the July, 1893, interest on its several mortgage loans, but friends of the company anticipating better results for the last half of the year offered to buy the unpaid coupons. The Sept. coupons of the G. R. Lansing & Detroit were also purchased. See V. 57, p. 22.

LATEST EARNINGS.—For 7 months ending July 31 earnings were:

7 *mos.*	*Gross earn'gs.*	*Net earn'gs.*	*Interest, &c.*	*Balance.*
1893.....	$687,445	$116,413	$186,626	def. $70,213
1892.....	664,940	149,535	183,923	def. 34,383


WYOMING
COLORADO
NEW MEXICO
PACIFIC
UNION
Laramie City
CHEYENNE
Colorado Jc.
Sherman
Soda Lakes
Cooper Lake
Pinkhampton
NORTH PARK
Windsor
Hayden
Yampah Spring
Chambers
Michigan
Ft. Collins
Divide
Greeley
Lyons
Stout
Evans
Sunset
Boulder
Brighton
Mitchell
Marshall
Golden
Central City
MIDDLE PARK
Troublesome
Hot Sulphur Springs
DENVER
Georgetown
Morrison
Bear Cr. Jc.
Petersboro
Littleton
ACEQUIA
Sedalia
Plateau
Castle Rock
Douglas
Glade
Larkspur
Greenland
Palmer Lake
Monument
Borst
Husted
Edgerton
DEN. SHORT LINE
MANITOU
LIDDERDALE
COLORADO SPRINGS
Widefield
Fountain
Buttes
Wigwam
Pinon
Cactus
Nada
Bessemer
San Carlos
Greenhorn
Salt Cr.
Graneros
Huerfano
Apache
SOUTH PUEBLO
CUCHARA
Walsen's
Santa Clara
Anishapa
Barnes
Chicos
EL MORA
TRINIDAD
Coal Mines
DILLON
FRISCO
BRECKENRIDGE
Wheeler
Kokomo
Robinson
Frembnt Pass
Birds Eye
Eagle Park
Mitchell
Tennessee Pass
Crane Park
LEADVILLE
Como
Bailey's
Dome Rock
Fair Play
Garo's
Twin Lakes
Granite
Pine Creek
Riverside
Americus
Duncklick
Buena Vista
CALUMET
SALIDA
Poncha Jc.
Monarch
Mears
Poncha Pass
Round Hill
Villa Gr.
WEST CLIFF
SILVER CLIFF
Rosita
Blackburn
Graytown
Soda Springs
Marsh
Thompson
Beaver Cr.
Carlile Spr.
Swallows
Meadows
Goodnight
CANON CITY
Canon City
Florence
LABRAN
Pueblo
Rio Grande
Royal Gorge
Texas Creek
Spike Buck
Parkdale
Cotopaxi
Howard
Badger
Vallo
Hecla Jc.
Alpine
Haywood
Calumet
Jacks Cabin
Almont
CRESTED BUTTE
Anthracite Coal Mines
Baldwin
Gothic
Crested Butte
Gunnison
Hotchkiss
Delta
Montrose
Coloroy
Ouray's Ranch
Uncompahgre
Ridgeway
Hagens
Dallas Divide
Placerville
Deep Creek
Ophir
Trout Lake
Coke Oven
Rico
Raymond
Dolores
Parrott
Paradox
Ft. Lewis
Porter
DURANGO
Ft. Crawford
Ridgway
Cow Creek
DALLAS
Portland
OURAY
Aurora
Pandora
Vance Jc.
Ironton
Telluride
SILVERTON
Elk Park
Antelope Springs
Needleton
Cascade Siding
Rockwood
Howardsville
Animas City
Cascade
Florida
Pine River
Pagosa Springs
Tierra Amarilla
CRESTED BUTTE
LAKE CITY
CREEDE
WAGON WHEEL GAP
SOUTH FORK
Del Norte
Monte Vista
Summitville
Saguache
HOT SPRINGS
SAN LUIS VALLEY
Hayes
Bailey
Garland
Tincher
Placer
Mule Shoe
Ojo Caliente
Wahatoya
La Veta
Veta Pass
Alamosa
Grande
Logan
La Jara
Manassa
San Luis
ANTONITO
Conejos
Los Pinos
Big Horn
Laurita
Toltec
Palmilla
Volcano
No. Agua
Tres Piedra
Servilleta
Caliente
Barranca
Comanche
Embudo
Alcalde
Chamita
ESPANOLA
Ojo Caliente
Fernandez de Taos
Rio Chama
Rio Grande
Rio Puerco
Rio Dolores
Rio San Juan
San Juan Valley
Rio Animas
Rio Florida
Rio Piedra
Rio Los Pinos
Rio Conejos
Rio Norte
Rio Jemez
Rio Salado
Rio Gallinas
Rio Pecos
Rio Hondo
Rio Penasco
Rio Grande
Rio Colorado
Rio Gila
Rio Virgin
Rio Mohave
Rio Sevier
Rio Green
Rio Grande
Rio Red
Rio Arkansas
Rio Platte
Rio Laramie
Rio Yampah
Rio White
Rio Roan or Book Plateau
Rio Grande
Rio Gunnison
Rio Uncompahgre
Rio Dolores

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due; *Stocks*—Last Dividend.
Dubuque & Sioux City—Stock	524	....	$100	$8,000,000	See text.	.....	N. Y., Office, 216 B'way.	Jan. 18, 1893
1st mortgage 2d division	43	1864	500 &c.	586,000	7	J. & J.	do do	July 1, 1894
General mortgage for $3,000,000, gold	143	1888	1,000&c	2,231,000	5 g.	J. & D.	do do	June 1, 1938
Iowa Falls & Sioux City 1st M., Ia. F. to S. City	184	1869	500 &c.	2,339,500	7	A. & O.	do do	Oct. 1, 1917
Cher & Dak and Cedar Rap. & Chic. 1st morts.	197	1888	....	3,930,000	5	J. & D.	do do	Dec. 1, 1935
Duluth & Iron Range—1st mortgage c&r	139	1887	1,000&c	5,209,000	5	A. & O.	N. Y., Office, Mills Bldg.	Oct. 1, 1937
Dul. Red Wing & So.—1st M., g., $20,000 per mile. c*&r	25	1888	1,000	500,000	5 g.	J. & J.	New York City.	Jan. 1, 1928
Duluth South Shore & Atlantic—								
Marq. H. & On. Gen. M.—1st. M. on Mar. & West. c*	156	1885	1,000	1,400,000	6	A. & O.	N. Y., Third Nat. Bank.	Apr. 1, 1925
Duluth South Shore & Atlan., 1st mort., gold. c&r	366	1887	1,000	4,000,000	5 g.	J. & J.	do do	Jan. 1, 1937
First consol. mort., gold, interest guar. c*&r	580	1890	1,000	14,600,000	4 g.	F. & A.	New York or London.	Aug. 1, 1990
Duluth Transfer—1st mortgage for $2,000,000	....	1891	1,000	600,000	6 g.	J. & J.	N. Y., Metropol. Tr. Co.	Jan., 1921
Duluth & Winnipeg.—1st M. for $7,000,000, gold. c*	100	1889	1,000	2,000,000	5 g.	J. & J.	Phil., Gua. Tr. & Safe Dep.	July 1, 1929
Dul. & Winn. Ter. Co. 1st M., $250,000, g., guar. p. & i.	....	1892	1,000	250,000	6 g.	J. & J.	Balt., Safe D. & Tr. Co.	July 1, 1922
Dunkirk Alleg. Val. & Pittsburg—1st mort., gold. c	90	1870	1,000	2,000,000	7 g.	J. & D.	N. Y., N. Y. Cent. & Hud.	June 1, 1900
2d and 3d mortgages ($200,000 only are 3d M.). c	90	1872	1,000	900,000	7	A. & O.	do do	Oct. 1, 1900
East Broad Top—1st mortgage r	30	1873	1,000	500,000	4	J. & J.	Jan., '85, int'st last pd.	July 1, 1903
East Pennsylvania—Stock 6 p.c gu. 999 yrs. Phil. & R.	36	....	50	1,730,450	6 per an.	J. & J.	Phil., Phil. & Read. RR.	July, 1893
1st M., gold, guar. p. & i. by Phil. & Read. (end.). c*	36	1888	1,000	495,000	4 g.	M. & S.	do do	Mch. 1, 1958
East Shore Terminal—1st mortgage, gold c*	....	1890	1,000	1,000,000	5 g.	F. & A.	N.Y., Davis & Co., 44 Wall	Aug. 1, 1915
2d M. ($300,000), g., red. at 105 & int. any M. & S.	....	1892	1,000	277,000	8 g.	M. & S.	do do	Mch. 1, 1902
East Tennessee Virginia & Georgia—Common stock.	....	....	100	27,500,000	....	....	.....	.....
1st preferred stock (5 per cent non-cumulative)	....	....	100	11,000,000	See text.	.....	Nov., '91, div. last paid.	Nov. 30, 1891
2d preferred stock (5 per cent non-cumulative)	....	....	....	18,500,000	....	.....	.....	.....
Old 1st M. s. f. (Bristol, Tenn., via Chat. to Dalton, Ga)	242	1870	1,000	3,123,000	7	J. & J.	N. Y., Chase Nat. Bank.	July 1, 1900
Divisional M., g., (Bristol, Tenn., to Selma, Ala.). c*	552	1880	1,000	3,106,000	5 g.	J. & J.	do do	July 1, 1930
Ala. Cent. 1st M., Selma to Meridian, gold, guar. c	95	1879	1,000	1,000,000	6 g.	J. & J.	do do	July 1, 1918
E. Tenn. Va. & Ga. consol. M., g. ($20,000,000). c&r	1,015	1886	1,000	12,770,000	5 g.	M. & N.	do do	Nov. 1, 1956
1st extension mort. ($20,000 p. m.), gold. c&r	273	1887	1,000	4,740,000	5 g.	J. & D.	June, '92, cou. last paid.	June 1, 1937
Improvement and equipment mort., gold. c&r	1,015	1888	1,000	6,000,000	5 g.	M. & S.	Sept., 1892, last paid.	Sept. 1, 1938
Cincinnati Extension Collat. Tr., gold, guar. c*	....	1890	1,000	6,000,000	5 g.	F. & A.	Feb., '93, coup. last pd.	Feb. 1, 1940

ANNUAL REPORT.—Report for 1892 was in V. 56, p. 537, showing:

Year end. Dec. 31.	1889.	1890.	1891.	1892.
Total gross earnings.	$1,131,986	$1,219,663	$1,254,100	$1,265,572
Net over exp. & taxes.	325,062	392,797	375,446	341,502
Interest paid.....	$331,774	$318,633	$316,587	$314,909
Balance.....	def. 6,712	sur. 74,164	sur. 58,859	26,593
Def. S. V. & St. L. RR.	3,369	Profit.	19,149	16,907

—(V. 54, p. 287, 682; V. 55, p. 255; V. 56, p. **537**; V. 57, p. 22, 298.)

Dubuque & Sioux City.—Owns from Dubuque, Iowa, to Iowa Falls, 143 miles; Iowa Falls to Sioux City, 184 miles; Manchester to Cedar Rapids, 42 miles; Onawa, Iowa, to Sioux Falls, Dakota, 155 miles; tota , 524 miles. Also leases Cedar Falls & Minnesota, 76 miles. Total operated, 600 miles. In April, 1887, a controlling interest in stock was was sold to Illinois Central which Co. in February, 1891, leased the road; rental is net earnings and lease terminable on 60 days notice. V. 52, p. 350; V. 51, p. 493.

CEDAR FALLS & MINNESOTA LEASE.—A suit to annul the lease of the Ced. Falls & Minnesota RR. has been appealed to U. S. Supreme Court.

STOCK AND BONDS.—The Illinois Central Railroad Company July 1, 1892, owned $7,917,800 stock and $1,907,000 5 per cents; also all the Cherokee & Dakota and Cedar Rapids & Chicago 5s, due in 1935, which are pledged as part security for its 4 per cents of 1952.

DIVIDENDS—In 1888, ½ of 1 per cent; in 1891, June, 1; December, 1; in 1892, June, about ⅕ of 1 per cent; in 1893, January, 1¼ per cent.

EARNINGS.—In year ending June 30, 1892, gross earnings were $2,540,516 (against $2,447,489 in 1890-91); net, $793,405; loss from operating Cedar Falls & Minnesota, $16,991; available net, including $2,113 other income, $778,526; rental Cedar Falls & Minnesota, paid into Court, $113,370; interest, $503,335; dividends, $95,660; sinking fund, $9,210; other payments, $56,951. (V. 54, p. 159; V. 55, p. **542**.)

Duluth & Iron Range.—Owns Duluth to Ely, Minn., 116 miles, with branch to Mesaba Range, etc., 23 miles. Branch was completed late in 1892, and $562,000 first 5s issued thereon. Also owns ore docks, shops and yards on Lake Superior costing over $1,200,000.

STOCK, ETC.—Stock authorized, $3,000,000; outstanding, $500,000; par $100. Land grant from Minnesota about 506,000 acres, of which about 184,000 acres had been patented to it prior to June 17, 1893. See V. 51, p. 875. The Minn. Iron Co. owns the stock, $3,500,000 income certificates and $400,000 bonds. The bonds are authorized at the rate of $25,000 per mile for construction and $7,000 for equipment, the Metropolitan Trust Company of New York being trustee.

EARNINGS.—January 1 to June 30, 1893 (6 months), gross, $538,706 against $547,427 in 1892; net $223,627 against $253,648.

In year 1892 gross $1,547,476; net, $853,631; interest on bonds, $218,200; rentals, $3,767; interest earned on loans, $11,092; balance, surplus, $642,756. In 1891 gross, $1,154,129; net, $618,321. President, J. L. Greatsinger, Duluth. (V. 56, p. **330**, 332, 1015.)

Duluth Missabe & Northern.—Owns from Duluth to Mountain Iron, Minn., 73 miles; branches, 23 miles; total, 96 miles. In September, 1893, it was reported that control of this road had been obtained by a new company, the Lake Superior Consolidated Iron Mines, with a capital of $30,000,000. V. 57, p. 422. Alfred Merritt, Pres., Duluth.

Duluth Red Wing & Southern.—Projected from Duluth via Red Wing, Minn., and Sioux City, Iowa, to a point opposite Omaha, Neb. In operation from Red Wing, southerly to Zumbrota, 25 miles; branches, 5 miles. Stock, $375,000. Trustee of mortgage is Central Trust Company. In year ending June 30, 1893, gross earnings were $71,032; net, $28,454. President T. B. Sheldon. (V. 56, p. 403.)

Duluth South Shore & Atlantic.—Operates Duluth to Sault Ste. Marie, 411 miles; "Soo" Junction to St. Ignace, 43 miles; other lines, 128 miles; total, 582 miles. Connects with Canadian Pacific.

ORGANIZATION, &C.—In July, 1888, a controlling interest in this company's stock was sold to Canadian Pacific parties. The Marquette Houghton & Ontonagon 160 miles, was leased in perpetuity, but in 1890 the lease was rescinded and all the property, except its franchise, sold to the Duluth South Shore & Atlantic, which assumed its debt.

CAPITAL STOCK.—Common stock is $12,000,000; preferred, $10,000,000; par both $100. Preferred stock is 6 per cent, non-cumulative.

BONDS, &C.—Car trust 6s, Dec. 20, 1892, $280,175, due in instalments, last maturing Nov. 7, 1895. See abstract of first mortgage, V. 45, p. 274. Marquette & Ontonagon bonds and M. H. & O. 6s of 1878 to a total of $1,930,500 were paid in 1892 and replaced by consol. 4s, and on May 15, 1893, $1,500,000 M. H. & O. 6s were paid at 105.

The first consolidated mortgage of 1890 has interest at 4 per cent, guaranteed by Canadian Pacific. The consols authorized are $20,000,000 on the 580 miles now or hereafter owned, and $20,000 per mile of new lines in excess of 580 miles. Of this $5,400,000 is reserved for prior bonds. See V. 50, p. 874.

EARNINGS.—January 1 to Aug. 31, 1893 (8 months), gross earnings $1,475,690, against $1,486,251 in 1892.

In 1892 gross $2,249,194; net, $719,929; interest on bonds, $622,650; rentals, etc., $165,716; balance, deficit, $68,437. In 1891 gross were $2,160,119; net, $827,826. In 1890, $2,241,097; net, $818,393. —(V. 55, p. 765, 1110.)

Duluth Transfer.—Mileage of road in March, 1893, was 10 miles, to which was being added about 9½ miles now under contract. The mortgage for $2,000,000 is to the Metropolitan Trust Co. of New York, as trustee, and provides for bonds at $50,000 per mile for road between Ironton and Lake Avenue, Duluth, at $20,000 for additional single track, at $13,200 for double track; and for $750,000 for bonds for depot grounds, depot in Duluth, wharves, freight houses, etc. STOCK authorized and outstanding, $2,000,000. The Duluth & Superior Belt has been organized to extend the system to Superior, Wis.

Duluth & Winnipeg.—Owns road completed in 1892 from New Duluth to Deer River, Minnesota, 100 miles, and leases Superior Belt & Terminal Ry., 6 miles. In February, 1893, control was acquired in interest of Canadian Pacific. Extensions projected. V. 56, p 245. STOCK authorized—common, $3,000,000; pref., 5 p. c., non-cum., $2,000,000.

BONDS.—Trustee of mortgage for $7,000,000 is the Guar. Trust & Safe Deposit Co. of Philadelphia. EARNINGS.—From Jan. 1 to April 30 (4 months), in 1893, gross $81,011, against $49,192 in 1892. In the fiscal year ending June 30, 1893, gross earnings were $226,188; net over expenses and taxes, $94,173. In year 1892 (road still under construction), gross $114,260; net $40,202. (V. 53, p. 58, 368; V. 54, p. 597; V. 55, p. 297.)

Dunkirk Allegheny Valley & Pittsburg.—Owns from Dunkirk, N. Y. to Titusville, Pa., 91 miles. A consolidation of the Dunkirk Warren & Pittsburg and Warren & Venango in 1872. Leased for 400 years from 1873 to N. Y. Central & Hudson River Co., but accounts are kept separate. Rental is interest on bonds. Capital, $1,300,000; par, $100. The N. Y. C. & H. R. RR. Co. holds $2,324,600 of the securities. In 1892 gross earnings, $279,035; net, $74,074, against $60,663 in 1891.

East Pennsylvania.—Owns double track from Reading, Pa., to Allentown, Pa., 36 miles. Leased for 999 years from May 1, 1869, to the Philadelphia & Reading RR. at a rental of 6 per cent per annum on the stock and interest on the bonds.

East Shore Terminal.—*(See Map.)*—ROAD.—Owns terminal road in Charleston, S. C., 3 miles; second track, 3 miles; sidings, 4 miles; private sidings, 1¼ miles. Gauge 4 ft. 8½ in. Rail (steel) 60 lbs.

HISTORY.—Company owns 14 wharves, 30 warehouses, about 30 acres of land, 4 cotton compresses, etc., on the water front of the city of Charleston and connects the same with the railroads entering the city by means of three miles of double track. Business consists in the transportation of freight between the railroads and the piers, a general wharfage business and the compressing and storing of cotton. Road built in 1890 and 1891 and extended in 1892.

SECURITIES.—Stock authorized, $5,000,000; outstanding, $1,120,000. Other securities as in table. Mortgages cover entire property.

OPERATIONS.—Net earnings for 9 months to Dec. 31, 1892, $56,378.

Officers are—Samuel D. Davis, President, 44 Wall Street, New York, N. Y.; Vice-President, Wm. E. Huger, Charleston, S. C.; Secretary and Treasurer, John L. Nisbet, 44 Wall Street, New York, Principal office and address, Charleston, S. C.

East Tennessee Virginia & Georgia Railway.—This company's lines are as follows:

Main lines.	*Miles.*	*Branches, &c.*	*Miles.*
Bristol to Chattanooga, Tenn.	242	11 branches	298
Cleveland, Tenn., to Lauderdale, Miss.	359	Trackage to Meridian	18
Atlanta Junc., Ga., to Brunswick, Ga.	*348	Tot. of all oper. June 30, '92.	1,265

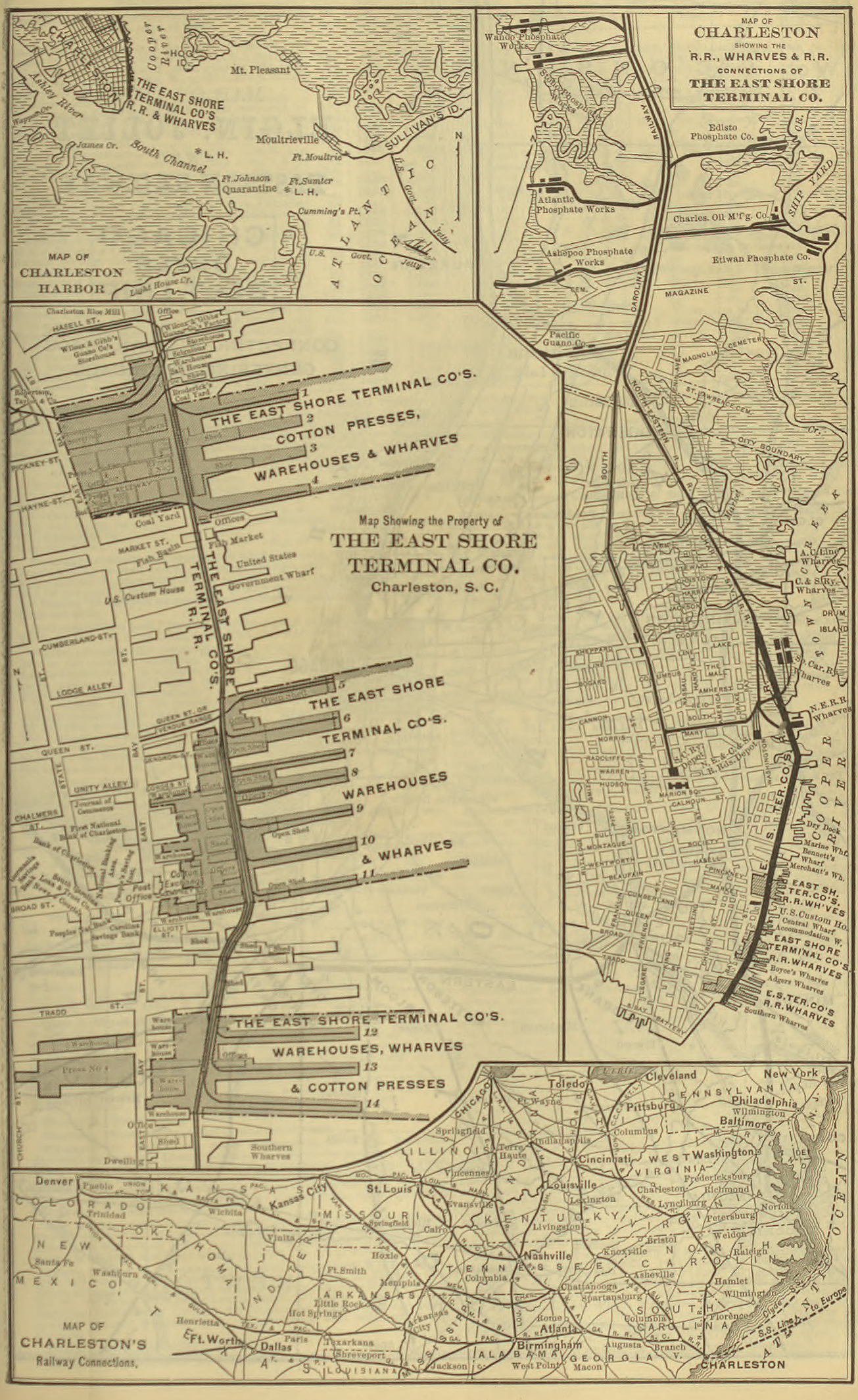
* Of this Anstell, Ga., to Atlanta, 18 m., is owned jointly with Ga. Pac.

Company also owns small branches, 41 miles, and is interested in the Memphis & Charleston, Chattanooga to Memphis, Tenn., etc., 330 miles, and the Mobile & Birmingham, 150 miles. Also leases the Louisville Southern RR, 130 miles, and the Knoxville & Ohio, Knoxville, Tenn., to Jellico, 66 miles, and is interested in the Erlanger roads; the Cincinnati N. O. & Tex. Pacific, Cincinnati to Chattanooga, Tenn., 336 miles; the Ala. Great Southern, Wauhatchie, Tenn., to Meridian and branch, 295 miles, etc. Branch of 12 miles was opened in June, 1893.

ORGANIZATION, ETC.—Successor of the East Tennessee Virginia & Georgia Railroad, sold in foreclosure May 25, 1886. The Richmond Terminal held in November, 1892, $8,783,200 first preferred, $6,536,000 second preferred and $5,880,000 common. The Knoxville & Ohio is leased till 1988 and its bonded interest guaranteed by the rental. In April, 1890, acquired an interest in the Ala. Great South. system by purchase of stock. See Cin. N. O. & T. Pac., also below, and V. 50, p. 560.

STOCKS OWNED.—On July 1, 1892, company owned the following stocks: Memphis & Charleston, $2,774,025; Knoxville & Ohio, $767,000 (out of $1,122,200); Alabama Great Southern, $5,635,500; Cin. N. O. & Tex. Pac., $250,300; Rich. & West Point Terminal, $2,900,000.

RECEIVERSHIP.—On June 24, 1892, receivers were appointed. They are now Samuel Spencer, C. M. McGhee and H. Fink. Interest due July 1, 1892, was paid, except Memphis & Charleston and Mobile & Birmingham coupons. Default occurred December 1, 1892, on the extension mortgage 5s and the general mortgage 5s (V. 55, p. 938), but coupons due Jan. and July, 1893, on 1st 7s, Divisional 5s, Alabama, Central 6s and Knoxville & Ohio 6s were paid at maturity. As to Louisville So. coupons, see that company. The Aug. 1893, Cincinnati extension coupons were not paid. In April, 1893, foreclosure suits were brought under both the improvement and equipment mortgage and the general mortgage of 1890. V. 56, p. 579.


MAP OF CHARLESTON HARBOR
THE EAST SHORE TERMINAL CO'S R. R. & WHARVES
Mt. Pleasant
Moultrieville
Ft. Moultrie
Ft. Johnson Quarantine
Ft. Sumter
Cumming's Pt.
SULLIVAN'S ID.
ATLANTIC OCEAN
Cooper River
Ashley River
James Or.
South Channel
Light House Pt.
MAP OF CHARLESTON SHOWING THE R.R., WHARVES & R.R. CONNECTIONS OF THE EAST SHORE TERMINAL CO.
Wando Phosphate Works
Edisto Phosphate Co.
Atlantic Phosphate Works
Charles. Oil M'f'g. Co.
Ashepoo Phosphate Works
Etiwan Phosphate Co.
Pacific Guano Co.
MAGAZINE ST.
MAGNOLIA CEMETERY
CITY BOUNDARY
SHIP YARD
Map Showing the Property of
THE EAST SHORE TERMINAL CO.
Charleston, S. C.
THE EAST SHORE TERMINAL CO'S. COTTON PRESSES, WAREHOUSES & WHARVES
THE EAST SHORE TERMINAL CO'S. WAREHOUSES & WHARVES
THE EAST SHORE TERMINAL CO'S. WAREHOUSES, WHARVES & COTTON PRESSES
THE EAST SHORE TERMINAL CO'S. R. R.
U.S. Custom House
United States Government Wharf
Fish Market
Coal Yard
Post Office
Southern Wharves
A.C.L.R.R. Wharves
C. & S.Ry. Wharves
S. Car. R.R. Wharves
N.E.R.R. Wharves
E.S.TER.CO'S R.R.WHARVES
Boyce's Wharves
Adgers Wharves
Dry Dock
Marine Whf.
Bennett's Wharf
Merchant's Wh.
U.S. Custom Ho.
Central Wharf
Accommodation W.
MAP OF CHARLESTON'S Railway Connections.
Denver
Pueblo
Kansas City
St. Louis
Chicago
Cincinnati
Louisville
Nashville
Atlanta
Birmingham
Memphis
New Orleans
Dallas
Ft. Worth
Toledo
Cleveland
Pittsburg
Philadelphia
Baltimore
Washington
New York
Richmond
Norfolk
Charleston
Wilmington
Florence
Augusta
Macon
West Point
Jackson
Shreveport
Texarkana
Little Rock
Hot Springs
Springfield
Indianapolis
Columbus
Lexington
Knoxville
Asheville
Chattanooga
Spartanburg
Columbia
Raleigh
Weldon
Hamlet
Petersburg
Fredericksburg
Lynchburg
Bristol
Evansville
Terre Haute
Vincennes
Ft. Wayne
Wichita
Trinidad
Santa Fe
Washburn
Hoxie
Ft. Smith
Paris
Henrietta
Calro
Vialta
Arkansas City
Rome
Greenville
Columbia
Meridian
Vicksburg
Monroe
Shreveport
Jackson
West Point
Macon
Augusta
Branch
Florence
Wilmington
Raleigh
Norfolk
Richmond
Washington
Baltimore
Philadelphia
New York
Cleveland
Toledo
Pittsburg
Cincinnati
Louisville
Nashville
Atlanta
Birmingham
Memphis
New Orleans
Dallas
Ft. Worth
Kansas City
St. Louis
Denver
CHARLESTON
S.S. Lines to Europe
Clyde S.S. Co.


MAP OF THE
ELGIN, JOLIET
AND
EASTERN RAILWAY
CHICAGO
OUTER
BELT LINE
CONNECTING ALL RAILROADS
CENTERING AT CHICAGO.
WISCONSIN
ILLINOIS
INDIANA
LAKE MICHIGAN
Burlington
Kenosha
Fox River
Kenosha Jc.
Genoa Jc.
Antioch
Spring Bluff
Wadsworth
Benton
Lake Villa
Ringwood
Fox Lake
Gurnee
Gray's L.
W. McHenry
WAUKEGAN
Libertyville
RONDOUT
Rockfeller
LEITHTON
Lake Forest
Crystal Lake
Diamond Lake
Highwood
Cary
Lake Zurich
Ravinia
Glencoe
BARRINGTON
Shermer
Winnetka
Oak Glen
Wilmette
Arlington Heights
Evanston
Almora
Clarks
Des Plaines
S. Evanston
ELGIN
Clinton
SPAULDING
Canfield
Rose Hill
Dunning
Ravenswood
Mayfield
WAYNE
River Park
St. Charles
INGALTON
TURNER
Geneva
Wheaton
S. Elmhurst
Brighton Pk.
CHICAGO
Batavia
DUPAGE
Warrenhurst
Hinsdale
Clyde
Hyde Park
Englewood
Grand Crossing
AURORA
Eola
Napierville
Leslie
Auburn Jc.
Frontenac
Willow Springs
South Chicago
MICHIGAN CITY
Fox R. Jc.
Wolf's
Washington Heights
PORTER
NORMANTOWN
Lemont
Blue Island
Hammond
WALKER
Plainfield
Orland
S. Lawn
Alpine
Thornton Jc.
Calumet
Liverpool
Lake
Coyne Bridge Jc.
A. T. & S. Fe Jc.
E. Joliet
Bremen
Maynard
Caton Farm
JOLIET
Steele
Frankfort
Valparaiso
MINOOKA
EASTERN
BRISBANE
MATTESON
BLOOM
Crete
DYER
HARTSDALE
GRIFFITH
HOBART
Crown Point
Manhattan
Monee
Elwood
Paisley
Le Roy
Kout
Hebron
PITTSBURG
Peotone
Beecher
Lowell
Symerton
Diamond
COAL CITY
Sollitt
Braidwood
Manteno
Shelby
Wheatfield
Kankakee River
MAZONIA
Tracy
Essex
Tucker
Momence
Kankakee
COSTER
Bonfield
Hawkins
Kankakee
NEWTON
Fair Oaks
Buckingham
Otto
St. Anne
KANKAKEE

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
East Tennessee Virginia & Georgia—(Concluded)								
Gen. M. for $15,000,000 ($20,000 p. m.), gold..c&r	1,247	1890	$1,000	$230,000	5 g.	J. & D.	June,'92, cou. last paid.	Dec. 1, 1940
Knoxville & Ohio—1st M., gold, guar. by rent..c*&r	66	1885	1,000	2,000,000	6 g.	J. & J.	N. Y., Chase Nat. Bank.	July 1, 1925
East & West Ala.—1st cons. M., g. ($15,000 p. m.) c*	116	1886	1,000	1,725,000	6 g.	J. & D.	Last paid Dec., 1887.	Dec. 1, 1926
Eastern (N. H.)—Stock	16	....	100	738,750	3 per an.	J. & D.	Boston, by Treasurer.	June 15, 1893
Eel River—Stock, 2½ to 3 p. c., guar. by Wabash...	94	....	100	3,000,000	2½ per an	A. & O.	Boston, by Treasurer.	Apr. 5, 1893
Elgin Joliet & Eastern—1st M. ($10,000,000) gold..c*	177	1891	1,000	6,079,000	5 g.	M. & N.	N. Y., Drexel, M. & Co.	May 1, 1941
Elizabethtown Lex. & Big Sandy—See CHESAPEAKE & OHIO.								
Elmira Cortland & Northern—1st pref. M., gold..c*	120	1884	1,000	750,000	6 g.	A. & O.	N. Y., 192 Broadway.	Apr. 1, 1914
1st mortgage, gold	120	1884	1,000	1,250,000	5 g.	A. & O.	do do	Apr. 1, 1914
Elmira & Lake Ontario—Sodus Bay & So.—1st M., g..c	34	1884	1,000	500,000	5 g.	J. & J.	N. Y., Nat. Bank Com.	July 1, 1924
Elmira & Williamsport—St'k, com., 5 p. c. ren'l, N.C.	75½	....	50	500,000	5 per an.	M. & N.	Phila., Penn. RR. Co.	May 1, 1893
Preferred stock, 7 p. c. rental, 999 yrs., No. Cent.	75½	....	50	500,000	7 per an.	J. & J.	do do	July 2, 1893
1st mort., convertible into common stock at par.r	75½	1860	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1910
Income bonds, 999 years to run	....	1863	500	570,000	5	A. & O.	do do	Oct. 1, 2862
Erie & Pitts.—Stock, 7 p. c. rental, 999 yrs..PennCo.	85	....	50	1,998,400	7 per an.	Q.—M.	N. Y., Union Trust Co.	June, 1893
Consol. mort. free of State tax (for $4,500,000).c	81	1868	1,000	2,109,000	7	J. & J.	do do	July 1, 1898
Equipment bonds	81	1870	1,000	511,000	7	A. & O.	do do	Oct. 1, 1900
General mort., $4,500,000 series A, gold, guar...	81	1890	1,000	775,000	4 g.	J. & J.	do do	July 1, 1940
Erie & Wyoming Valley—1st mortgage	....	1883	1,000	3,000,000	6	J. & J.	Office, Dunmore, Pa.	July 1, 1913
Eureka Springs—1st mortgage, gold	19	1883	1,000	500,000	6 g.	F. & A.	N. Y., Mercantile Tr. Co.	Feb. 1, 1933
2d mortgage income bonds, non-cum	....	1883	500	500,000	6	Feb'y 1.	do do	Feb. 1, 1933
Evansville & Indianapolis—T. H. & Southe. 1st M.c*	40	1879	1,000	251,000	7	M. & S.	N. Y., Farm. L. & Tr. Co.	Sept. 1, 1909
Evansville & Indianapolis 1st mort., gold, guar..c*	55	1884	1,000	653,000	6 g.	J. & J.	do do	July 1, 1924
Con. M. ($2,500,000) g., gu. p. &i. (end.) Ev. & T. H. c*	135	1886	1,000	1,596,000	6 g.	J. & J.	do do	Jan. 1, 1926
Evansv. & Richm'd—West'n Div. 1st mort., gold..c*	80	1888	1,000	122,000	5 g.	M. & S.	do do	Sept. 1, 1928
1st gen. mort., $12,500 per mile, gold, guar....c*	112	1891	1,000	1,278,000	5 g.	M. & S.	N. Y., Farm. L. & Tr. Co.	Sept. 1, 1931
Evansville & Terre Haute—Stock ($6,000,000 auth.)	....	....	50	3,000,000	See text.	See text	N. Y., Farm. L. & Tr. Co.	Aug. 1, 1893
Consolidated mortgage, gold	115	1880	.....	30,000	6 g.	J. & J.	do do	July 1, 1910
1st consolidated mortgage, gold..... c*	144	1881	1,000	3,000,000	6 g.	J. & J.	do do	July 1, 1921
Mt. Vernon Branch mortgage, gold.....c*	25	1883	1,000	375,000	6 g.	A. & O.	do do	Apr. 1, 1923
Sullivan County Coal branch mortgage, gold.. c*	15	1890	1,000	450,000	5 g.	A. & O.	do do	Apr. 1, 1930
1st general mortgage for $7,000,000, gold ... c*	182	1892	1,000	1,398,000	5 g.	A. & O.	do do	Apr. 1, 1942

REORGANIZATION.—The Richmond & West Point Terminal reorganization plan—see Rich. & W. P. Term.—offers the following terms to this company's securities, those not mentioned being left undisturbed. The stocks must pay the assessments named before they can be exchanged. As to the security for the loans to be adjusted and for adjustment of interest see the plan V. 56, p. 858, 874, 1016 and 1058.

Old issue.	*Assessment.*	*New 5s.*	*Pref. stock.*	*Com. stk.*
Common stock	$9 per share.	.....	9 p. c.	60 p. c.
1st preferred stock	$3 per share.	.....	18 p. c.	85 p. c.
2d preferred stock	$6 per share.	.....	6 p. c.	80 p. c.
1st extension 5s	.....	25 p. c.	80 p. c.	.....
Imp. and equip. 5s	.....	See text.		
Cin. extension 5s	.....	.....	125 p. c.	.....
Gen. mort. 5s	.....	5 p. c.	80 p. c.	.....

Each improvement and equipment bond will receive 75 per cent in bonds having present lien or lien equal thereto, and bearing interest at 4 per cent for 5 years from March 1, 1893, and at 5 per cent thereafter, and 50 per cent in preferred stock of new company; also $25 in cash for March, '93, coupon on completion of the reorganization. For leased lines see each.

DIVIDENDS have been: On first preferred stock in 1887, 4 per cent; in 1888, 5; in 1889, 5; in 1890, 5; in 1891, 2; none since.

BONDS.—Besides the bonds given in the table as outstanding, there are in the treasury extension bonds $200,000, and general mortgage bonds $1,830,000. In addition to the Knoxville & Ohio bonds the company guarantees $3,000,000 Mobile & Birmingham 5 per cents and $5,000,000 Louisville Southern 5 per cents—see those companies.

The trustee under the *consolidated mortgage* of 1886 and the first *extension mortgage* of 1887 is the Central Trust Company of New York; $7,325,000 *consolidated bonds* were reserved to retire prior bonds of the Alabama Central RR. and the East Tennessee Virginia & Georgia.

The *Cincinnati Extension* bonds of 1890 issued jointly by this company and the Richmond & Danville are guaranteed, principal and interest by the Rich. & W. Pt. Term. See abstract of mortgage, V. 52, p. 83.

FLOATING DEBT.—On Jan. 1, 1893, the "system" had outstanding equipment notes of $1,300,000 and floating debt and receivers' obligations (net) about $3,000,000.

LATEST EARNINGS.—From Jan. 1 to Aug. 31, 1893 (8 months), gross $3,657,958, against $4,016,070 in 1892.

ANNUAL REPORT—Fiscal year ends June 30. Report for 1891-92 was in V. 56, p. 537. The results do not include Knoxville & Ohio, etc.

Year ending June 30—	1889.	1890.	1891.	1892.
Miles operated June 30..	1,067	1,197	1,265	1,265
Total gross earnings	$5,301,624	$6,412,078	$6,718,730	$6,048,804
Oper'ng expenses & taxes	3,508,610	4,338,838	4,644,289	4,850,494
Net earnings	$1,793,014	$2,073,240	$2,074,441	$1,198,310
Net, incl. mis. income	$1,809,770	$2,125,927	$2,200,745	$1,456,420
Interest on bonds	$1,223,852	$1,404,743	$1,855,243	$1,907,785
Div. on 1st pref. st'k, 5 p. c.	550,000	550,000	220,000	.....
Miscellaneous	18,775	.....	73,966	64,566
Balance	sr.$17,143	sr.$171,184	sr.$51,536	df.$515,931

—(V. 53, p. 407, 711, 714, 922; V. 54, p. 843, 800, 924; V. 55, p. 21, 255, 856, 895, 938, 1110; V. 56, p. 206, 537, 579, 874.)

East & West Railroad of Alabama.—Owns Cartersville, Ga., to Pell City, Ala., 117 miles; branch, 2 miles. Chas. P. Ball, Receiver. Certificates for $649,863, bearing 8 per cent interest, were issued to put the road in thorough repair. Gauge changed to standard in 1890. Litigation as to validity of $981,000 of the bonds pending. Road sold in foreclosure May 29, 1893. (V. 56, p. 923.) No interest is paid on receiver's certificates. In year ending June 30, 1893, gross earnings, $110,530; net, $5,915. In 1891-92 gross, $128,030; net, $11,821. E. Kelly, President, New York. (V. 55, p. 938; V. 56, p. 463, 923.)

Eastern (Mass.)—See BOSTON & MAINE

Eastern Minnesota.—See GREAT NORTHERN.

Eastern (N. H.)—Owns from Portsmouth, N. H., to Seabrook (Massachusetts State Line), 16 miles. Leased to the Eastern RR. (now consolidated with Boston & Maine) from October 1, 1878, for 60 years and 2 months at $22,500 per year. In June, 1891, a stock dividend of 50 per cent was paid. Dividends till increase of stock were 4½ per cent per annum, since increase, 3 per cent. Proposition to consolidate with the Boston & Maine under consideration

Eel River.—Owns from Logansport, Ind., to Butler, Ind., 94 miles. Foreclosed July 6, 1877. Leased for 99 years, April 1, 1887, renewable forever, to Wabash, at 2 per cent yearly on the stock till April, 1892, then 2½ till 1895 and 3 per cent thereafter. V. 53, p. 436.

Elgin Joliet & Eastern.—*(See Map)*—Owns from Waukegan Ill., (two miles east of Elgin), via Spaulding and Joliet, to McCool, Ind., 125 miles, and branches Aurora to Normantown, 9 miles—Walker to Coster, Ill.—32 miles; branches, 11 miles; total, 177 miles. A great belt line affording facilities at Chicago for transfer of freight from one line to another without breaking bulk. Also reaches coal fields of Grundy County.

STOCK.—Stock, $6,000,000; par, $100.

BONDS.—First mortgage (trustees Central Trust Co. and J. M. Butler) is for $10,000,000; the balance unissued can be disposed of for extensions, betterments, etc.

LATEST EARNINGS.—July 1, 1892, to June 30, 1893 (12 months), gross $920,032, against $815,134 in 1891-92; net, $242,358, against $267,202.

ANNUAL REPORT.—Report for 1891-92 was in V. 55, p. 677. In 1891-92 gross earnings, $815,134; net, $267,202 (against $195,834 in 1890-91); interest on bonds, $278,900; deficit, $11,698. President, Samuel Spencer, New York.—(V. 52, p. 350; V. 53, p. **603**; V. 55, p. **677.**)

Elizabethtown Lexington & Big Sandy.—See CHES. & OHIO

Elmira Cortland & Northern.—Owns Elmira, N. Y., to Canastota, N. Y., 119 miles, and leases during corporate existence, Canastota Northern Railroad, Canastota to Camden, N. Y., 21 miles. Sold in foreclosure in 1878 and again in February, 1884, and reorganized as at present. Stock is $2,000,000; par, $100. In year ending June 30, 1893, gross earnings were $419,188, against $395,819 in 1892; net, $121,668, against $115,990; interest on preferred mortgage, etc., $46,400; rentals, etc., $18,000; surplus, $57,268, against $51,590. George S. Edgell, President, New York City.

Elmira & Lake Ontario.—Owns from Canandaigua, N. Y., to Chemung Junction, 64 miles; Sodus Point to Stanley, 34 miles; other 2—total, 100 miles. A consolidation in December, 1886, of the Sodus Bay & Southern and other railroads. Leased at cost of operating to the Northern Central, which owns all the $1,500,000 stock and $226,000 Sodus Bay bonds, including $164,000 in insurance fund. Lease may be terminated on thirty days' notice from either party. In 1892 the gross earnings were $714,918; net, $5,774; interest, $25,000; other charges, $15,938; deficit, $35,164, payable by lessee.

Elmira & Williamsport.—Owns from Williamsport, Pa., to Elmira, N. Y., 75½ miles. This company was reorganized under the present name February 29, 1860, and leased to the Northern Central Railway for 999 years from May 1, 1863, at a rental of $151,500 per annum after January 1, 1880. The dividends on the common stock are 5 per cent and on the preferred 7 per cent, less taxes, making dividend on common 4·56 p. c. and on preferred 6·34 p. c. Gross earnings in 1892, $1,135,940; net, $332,326; rental, $153,460.

Erie & Pittsburg.—Owns New Castle, Pa., to Girard, Pa., 82 miles; branch, to Erie Docks, 3 miles; trackage, to Erie, 17 miles; total operated, 101 miles. Leased to the Pennsylvania Railroad for 999 years from March 1, 1870, at a rental of 7 per cent on stock and interest on the bonds, and the lease transferred to the Pennsylvania Company. Under the general mortgage sufficient bonds are reserved to retire prior bonds when due. The lease has been quite unprofitable to the lessees, the deficiency paid by them being in 1886, $225,794; in 1887, $287,306; in 1888, $211,063; in 1889, $290,734; in 1890, $267,705; in 1891, $201,724; in 1892, $206,430.

Eureka Springs.—Seligman, Mo., to Eureka Springs, Ark., 18⅓ miles. Stock, $500,000; par, $100. From Jan. 1 to June 30, 1893 (6 months), gross earnings were $44,123, against $36,964 in 1892; net, $22,725, against $19,807 in 1892. In year 1892 gross, $81,087; net, $41,213; interest on 1st mortgage, $30,000; interest on incomes, $15,000. Total surplus Dec. 31, 1892, $21,960.

Evansville & Indianapolis.—*(See Map Evansville & Terre Haute)*—Owns Evansville to Terre Haute, Ind. (via Worthington), 138 miles; branch 6 miles; leases branch to Brazil, 12 miles; total 156 miles. A consolidation in October, 1885, of three corporations, viz.: the Evansville & Indianapolis, the Evansville Washington & Brazil and the Terre Haute & Southeastern RRs. Of the consolidated mortgage bonds, $904,000 are reserved to meet prior liens. The consolidated bonds and the bonds of 1924 are guaranteed by the Evansville & Terre Haute Co., which owns entire capital stock, $2,000,000.

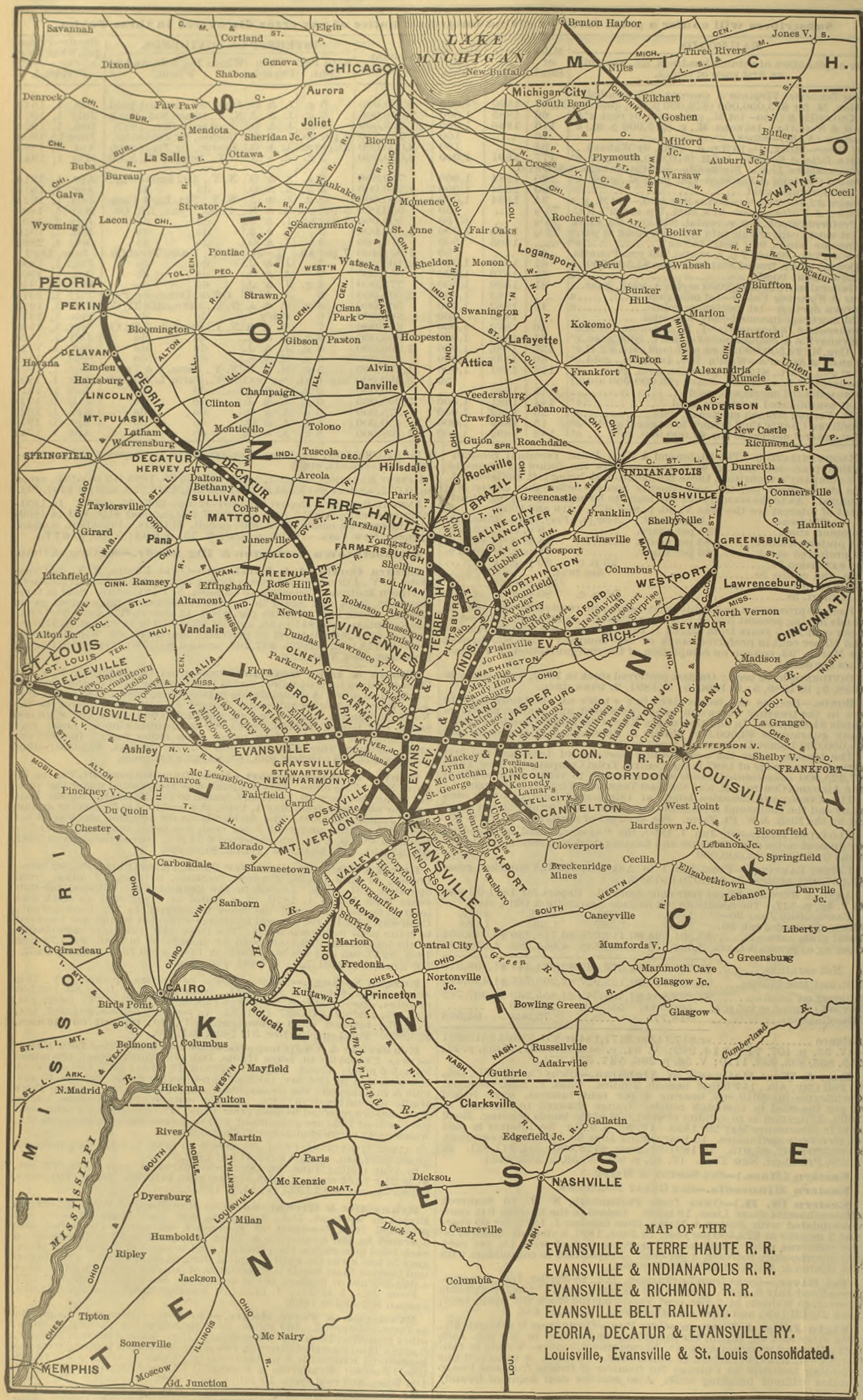
LATEST EARNINGS.—From January 1 to Sept. 7, 1893 (8¼ months), gross, $252,640, against $256,614 in 1892.

In year ending June 30, 1892, gross earnings were $368,795; net, $179,210; fixed charges, $168,514; surplus, $10,696. In 1890-91 gross, $328,278; net $142,132. (V. 54, p. 119.)

Evansville & Richmond.—*(See Map Evans. & Terre H.)*—Owns Elnora to Westport, Ind., 102 miles, and coal spurs 10 miles and projected from Westport to Richmond, 65 miles. Controlled and operated by the Evansville & Terre Haute, which by endorsement on each bond guarantees the principal and interest of the general mortgage 5s and owns the entire capital stock of $1,500,000. The authorized issue of these bonds is $2,000,000, of which $122,000 held to retire a like amount of Western Division gold 5s. See V. 54, p. 366, 587, 643.

From Jan. 1 to July 7, 1893 (6¼ months), gross earnings $74,948, against $56,492 in 1892.

Evansville & Terre Haute.—*(See Map.)*—Owns from Evansville to Terre Haute, Ind., 109 miles; Fort Branch to Mt. Vernon, 37 miles; other branches, 15 miles. Proprietary Lines—Evansville Belt Railway, 5 miles; total operated directly, 166 miles. Operates, keeping earnings separately, Evansville & Indianapolis (which see), 144 miles, and leased line, 12 miles; Evansville & Richmond Railroad, Elnora to Westport, 102 miles, and coal spurs 10 miles; total of all, 430 miles. The Rockville Extension, 23 miles additional, is leased to the Terre Haute & Logansport and Chicago & Eastern Illinois for $12,000 yearly. Also owns entire stock of Evansville & Indianapolis, which see.



MAP OF THE
EVANSVILLE & TERRE HAUTE R. R.
EVANSVILLE & INDIANAPOLIS R. R.
EVANSVILLE & RICHMOND R. R.
EVANSVILLE BELT RAILWAY.
PEORIA, DECATUR & EVANSVILLE RY.
Louisville, Evansville & St. Louis Consolidated.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Evansville Terre H. & Chic.—1st M., g., int. guar..c*	49	1870	$1,000	$775,000	6 g.	M. & N.	N. Y., Farm. L. & Tr. Co.	May 1, 1900
2d mortgage, gold, int. guar. by Ch. & E. Ill....c*	49	1872	1,000	325,000	6 g.	J. & J.	do do	Jan. 1, 1900
Incomes	....	1881	....	150,000	6	M. & N.	do do	May 1, 1920
Fall Brook—Cor. Cow. & Antrim deb., red. at 100.c*	....	1883	1,000	710,000	6	M. & N.	Phila., Fidelity Trust.	May 1, 1898
Farmville & Powhatan—1st mort. for $550,000	....	1888	....	320,000	6	M. & N.	.....	May, 1922
Second mortgage for $500,000, incomes	....	1889	....	500,000	6	F. & A.	.....	July 25, 1923
Findlay Ft. Wayne & West.—1stM.,g.,$18,000p.m.c*	60	1890	1,000	1,440,000	5 g.	J. & J.	Jan.,'93, coup. last paid	July 1, 1940
2d mortgage for $400,000, gold	60	1893	....	400,000	5 g.	.....	.....	.....
Eastern extension 1st M. for $1,650,000, gold...	....	1893	....	.....	5 g.	.....	.....	1943
Fitchburg—Common stock	....	....	100	7,000,000	....	.....	.....	.....
Pref. 4 per cent stock, non-cum	....	....	100	17,000,000	See text.	J. & J.	Boston, Office.	July 15, 1893
Bonds, $500,000 are 6s, due Oct. 1, 1897.....c	....	'74 &'7	1,000	1,000,000	6 & 7	A. & O.	do do	Ap.'94&Oc.'97
Bonds,$500,000 yr'ly,'99to1903 incl., bal.1908.c*	....	'80-'88	1,000	4,500,000	5	Various	do do	Var.'99 to1908
Bonds	....	1889	....	750,000	5	M. & S.	do do	Mch. 1, 1899
Bonds to State of Mass. (3½ p. c. int. till Feb.,'97)	....	1887	....	5,000,000	3½ to 4	F. & A.	do do	Feb. 1, 1937
Bonds.....c&r	....	1887	1,000	2,250,000	4½	M. & S.	do do	Sept. 1, 1897
Bonds	....	1890	1,000	500,000	5	J. & D.	do do	June 1, 1900
Bonds ($1,500,000 due 1907, interest A. & O)....	....	'84-'87	1,000	2,500,000	4	Various	do do	1904-5-7
Bonds.....c	....	1890	1,000	500,000	4	J. & D.	do do	June 1, 1920
Bonds for $1,791,000 (See text.)	....	....	....	Nil June,'93	....	.....	.....	.....
Boston Barre & Gardner 2d & 3d mortgages.....	....	1875	....	153,000	3 & 6	J. & J.	do do	July 1, 1895
Troy & Boston 1st mort. (V. 53, p. 405).....	35	1874	1,000	577,000	7	J. & J.	do do	July 1, 1924
Boston Hoosac Tun. & W. debentures, see text.c*	....	1883	1,000	1,364,000	5	M. & S.	N. Y., Kountze Bros.	Sept. 1, 1913
Cheshire RR. plain bonds, $550,000 due 1898..c'	....	76-'78	500 &c.	800,000	6	J. & J.	Boston, Fitchburg RR.	July 1,'96-'98
Brookline & Peppereil plain bonds, guar. (end)..	....	....	....	100,000	5	J. & D.	do do	Dec. 1, 1911
Flint & Pere Marquette—Common stock ($3,500,000)	....	....	100	3,298,200	....	.....	.....	.....
Pref. stock, non-cumulative (for $6,500,000).....	....	....	100	6,342,000	See text.	F. & A.	East Sag., Mich., Treas.	Feb. 15, 1893
Holly Wayne & Monroe 1st M. guar.p.& i., end..c	65	1871	1,000	1,000,000	8	J. & J.	N. Y., Merchants' N.Bk.	Jan. 1, 1901
Flint & Pere Marq'tte mortgage 6s of 1920, gold.c	281	1880	1,000	3,999,000	6 g.	A. & O.	N. Y., Mer. Ex. Nat. Bk.	Oct. 1, 1920
Consol. M.,(for $10,000,000) $20,000 p. m., g.c*	384	1889	1,000	1,800,000	5 g.	M. & N.	do do	May 1, 1939
Port Huron & Northwestern—1st mortgage.....c	....	1879	.....	104,000	7	A. & O.	do do	Oct. 1, 1899
F. & P. M. 1st M. Port H. Div. ($3,500,000),gold.c*	....	1889	1,000	3,125,000	5 g.	A. & O.	do do	Apr. 1, 1939
Equipm't bonds, $40,000 due annually Nov. 1.c*	....	1887	1,000	200,000	5	M. & N.	Boston, Intern'l Tr. Co.	Nov.1,'93to'97

ORGANIZATION, CONTRACTS, ETC.—This was formerly the Evansville & Crawfordsville RR. It belongs to the Mackey system, and is operated in close connection with the Louisville Evansville & St. Louis and the Peoria Decatur & Evansville—which see. Has close traffic contract with Chicago & Eastern Illinois for a route between Chicago and Evansville. (V. 55, p. 995.) Management modified in Sept. 1893. V. 57, p. 468.

DIVIDENDS since 1880.—In 1881, 4½ per cent; in 1884, 5; in 1885-3; in 1886, 4; from 1887 to 1890, inclusive, 5 per cent per annum; in 1891, 7; in 1892, January, 2; April, 5 per cent in general mortgage bonds; October, 5 per cent in cash (semi-annual); in 1893, January, 2½ per cent (dividends changed to quarterly.); Apr., 2½ p. c.; Aug., 2½ p. c.

BONDS, GUARANTIES, ETC.—Evansville & Richmond bonds for $1,400,000 and certain Evansville & Indianapolis bonds are guaranteed. See those companies. In September, 1893, it was reported that the Evansville & Terre Haute had endorsed Peoria Decatur & E. notes for $475,000. There were also car trust notes July 1, 1892, $689,217.

The Ev. & T. Haute general mortgage covers 182 miles of road owned and $3,500,000 of stock of proprietary roads, having a mileage of 277 miles. Of the authorized issue $3,855,000 are held in trust to retire the prior bonds at maturity, the mortgage providing that the prior liens shall be paid and not extended. A sufficient amount is also held to retire the car trust notes; $1,000,000 of the bonds were sold to provide for double-tracking, etc., in preparation for the Chicago Exposition.

LATEST EARNINGS.—For year ending June 30, 1893, approximate statement for whole system shows gross, $1,832,958, against $1,704,282 in 1891-92; net, $:97,842, agst. $849,814; net, including other income, $951,604, against $890,674; interest, taxes, etc., $607,021, against $511,937; dividends, $300,000, agst. $180,000; surplus, $44,583, against $267,199 in 1891-92.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Evansville the third Monday in October. Last report in V. 55, p. 854.

Year ending June 30—	1890.	1891.	1892.
Total miles operated	159	161	165
Gross earnings	$970,551	$1,102,629	$1,225,413
Net earnings	473,457	494,685	607,777
Other income	51,855	44,056	100,233
Total net income	$525,312	$538,741	$708,010
Interest on debt, etc	$204,300	$221,175	$231,346
Dividends	150,000	165,000	180,000
Balance, surplus	$171,012	$152,566	$296,664

—(V. 55, p. 462, 639, 679, 854, 995; V. 56, p. 165; V. 57, p. 144, 179, 422, 468.)

Evansville Terre Haute & Chicago.—Owns from Terre Haute Junction, Ind., to Danville, Ill., 49 miles; leases to Terre Haute 6 miles and Indiana Block Coal Road, 15 miles. On April 30, 1893, leased to the Chicago & Eastern Illinois for 999 years; terms, $75,000 per annum and payment of all rentals and taxes. Majority of stock owned by Ch. & East. Ill., which guar. int. on first and second mortgages.

Fairmont Morgantown & Pittsburg.—Owns from Union town, Pa., to Fairmont, W. Va., 54 miles. A consolidation in Aug., '93, of roads constructed in interest of B. & O., which will operate it when opened about Nov. 1, 1893. See B. & O. item, V. 57, p. 255.

Fall Brook Railway.—Owns from Corning, N. Y., to Antrim, Pa., 53 miles; branch to Harrison Valley, Pa., 33 miles; Fall Brook branch, 7 miles; leases Syracuse Geneva & Corning Ry., Corning, N. Y., to Geneva, N. Y., 58 miles, and branch, 6 miles; and Pine Creek Ry., Stokesdale Junction to Newberry Junc., Pa., 75 miles; total, 232 miles.

HISTORY, ETC.—Formerly Corning Cowanesque & Antrim. Name changed July 1, 1892, and stock increased to $5,000,000, of which $500,000 pref. See V. 55, p. 21. Dividends paid quarterly, March 31, etc. The coal line of Phila. & Reading and New York Central is over the road of this company, which jointly with said companies guarantees the bonds of the Pine Creek Railroad Company. For bonds called in 1893 see V. 56, p. 463.

In year ending June 30, 1893, gross earnings on 93 miles were $777,986; net, $307,899; net, inc. other income, $579,317; dividends (8¼ p. c. on preferred and 6 p. c. on common), $311,250; balance, surplus, $249,824.—(V. 53, p. 568; V. 54, p. 469; V. 55, p. 21.)

Farmville & Powhatan.—Owns Bermuda Hundred, Va., to Farmville, 89 miles, and branches to Eppes' Falls, etc., 7 miles; total 96 miles, 3-ft. gauge. Completed March 3, 1890. Stock: Common, $497,100; preferred, $500,000; par, $100. Loans and bills payable July 1, 1892, $41,918. In year ending June 30, 1892, gross earnings, $86,578; net, $13,875; taxes, $4,297. In year 1890-91 gross, $93,018; net, $8,345.

Findlay Fort Wayne & Western.—Owns road in operation from Findlay, O., to Haviland, 49 miles, and partly completed to Fort Wayne, Ind., 31 miles. In June, 1893, the directors authorized an increase in the capital stock from $3,090,000 to $3,490,000 and an issue of second mort. bonds for $400,000 to pay for extra work on road from Findlay westerly; but in July, 1893, Andrew Brown was made temporary receiver, and the contractor obtained an attachment for the amount due for extras. It is said $414,000 will complete the road. Trustees of mortgage of 1890 are Washington Trust Co. of New York and Allen Zollars of Ft. Wayne. Stock authorized, $18,000 per mile. In July, 1893, gross, $4,166; net, $616.

Fitchburg.—Owns from Boston, Mass., to Fitchburg, Mass., 50 miles; Greenfield to Troy, N. Y. 85 miles; Vermont to Rotterdam Junction, 61 miles; Boston Barre & Gardner Railroad, Worcester to Winchendon, 36 miles; South Ashburnham, Mass., to Bellows Falls, Vt., 54 miles; branches, 71 miles; Monadnock Railroad, 16 miles; total owned, 372 miles; leases—Vermont & Mass. RR. (which see), Fitchburg to Greenfield, 56 miles; other, 22 miles; total leased, 78 miles; total June 30, 1893, 450 miles, of which 159 miles double track.

ORGANIZATION.—On Oct. 1, 1890, consolidated with the Cheshire Railroad and on October 1, 1892, with the Boston Hoosac Tunnel & W., the Troy Saratoga & North. and the Monadnock.

STOCK—The State of Massachusetts owns $5,000,000 of the common stock. The preferred stock is entitled to 4 per cent dividends, then common and preferred receive dividends share and share alike. In year 1892-93 the preferred stock was increased from $16,498,000 to $17,000,000 for consolidation referred to above.

DIVIDENDS.—On preferred stock: In 1887, 2 per cent; in 1888, 2; in 1889, nil; in 1890, 2 p. c.; in 1891, 3½ p. c.; in 1892, Jan., 2 p. c.; July, 2; in 1893, January, 2 per cent; July, 2 per cent.

BONDS.—There are also $48,000 Monadnock Railroad 5 per cent bonds due July 1, 1897; and a 4¼ per cent mortgage note of the H. T. D. & E. Co. for $500,000 due April 5, 1894. On June 30, 1893, there were outstanding loans and bills payable amounting to $1,595,000, of which $391,000 was for B. B. & G. bonds paid when due. For Vermont & Mass. guaranteed securities see that company.

To pay $1,400,000 Boston Hoosac Tunnel & Western bonds subject to call upon 60 days' notice and $391,000 Boston Barre & Gardner bonds due (and paid) April 1, 1893, the directors were authorized in September, 1892, to issue bonds for $1,791,000. V. 55, p. 503, 544. In Sept., 1893, bonds for $2,000,000 were authorized for refunding bonds due in April, 1894, and for funding the floating debt. V. 57, p. 510.

LATEST EARNINGS.—For month of July, 1893, gross earnings were $644,711, against $643,498 in 1892.

ANNUAL REPORT.—Fiscal year ends June 30. The annual report for 1892-93 was in CHRONICLE V. 57, p. 508.

Year ending June 30.	1890.	1891.	1892.	1893.
Total miles operated	369	436	436	450
Total gross earnings	$6,259,533	$6,851,002	$7,348,805	$7,707,298
Op. expenses and taxes	4,525,605	5,133,465	5,336,778	5,768,472
Net earnings	$1,733,928	$1,717,537	$2,012,027	$1,938,826
Rentals paid	$271,980	$274,980	$260,980	$264,147
Interest on debt	799,153	869,068	945,271	953,254
Other interest	8,264	20,216	18,793	21,639
Dividends	261,835	562,749	649,238	668,133
Balance, surplus	$392,696	def. $9,475	$137,745	$31,653

—(V. 53, p. 256, 405, 714; V. 54, p. 243, 762; V. 55, p. 256, 419, 501 503, 544, 765, 806; V. 56, p. 247, 754; V. 57, p. 255, 508, 510.)

Flint & Pere Marquette.—Owns from Monroe, Mich., to Ludington, Mich., 254 miles; 13 branches to East Saginaw, Fostoria, etc., 150 miles; Port Huron to East Saginaw, 90 miles; Port Huron to Sand Beach (3 feet), 70 miles; Palm to Grindstone City, etc. (3 feet), 45 miles: Port Huron to Altmont (3 feet), 34 miles; trackage to Detroit and Redford, 17 miles; total in 1893, 660 miles, of which 139 were 3-feet gauge; "business-producing branches (not bonded)," 142 miles; spurs and sidings, 154 miles.

ORGANIZATION, SECURITIES, ETC.—Sold in foreclosure August 18 1880, and reorganized. In 1889 absorbed Port Huron & Northwestern, etc. (see V. 48, p. 222, 260). The consolidated mortgage of 1939 is a first mortgage on 114¼ miles of road. Trustee Central Trust Co. Port Huron Division mortgage is for $3,500,000, of which $125,000 reserved for $104,000 P. H. & N. W. 7s. On Jan. 1, 1893, there were outstanding bills payable for $505,790. Land grant was 513,000 acres, of which 64,350 acres unsold Jan. 1, 1893; sales in 1892—5,617 acres for $43,240; bills receivable Jan. 1, 1893, $80,316.

DIVIDENDS.—On preferred stock since 1885—In 1886, 4½; in 1887, 5½; in 1888, 7 and 5 extra; in 1889, 6½; in 1890, 6 per cent; in 1891, 3½; in 1892, Feb., 2½; Aug., 2 per cent; in 1893, Feb., 2 per cent. August dividend not paid on account of money stringency. V. 57, p. 217.

LATEST EARNINGS.—For 6 months ending June 30 earnings were:

6 Months.	*Gross.*	*Net.*	*Int'st, etc.*	*Bal., surp.*
1893	$1,482,012	$340,754	$298,815	$41,899
1892	1,467,001	417,905	297,342	120,563

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report for 1892 in V. 56, p. 667.

Year ending Dec. 31.	1890.	1891.	1892.
Total gross earnings	$2,923,575	$2,900,624	$2,886,715
Net earnings over taxes	$881,166	$861,213	$861,961
Interest on debt	558,104	581,771	607,943
Dividends	(5) 317,100	(4) 253,680	(4) 253,680
Bal. for the year	sur. $5,962	sur. $25,761	sur. $338

—(V. 54, p. 328, 367, 447, 798, 889; V. 56, p. 667; V. 57, p. 217.)

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Florida Central & Pen.—1st M. $5,226 p. m, gold.c*	575	1888	$1,000	$3,000,000	5 g.	J. & J.	N. Y., Am. Exch. Bank.	July 1, 1918
2d M. (1st on ext., 92 miles) $5,226 per m., gold.c*	666	1890	1,000	428,000	5 g.	J. & J.	do do	Jan. 1, 1930
Consol. mort., $7,800,000 ($10,000 p. m.), gold..c*	780	1893	1,000	3,262,000	5 g.	J. & J.	do do	Jan. 1, 1943
Fonda Johnstown & Gloversville—1st M., s.f., not dn.c*	10	1870	100 &c.	300,000	7	J. & J.	N. Y., St. Nich. Nat. Bk.	July 1, 1900
Cons. M. for $500,000 ($300,000 res'd for 1st M.)c	26	1881	100 &c.	200,000	6	A. & O.	do do	Apr. 1, 1921
Fort Wayne & Jackson—Common stock.....	98	....	100	436,132	....	.....	.....	.....
Pref. stock (8 p. c.), 5½ p. c. rental Lake Shore...	98	....	100	2,291,416	5½ p. an.	M. & S.	N. Y., Farm. L. & Tr. Co.	Sept. 1, 1893
Fort Worth & Denv. City—1st M., g., $18,000 p. m.c*	454	1881	1,000	8,176,000	6 g.	J. & D.	N. Y., Union Tr. & Bost.	Dec. 1, 1921
Equipment bonds.....c	15	1889	1,000	160,000	5	M. & S.	do do	Mch. 1, 1899
Pan Handle RR. 1st mortgage.....	15	....	1,000	225,000	5	J. & J.	do do	July 1, 1929
Fort Worth & Rio Gr.—1st M., gold, $20,000 p. m.c*	146	1888	1,000	2,923,300	5 g.	J. & J.	N. Y., H.B.Hollins & Co.	July 1, 1928
Galveston Harrisb. & S. Antonio—1st M., g., land gr.c*	....	'71-'80	1,000	4,756,000	6 g.	F. & A.	N.Y., So.Pac.Co., & Bost.	Feb. 1, 1910
2d mortgage, Harrisb. and Houston to San Ant.c*	225	1880	1,000	1,000,000	7	J. & D.	do do	June 1, 1905
West. Div. 1st M., g., San A. to El Paso, 636 m. &br.c*	671	1881	1,000	13,418,000	5 g.	M. & N.	N.Y., So.Pac.Co., 23 B'rd	May 1, 1931
2d mortgage (see remarks).....c*	671	1881	1,000	6,354,000	6	J. & J.	.....	July 1, 1931
Galveston Houston & Hend. of 1882—1st M., guar..c	50	1883	1,000	2,000,000	5	A. & O.	N. Y., 195 Broadway.	Apr. 1, 1913
Georgetown & Western—1st mortgage, gold.....c	36	1887	.....	200,000	5 g.	M. & N.	New York City.	May 1, 1917
Georgia Carolina & Nor.—1st M., gold, guar. p. & i.c*	268	1889	1,000	5,360,000	5 g.	J. & J.	N.Y., Merc.Tr.Co. & Balt.	July 1, 1929
Georgia Co.—Tr'stb'ds, s.f., dr. at 110 aft. July, 92, g.c*	....	1887	1,000	4,000,000	5 g.	J. & J.	July, '92, coup. last paid.	July 1, 1937
Georgia Midland & Gulf—1st M., gold (See text)c&r*	100	1893	1,000	1,650,000	4 g.	J. & J.	See text.	July 1, 1926
2d mort., incomes, non-cum., $7,500 per mile....r	100	1893	500	750,000	4	J. & J.	.....	Jan. 1, 1926
Ten-year notes.....	....	1893	.....	66,000	5	A. & O.	New York.	1903
Georgia Pacific—1st M., $10.000 p. m., gold, int. gu.	566	1882	1,000	5,663,900	6 g.	J. & J.	Jan. '93 coup. *bought.*	Jan. 1, 1922
Con. 2d M. ($9,000 per mile) gold, interest guar.c*	566	1888	500 &c.	4,711,510	5 g.	A. & O.	Apr., '92, coup. last paid	Oct. 1, 1923
Con. 2d income, non-cum. ($9,000 p. m.), gold..c&r	566	1888	500 &c.	4,660,000	5 g.	A. & O.	.....	Oct. 1, 1924
Equip. M., g., gu. p. & i. (end.) s.f., subj. to call.c*	....	1889	1,000	931,000	5 g.	F. & A.	See text.	Aug. 1, 1904
Equip, M., g., p. & i. gua. R.&D., subject to call..c*	....	1891	1,000	47,000	6 g.	M. & N.	do do	May, '94-1906
Car trusts, June 30, 1892.....	....	....	.....	664,650	....	M. & S.	N. Y., Atlantic Tr. Co.	.....
Georgia Railroad & Banking Co.—Stock.....	307	....	100	4,200,000	See text.	Q.—J.	N.Y., Am.Ex. B'k & Aug.	July 15, 1893
Bonds, not mortgage.....c*&r	....	1877	1,000	1,000,000	6	J. & J.	do do	July 1, 1897
Bonds, not mortgage.....c*&r	....	1880	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1910

Florida Central & Peninsula.—Owns Jacksonville to Chattahoochee, 209 miles; Tallahassee to St. Marks, 21 miles; Fernandina to Tampa, 241 miles; Waldo to Cedar Keys, 72 miles; Wildwood to Orlando, 53 miles; Hart's Road to Jacksonville, 25 miles; Jacksonville Belt Line Railroad, 3 miles; other, 42 miles; total, 666 miles. Also has operated since Jan. 1, 1892, under agreement, separately, the East Florida & Atlantic RR., Orlando to Oviedo, 16 miles. See also below.

HISTORY.—Sold in foreclosure in 1888 and reorganized by plan in V. 46, p. 289. Several extensions have since been completed, and in September 1, 1892, the South Bound RR., extending from Savannah, Ga., to Columbia, S. C., 136 miles, was leased for 99 years from Oct. 1, 1893. The Florida Central will complete by November, 1893, a line from Hart's Roads to Savannah, 114 miles, to connect the systems, until which time the roads will be operated separately. See V. 55, p. 177, 215, 503.

STOCK.—Common stock is $20,000,000, par $100; preferred, 4 per cent cumulative [with preference as to both principal and accumulated dividends], $4,500,000. The new preferred is exchangeable for any subsequent mortgage, interest on which is limited to 4 per cent. In 1893 the old 1st pref. for $1,582,000 was exchanged, dollar for dollar, for new consol. 5s and the old 2d pref. for the new preferred.

BONDS.—Car trusts 7s, June 13, 1892, $177,698, due in five years Under the consolidated mortgage for $7,800,000 (Trustee, N. Y. Guaranty & Indemnity Co.) sufficient bonds were reserved to retire first preferred stock and the prior bonds at maturity. Consols for $1,800,000 were sold in 1893 to build the Savannah extension (V. 55. p. 995), and further amounts are being issued to retire first preferred stock. In July, 1892, interest at 5 per cent was guaranteed from October 1, 1893, on $2,033,000 bonds of the South Bound RR. Co. See South Bound.

EARNINGS.—From July 1, 1892, to June 30, 1893 (12 months), gross, $1,655,721, against $1,645,655 in 1891-92; net, $522,786, against $551,488; taxes, $66,000, against $64,500; interest, $210,950, against $163,714; balance, surplus, 1893, $245,836, against $323,272 in 1892 on 660 miles in both years. (V. 55, p. 22, 145, 177, 215, 297, 995, **1034.** 1035; V. 56, p. 403, 502; V. 57, p. 255.)

Fonda Johnstown & Gloversville.—Owns from Fonda, N. Y. to Northville, 26 miles. The stock is $300.000; par, $100. In November, 1892, stock purchased by N. Y. Central parties, but in June, 1893 reported sold again. V. 55, p. 856, 1035. In year 1891-92 gross earnings, $229,383; net, $88,257. (V. 53, p. 641; V. 55, p. **589**, 856, 1035.

Fort Wayne & Jackson.—Owns from Jackson, Mich., to Fort Wayne, Ind., 98 miles. On August 24, 1882, leased perpetually to Lake Shore & Michigan Southern at a rental of $126,027, equal to 5½ per cent on the preferred stock (see V. 56, p. 812), and after 1887 any net earnings over 8 per cent on preferred stock to be paid as dividends on common stock, but not exceeding 2 per cent a year. In year 1892 gross earnings, $234,852, against $219,812 in 1891.

Fort Worth & Denver City.—*(See Map Union Pacific Denver & Gulf)*—Owns from Fort Worth, Texas, to Texas State line, 454 miles, and operates Pan Handle RR., 15 miles. The Union Pac. Denver & Gulf owns $7,766,000 of this company's $9,375,000 stock; par $100. See abstract of mortgage, V. 45, p. 440 (trustee, Mercantile Trust Co. of New York.) The stock of the Pan Handle RR. is owned, and its bonds (except $7,000) are held by trustee of U. P. Den. & Gulf cons. mortg.

In year ending December 31, 1892, gross earnings were $1,750,285; net, $501,243; other income, $18,780; fixed charges, $516,643; balance, surplus, $3,380. In 1891 gross, $2,014,720; net, $592,946.

Fort Worth & Rio Grande.—Owns from Fort Worth, Tex., to Brownwood, about 146 miles; completed in August, 1891. Mortgage trustee is Central Trust Company, New York. Stock authorized, $3,500.000; outstanding, $2,923,300; par, $100.

EARNINGS.—From January 1 to July 31, 1893 (7 months), gross, $212,890, against $195,973 in 1892; net, $56,066, against $40,107. In 1892 gross earnings were $388,628; net, $121,390. In 1891 gross, $330,075; net, $126,908. (V. 51, p. 569, 680; V. 52. p. 81, 351, 642.)

Galveston Harrisburg & San Antonio.—*(See Map of Southern Pacific.)*—Owns from Houston, Tex., to San Antonio, Tex., 217 miles; San Antonio to Rio Grande River, 636 miles; branches, 72 miles; leases 12 miles; total, 937 miles.

ORGANIZATION, STOCK, ETC.—Operated by the Southern Pacific Company, which owns all but $570,812 of the $27,093,012 stock (par, $100).

BONDS.—First mortgage covers 256 miles of road and 1,076,331 acres of land valued at about $1,467,000. It has a sinking fund of 1 per cent, but it is optional with bondholders to surrender their bonds if drawn. There is also $43,399 Texas school debt outstanding. Floating liabilities Jan. 1, 1893, $4,284,763, including $1,334,340 unpaid coupons on W. D. 2d mortgage; floating assets, $670,816.

EARNINGS.—From January 1 to July 31, 1893 (7 months), gross, $2,484,510, against $2,385,307 in 1892; net, $553,247, against $384,808. In 1892 gross earnings $4,556,424; net, $1,094,085; receipts from trackage, etc., $74,609; total net income, $1,168,666; charges, $1,215,916; deficit from operations, $47,249; interest on Western Div. 2d mortgage, etc., $398,552; total deficit for year, $445,801. In 1891 gross, $4,517,589; net, $1,247,369.—(V. 54, p. 800; V. 55, p. 100, 146.)

Galveston Houston & Henderson of 1882.—Owns from Galveston, Texas, to Houston, Texas, 50 miles. Foreclosed in 1871, and again in 1882. Control vested in Mo. Kan. & Tex. Leased for 99 years to International & Great Northern and bonds guaranteed by that company. The lessee it is said pays interest and turns over to this company all surplus earnings over expenses, taxes, etc. Stock, $1,000,000; par, $100. In 1891 gross, $449,992; net, $63,621; taxes, $10,629.

Georgia Carolina & Northern.—Owns road from Monroe, N. C., to Atlanta (Inman Park), Ga., 268 miles; completed in April, 1892. Belongs to "Seaboard" system, and bonds guaranteed (by indorsement on each bond) by lessees, Seaboard & Roanoke and Raleigh & Gaston RR. Cos. Mercantile Trust & Safe Deposit Co. of Baltimore is trustee of mortgage; see abstract, V. 49, p. 239. Stock authorized, $1,000,000; outstanding, $527,126 (par $100), mostly owned by the lessees. Loans and bills payable, July 1, 1892, $465,009. From January 1 to June 30, 1893 (6 mos.), gross earnings were $242,280, against $90,980 in 1892. In year 1892 $292,597, against $146,010 in 1891. R. F. Hoke, Athens, Ga., President. (V. 54, p. 889.)

Georgia Company.—This company was formed in 1887 to control the Georgia Central Railroad & Banking Company, of whose stock it owns $4,000,000, all pledged to secure its trust bonds. Its own stock of $12,000,000 and $3,447,000 of the collateral trust bonds are owned by Richmond & West Point Terminal. In November, 1892, the Richmond Terminal receiver brought suit to set aside contract by which the securities of this company were purchased. See V. 55, p. 938. Interest defaulted Jan., 1893. See notice CHRONICLE March 18, 1893.

Georgia Midland & Gulf.—Owns from Columbus, Ga., to McDonough, 100 miles. Completed in September, 1887. Operates Columbus Southern, Columbus to Albany, Ga., 88 miles. Incomes, 6 per cent non-cumulative, $105,000. Stock authorized, $2,000,000; outstanding, $1,245,000; par, $100. Car trusts, $53,900. In 1892 practically all the old 6s were exchanged for new 4s and incomes. For extensions additional 1st 4s may be issued at $15,000 per mile. The January and July, 1893, interest on the first mortgage bonds was paid in ten-year 5 per cent notes.

In year ending June 30, 1891, gross earnings were $212,222; net over expenses and taxes, $76,434; interest, $89,460. (V. 56, p. 42, 164.)

Georgia Pacific.—*(See Map of Richmond & West Point Terminal.)*—Atlanta, Ga., to Greenville, Miss., 458 miles; Woodlawn to Bessemer, Ala., 19 miles; small branches, 18 miles; Deer Creek branch (three-feet gauge), 22 miles; other lines, 48 miles; total, 566 miles.

LEASE, ETC.—Leased to the Richmond & Danville for 20 years from January 1, 1889, (with privilege of renewal); rental net earnings.

In June, 1892, the Richmond & Danville and the Richmond Terminal were placed in receivers' hands. Interest due Oct. 1, 1892, on the 2d mortgage was not paid, and January, 1893, coupons on first mortgage were bought by W. P. Clyde and G. F. Stone. Since August, 1893, road operated by receiver independent of Rich. & Dan. (V. 56, p. 43.)

REORGANIZATION.—The Rich. & W. P. Terminal reorganization plan as amended provides that the *first mortgage* bonds shall receive interest at 5 per cent in cash and 1 per cent in preferred stock of the new company for five years from Jan. 1, 1893, and at 6 per cent in cash thereafter. Their present mortgage lien to remain undisturbed (except as to interest as above); or if, in order to carry out this arrangement, foreclosure be found necessary, new bonds of equal lien to be substituted. *Consolidated second mortgage* bonds to receive 125 per cent in preferred stock of the new company. *Income bonds* to receive 35 per cent in preferred stock of the new company. *Stock* to receive 50 per cent in common stock of the new company. In July, 1893, suit to foreclose the mortgage was brought in accordance with the plan. V. 57, p. 144.

STOCK.—Stock is $8,555,000 (par $100), of which $4,378,432 is held by Richmond & West Point Terminal Co.

BONDS.—The equipment bonds are guaranteed as to principal and interest by endorsement on bonds by Richmond & Danville. Unsecured floating debt to R. & D. Jan. 1, 1893, was about $4,000,000, a part of which is, however, in dispute.

EARNINGS.—In year ending June 30, 1892, gross were $2,043,614; net, $365,480; charges, $777,000. In 1890-91 gross, $1,889,316. See V. 56, p. 881. (V. 53, p. 880; V. 56, p. **537**, 668, 881, 974; V. 57, p. 144.

Georgia Railroad & Banking Company.—Owns from Augusta, Ga., to Atlanta, Ga., 171 miles; branches to Washington and Athens, 58 miles; Macon & Augusta RR. (proprietary road), Camak, Ga., to Macon, Ga., 74 miles; trackage, 4 miles; total, 307 miles.

ORGANIZATION.—Owns also one-half the stock of the Western Railway of Alabama (the Central Railroad of Georgia owning the other half), and has a one-fifth interest in the Port Royal & Augusta and a thirty-five one-hundredths interest in the Atlanta & West Point (which see). Guarantees (jointly with Central RR. & B. Co. of Georgia) the $1,543,000 first mortgage 4½ per cents of Western Railway of Alabama.

In April, 1881, the railroad (307 miles) and its interest in the other railroad companies were leased for 99 years to W. M. Wadley and associates, for the Central of Georgia and the Louisville & Nashville, at $600,000 per year. In 1893, to avoid taxation as railroad property, the banking department (not included in the lease) was turned over to the "Georgia Railroad Bank," a separate corporation, a majority [$198,200] of whose stock is held by the Georgia RR. & Banking Co.

DIVIDENDS since 1880—In 1881, 9½ per cent; in 1882, 10¼; from 1883 to 1887, 10; in 1888, 10¾; from 1889 to July, 1893, both inclusive, at rate of 11 per cent per annum (2¾ per cent quarterly).

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Georgia RR.—(Concluded.)—								
Bonds not mortgage.....c*&r	....	1882	$1,000	$300,000	6	J. & J.	N.Y.,Am. Ex.Bk.&Aug.	Jan. 1, 1922
Bonds not mortgage.....r	....	1887	1,000	200,000	5	J. & J.	do do	Jan. 1, 1922
Georgia Southern & Florida.—Stock.....	....	....	100	4,275,000	....	....	.....	.....
1st mortgage ($12,000 p. m.), gold.....*c	285	1887	1,000	3,420,000	6 g.	J. & J.	Jan. '92 coup. last paid.	July 1, 1927
Gettysburg & Harrisburg—.....	35	....	50	600,000	....	....	.....	.....
1st mortgage.....	....	1891	1,000	56,000	5	A. & O.	.....	1926
Gouverneur & Oswegatchie—1st M., gold, guar....c	15	1892	1,000	300,000	5 g.	J. & D.	N.Y.,Gr'd Cent.Station.	June 1, 1942
Grand Rapids & Indiana—Stock.....c*	....	....	100	4,986,081	....	.....	.....	.....
1st M., land grant, g., s. f. (guar. by Pa. RR.)..c*	335	1869	1,000	} 3,861,000	7 g.	J. & J.	N. Y., Winslow, L. & Co.	Oct. 1, 1899
1st M., g., ($373,000 land grant s. f. not drawn).c*	335	1869	1,000	}	7 g.	A. & O.	do do	Oct. 1, 1899
1st mort., extended, gold, guar. by Pa. RR.....c*	335	1891	1,000	1,514,000	4½g.	J. & J.	do do	July 1, 1941
2nd mortgage, redeem. at 105 till Aug. 1, 1894.c*	367	1884	1,000	2,975,000	6	M. & N.	do do	Nov. 1, 1899
General mortgage for $13,000,000.....c &r	367	1884	1,000	3,746,000	5	M. & S.	Mar.'92, coup. last paid	Sept. 1, 1924
Funded coupon scrip for $1,498,400.....	....	1893	....	1,234,000	4	Semi-an	N. Y., Winslow, L. & Co.	.....
Musk. G. R. & Ind. RR. 1st M., gold, traf. guar.c*	37	1886	1,000	750,000	5 g.	J. & J.	N. Y., Winslow, L. & Co.	July 1, 1926
Great Northern—Stock, pref. (no com. stock issued)	....	....	100	See text.	5 per an.	Q.—F.	N. Y. Office, 40 Wall St.	Aug. 1, 1893
Collat. Tr. mort., red. at 100 after Sept.,'93,gold..c	....	1892	1,000	15,000,000	4 g.	M. & S.	do do	Sept. 1. 1902
St. Paul Minn. & Man.—Stock (rental 6 p. c. in gold)	....	....	100	20,000,000	6 per an.	Q.—F.	do do	Aug. 1, 1893
St. P. Min. & Man. 1st M.l.gr., s.f.,g., dr'n at 105.c*	620	1879	100 &c.	2,321,000	7 g.	J. & J.	New York and London.	July 1, 1909
2d mortgage, gold (does not cover lands).....c*	620	1879	1,000	8,000,000	6 g.	A. & O.	do do	Oct. 1, 1909
Dakota Extension 1st M. ($12,000 p.m.),gold.c*	....	1880	1,000	5,676,000	6 g.	M. & N.	New York, 40 Wall St.	Nov. 1, 1910
Cons. mort.,1 gr. ($13,344,000 are 6s), gold..c*&r	2,467	1883	1,000	31,734,000	4½ & 6g.	J. & J.	do do	July 1, 1933
Montana Exten. 1st M. ($25,000 p. m.),gold.c*&r	411	1887	1,000&c	7,616,000	4 g.	J. & D.	do do	June 1, 1937
Pacific Extension M. for £6,000,000, gold..c*&r	802	1890	£100 &c	£3,000,000	4 g.	J. & J.	N.Y.& Lon.,Baring Bros	July 1, 1940
Minneap. Un.RR.1st M.,g.,gu.($650,000 are 5s).c*	....	1882	$1,000	$2,800,000	5 & 6 g.	J. & J.	New York, 40 Wall St.	July 1, 1922
East of Minn. 1st M. ($50,000 p. m.), g., gu..c*&r	70	1888	1,000&c	4,700,000	5 g.	A. & O.	N.Y.40Wall; Bos.,Lee,H	Apr. 1, 1908
Montana Cen. 1st M., g.($6,000,000 are 6s)gu.c&r	261	1887	1,000&c	8,000,000	5 & 6 g.	J. & J.	New York, 40 Wall St.	July 1, 1937
Willmar & Sioux Falls—1stM.,g.,gu.p.&i,(end)c*&r	147	1888	1,000	2,625,000	5 g.	J. & D.	do do	June 1, 1938

COMPANY'S REPORT.—In year ending March 31, 1893, rental, etc., was $600,150; dividend (No. 7) from bank, $50,000; total, $650,150; interest, $148,000; dividends paid (11 per cent), $462,000; balance, $40,150; taxes, etc., $75,106; deficit, $34,957. Net earnings of bank for year 1891-92 were $65,380, and bank surplus Mar 31, 1892, $203,067.

EARNINGS OF RAILROADS.—From July 1, 1892, to June 30, 1893 (12 months), gross earnings of the railroads were $1,480,252, against $1,585,508 in 1891-92; net, $392,018, against $313,642. In year 1891-92 gross earnings $1,585,508; net, $313,642; total, not including interest and dividends received, $375,326. In 1890-91 gross, $1,891,-692; net, $658,475; other income, $60,619. Deficit to lessees on lease was in 1888-89, $21,066; in 1889-90, $33,959. Profit in 1890-91 was $118,679. Deficit in 1891-92, $249,390. Due lessees June 30, 1890, $600,976. (V. 53, p. 289; V. 55, p. 461.)

Georgia Southern & Florida.—Owns from Macon, Ga., to Palatka, Fla., 285 miles, and operates the Macon & Birmingham (which see), 95 miles. Completed in January, 1890. In 1891 Mr. Willis B. Sparks, was appointed receiver. The Jan., 1892, coupons were paid in May 1892, and the July coupon went to default. (See V. 52, p. 796; V. 53, p. 95.) In October, 1892, foreclosure proceedings instituted. V. 55, p. 503, 679. A bondholders' committee has been appointed (see V. 55, p. 722, 856), and a majority of the bonds has been deposited with the trustee of mortgage, the Mercantile Trust & Deposit Co. of Baltimore. (V. 55, p. 938.) As to status of affairs July 25, 1893, see V. 57, p 179. On July 25 the foreclosure proceedings were postponed till November session of Court.

EARNINGS.—For July, 1893, gross $64,838, against $61,770 in 1892; net $6,929, against $17,408.

In the year ending June 30, 1893, gross earnings were $317,323; net, $176,968. In year 1892 gross, $768,447; net, $243,661.—(V. 55, p. 503, 679, 722, 856; V. 55, p. 938; V. 57, p. 105, 179.)

Gouverneur & Oswegatchie.—Owns from Gouverneur to Edwards, N. Y., 15 miles. Stock, $350,000. Bonds guaranteed, principal and interest, by N. Y. Central. See V. 55, p. 810 and V. 56, p. 501.

Grand Rapids & Indiana.—*(See Map of Pennsylvania RR.)*—Owns from Fort Wayne, Ind., to Mackinaw City, 367 miles; Manistee Branch, 25; other branches, 44 miles; total owned, 436 miles; leases, and operates Cincinnati Richmond & Fort Wayne RR., 86 miles; Traverse City RR., 26 miles; Muskegon Grand Rapids & Indiana RR., 37 miles—149 miles; total, 585 miles. Second track 3 miles.

HISTORY AND STOCK.—Formed in 1854 and operated in interest of the Pennsylvania Railroad, which votes a majority of stock until July, 1941.

BONDS.—Of the original $5,375,000 1st mortgage 7s $3,934,000 were guaranteed by the Penn. RR. and $4,439,000 were land grant bonds.

Until Jan. 1, 1894, the company offers to extend its 7 per cent first mort. bonds at 4½ per cent till July 1, 1941, with a bonus of $100 per bond. The *extended* 4½s are endorsed with the guaranty of the Penn. RR. Co. to purchase the coupons as they mature, and the bond itself at maturity, if not paid by the Grand Rapids company. The extended bonds have no lien on the land grant. See guaranty V. 56, p. 649.

Pennsylvania RR. on Dec. 31, 1892, owned the $2,975 000 2d mortgage bonds and $456,710 coupons.

The rental of the *Muskegon & Grand Rapids* it is provided shall equal interest on the bonds; in 1892 Muskegon road had profit over all charges of $1,147, against $18,456 in 1891. As to guaranty of interest on Cin. Rich. & Fort Wayne and Traverse City, see those companies.

FUNDING PLAN.—Default was made Sept. 1, 1892, on coupons of general mortgage 5 per cents, and in 1893 most of the holders consented to fund the interest (from March 1, 1892, to March 1, 1900, into scrip, upon which 4 per cent interest shall be paid semi-annually until the scrip is paid in full. This plan will reduce the annual current liabilities till 1900 to $681,261. See plan V. 56, p. 413; V. 57, p. 144.

FLOATING DEBT, ETC.—On Dec. 31, 1892, car trusts were $316,087; bills payable, secured by 5 per cents as collateral, $300,000; 7 per cent coupons purchased by Penn. RR., $396,845; 6 per cent coupons held by Penn. RR., $162,000; 5 per cent coupons unpaid, $93,375; bonds and mortgages on real estate, $254,186.

LANDS.—The company has a land grant and in 1892 sold 21,652 acres of farm land and 1,314 acres of pine land, for the aggregate price of $237,886. The lands unsold on Jan. 1, 1893, were about 286,239 acres. Assets $1,030,373 bills receivable, etc., and $809,926 cash.

EARNINGS.—Jan. 1 to July 31, 1893 (7 months), gross, whole system, $1,733,402, against $1,807,123 in 1892; net, $328,695, agst. $477,449.

ANNUAL REPORT.—Report for 1892 was in V. 56, p. 666, showing results below; rentals and miscellaneous in 1892 included $139,470 for car trusts, betterments, etc., and $24,400 for extending bonds.

Year end'g Dec. 31.	1889.	1890.	1891.	1892.
Miles operated.....	408	428	432	438
Gross income.....	$2,291,166	$2,602,415	$2,400,414	$2,516,640
Net over exp's & taxes	766,714	859,382	694,788	732,654
Interest on bonds, etc.	737,425	739,700	751,929	724,850
Int. on floating debt..	54,553	58,630	52,186	46,997
Rentals and miscel...	3,168	30,760	208,431	203,972
Balance.....	def.$28,433	sur.$30,292	df.$317,758	df.$243,165

—(V. 54, p. 885; V. 55, p. 373; V. 56, p. 413, 649, 666; V. 57, p. 144.)

Great Northern.—*(See Map.)*—Operates under lease the St. Pau Minneapolis & Manitoba Railroad, operating 3,702 miles of road. Also owns the entire stock of the following lines, but keeps their earnings separate, their income appearing in the Great Northern income account only as revenue from stocks and bonds owned or as other receipts: The Willmar & Sioux Falls, Willmar, Minn., to Sioux Falls, Dak., 147 miles; the Duluth Watertown & Pacific, Watertown, Dak., to Huron, Dak., 70 miles; the Minneapolis Union, 2·5 miles; the Eastern of Minnesota, 72 miles; the Montana Central, Great Falls, Mon., to Butte, Mon., 260 miles, including branches; total, 545 miles; also owns the Seattle & Montana, Fair Haven & Southern and New Westminster South. RRs., extending from Seattle, Wash., to S. Westminster, 159 miles. Total operated July 1, 1893, was 4,413, against 3,417 July 1, 1892. Extension to Seattle, Wash., was completed in June, 1893, and to Yankton, So. Dakota, in September, 1893.

HISTORY, STOCK, LEASES, ETC.—This corporation in February, 1890 leased the St. Paul Minneapolis & Manitoba for 999 years, assuming its funded debt and guaranteeing 6 per cent per annum in gold on its $20,-000,000 stock. The Great Northern's authorized capital was $40,000,000, of which $20,000,000 is preferred 6 per cent non-cumulative, and this only is at present outstanding. The Manitoba stockholders were offered the privilege of taking it at 50, the remaining 50 per cent being paid by a transfer to the Great Northern of all the securities owned by the Manitoba Company, amounting to over $22,000,000. The securities acquired by the Great Northern have been placed in trust to secure the unity of the system. (See V. 49, p. 435; V. 50, p. 205.) No increase of the preferred stock can be made without the consent of the holders of three-fourths the preferred stock outstanding.

In August, 1892, made an agreement with Phi'adelphia & Reading for consolidating the management of lake transportation companies.

STOCK—Holders of May 15, 1893, were offered the privilege of subscribing at par for $5,000,000 new pref. stock, payment to be made in five equal instalments at different dates from June 1st to Oct. 2d, 1893. Proceeds will be applied to additional equipment, terminals, etc. When issued it will make the Great Northern's total preferred $25,000,000. See V. 56, p. 753. Only $21,851,300 preferred had been listed on N. Y. Exchange in September, 1893. See V. 55, p. 332. See also history above.

LANDS.—St. P. Min. & Man. land grant was 3,848,000 acres. Land sales are applied to the redemption of 1st mort. bonds at or under 105.

Sales for year ending June 30, 1892, were 124,584 acres, for $1,022,-768, and 283 town lots, for $14,989. The net amount due on land contracts June 30, 1892, was $1,372,676; lands unsold, 1,512,217 acres, of which 118,000 acres in dispute with St. P. & Northern Pacific, and 543,602 acres in process of adjustment with Government.

Minneapolis & St. Cloud grant was 476,864 acres; unsold July 1, 1892, 419,000; sales in 1891-92, 3,173 acres, for $16,082.

DIVIDENDS, &c.—Dividends on Great Northern preferred stock: In November, 1890, 1 per cent; in 1891, 4¾; in 1892, 5 per cent; in 1893, Feb., 1¼; May, 1¼ per cent; Aug., 1¼ per cent.

Dividends on Manitoba stock have been 6 per cent yearly since 1880.

BONDS.—In 1892 the Great Northern issued its *collateral trust* bonds for $15,000,000, secured by deposit with the trustee of £3,000,000 Pacific Extension 4s of the St. Paul Minn. & Manitoba Ry. Co. Any or all of these bonds are subject to call for redemption at par and interest at any time after Sept. 1, 1893, upon three months' notice. V. 54, p. 525.

The St. Paul Min. & Man. *consol. mort.* of 1883 is for $50,000,000, of which $19,426,000 were reserved to pay prior liens. The mortgage on *Montana Extension* is for $25,000,000 for extensions, $15,000 per mile being allowed for second track. Certain bonds secured by this mortgage, additional to amount in table, are deposited as part security for Pacific extension bonds. Abstract V. 45, p. 342.

Pacific extension mortgage for £6,000,000 (trustee of mortgage Central Trust Company of New York), provides for bonds at £6,000 per mile in Montana and £7,000 per mile west of Montana; £3,000,000 of this issue are pledged to secure the Great Northern's collateral trust bonds. See abstract of mortgage, V. 52, p. 82.

Minneapolis Union bonds cover the passenger terminals at Minneapolis, including Union depot and double-track stone arch bridge across the Mississippi.

Eastern Railway of Minnesota runs from Hinckley northward 70 miles, to a point near Duluth; the mortgage covers equipment, terminals and elevators. *Montana Central* bonds cover several roads. (See adv. CHRON. Dec. 12, 1891.) The Manitoba guarantees both these issues, and the Great Northern assumes the guaranty.

The *Willmar & Sioux Falls* bonds are endorsed with joint and several guaranty of the Manitoba and Great Northern companies. Further issues of these may be made at $17,500 per mile for additional road. V. 56, p. 247.

LATEST EARNINGS.—From July 1, 1892, to June 30, 1893 (12 months) the estimated gross of the St. Paul Minneapolis & Manitoba were $14,012,214, against $12,991,251 in 1891-92, and for the entire Great Northern system $16,523,768, against $15,458,928 in 1891-92.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at St. Paul on the second Thursday in September. The annual report for 1891-92 was published in the CHRONICLE, V. 55, p. 975, 1013, 1037.

The following tables shows (1) earnings of the lines leased from St, Paul Minneapolis & Manitoba Co., (2) the Gt. Northern income account, (3) the earnings of the Eastern of Minnesota Montana Central, etc.


MAP OF THE
GREAT NORTHERN
RAILWAY SYSTEM.
BRITISH COLUMBIA
ALBERTA
ASSINIBOIA
MANITOBA
L. Manitoba
L. Winnipeg
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
MONTANA
WYOMING
UTAH
COLORADO
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
MINNESOTA
IOWA
MISSOURI
WISCONSIN
MICHIGAN
Lake Superior
Rainy Lake
GREAT NORTHERN RAILWAY
SPOKANE FALLS & NORTHERN
NORTHERN PACIFIC
GREAT NORTHERN
NOR. PAC.
C. P. R.
C. R. I. & P.
C. M. & St. P.
C. St. P. M. & O.
C. B. & Q.
C. & N. W.
C. G. W.
M. St. P. & S. S. M.
D. S. S. & A.
G. N. O.
M. K. & T.
K. C. & O.
K. C. P. & G.
K. C. S.
T. & P.
A. T. & S. F.
S. P.
U. P.
O. S. L.
D. & R. G.
M. P.
C. & E. I.
I. C.
L. S. & M. S.
T. P. & W.
Seattle
Tacoma
Olympia
Portland
Spokane
Everett
Vancouver
Victoria
Westminster
Calgary
Medicine Hat
Lethbridge
Ft. McLeod
Dunmore
Moose Jaw
Regina
Long Lake
Broadview
Russel
Minnedosa
Rapid Cy.
Portage la Prairie
Winnipeg
Morris
Melita
St. Johns
Cando
Bottineau
Rugby Jct.
Devil's Lake
Grand Forks
Fargo
Jamestown
Bismarck
Glendive
Ft. Benton
Great Falls
Helena
Butte
Anaconda
Silver Bow
Missoula
Garrison
Boulder
Gallatin
Livingston
Laurel
Big Horn
Rosebud
Miles City
Cinnabar
Red Lodge
Dillon
Yellowstone National Park
Buffalo
Deadwood
Rapid Cy.
Custer
Buffalo Gap
Edgemont
Chamberlain
Woonsocket
Pierre
Huron
Aberdeen
Watertown
Sioux Falls
Yankton
Sioux Cy.
Valentine
Niobrara
Crawford
Casper
Irvine
Wendover
Lakeside
Oakdale
O'Neil
Harrington
Brewster
Omaha
Council Bluffs
Lincoln
Grand Island
Kearney
Julesburg
Sterling
Ft. Collins
Greeley
Holyoke
Holdredge
Superior
Denver
St. Francis
Limon
Colby
Lenora
Beloit
Oakley
Ellsworth
Salina
Topeka
Kansas City
St. Joseph
Atchison
Leavenworth
Belleville
Mexico
Macon
Jefferson Cy.
Sedalia
Pabla
Emporia
Great Bend
Hutchinson
Eldorado
Wichita
Ft. Scott
St. Louis
E. St. Louis
Vincennes
Springfield
Decatur
Jacksonville
Galesburg
Peoria
Bloomington
Kookuk
Gallatin
Davenport
Muscatine
Rock Id.
La Salle
Joliet
Chicago
Milwaukee
Madison
Janesville
Dubuque
Cedar Rapids
Des Moines
Ottumwa
Afton
Ft. Dodge
Mason Cy.
Albert Lea
Austin
Portage Cy.
Winona
La Crosse
Sparta
Chien
Prairie du
Merrill
Lester
Perkins
Maurice
Hanley
Marshall
Redwood
Garretson
Pipestone
Watertown
Vienna
Granite Falls
Willmar
Princeton
Anoka
Milaca
Elk River
Mora
Prentice
Menominee
Pembine
Ashland
Bessemer
Holyoke
Brainerd
Mansfield
Huntley
St. Cloud
Sauk Centre
Evansville
Wadena
Elizabeth
Fergus Falls
Rutland
Ellendale
Edgeley
Amherst
Tintah
Morris
Browns Val.
Benson
Appleton
Forest Cy.
Carlisle
Pelican Rapids
Detroit
Moorhead
Park Rapids
Fosston
Shirley
Thief River Falls
Red Lake Falls
Crookston
Duluth
Two Harbors
La Prairie
Sundahl
Tower
Ely
Grand Marais
Pt. Arthur
Northcote
Hallock
Stephen
Warren
Langdon
Cavalier
Neche
St. Vincent
Pembina
Rugby
Park R.
Larimore
Churches Ferry
Towner
Granville
Minot
Wallace
Lakota
Harlem
Dodson
Bowdoin
Hinsdale
Glasgow
Nashua
Oswego
Chelsea
Calais
Bifford
Wheelock
White Earth
Chester
Hingham
Shelby Jct.
Carlton
Midvale
Pleasant
Kootenai Falls
Atlanta
Bonners Ferry
Sand Point
Colville
Conconully
Harrington
Rock Island
Ewall
Cheney
Mullan
Murray
Wenatchee
Garfield
Colfax
Moscow
Connell
Pasco
Pomeroy
Dayton
Walla Walla
Wallula Jct.
Umatilla
Pendleton
Willows
Heppner
Enterprise
Dalles
Columbia R.
Kalama
Chehalis
Pt. Townsend
Whatcom
Fairhaven
Hamilton
Sumas
Yale
Lytton
Ashcroft
Ainsworth
Nelson
Missouri River
Snake River
Harney L.
Summer Lake
Lakeview
Three Creek
Prineville
Canyon City
Baker City
Challis
Galena
Hardin
Harney
Boise Cy.
Shoshone Jct.
Pocatello
McCammon
Logan
Granger
Ogden
Great Salt Lake
Salt Lake City
Provo Cy.
Pleasant Valley Jct.
Nephi
Glenwood Sprs.
Grand Jct.
Buena Vista
Leadville
Colorado Sprs.
Pueblo
Montrose
Ouray
Frisco
Milford
Rawlins
Green River
Laramie
Cheyenne
Columbia
Tecoma
Elko
Winnemucca
Battle Mtn.
Palisade
Susanville
Alturas
Crescent City
Sisson
Tehama
Ukiah
Reno
Stillwater
Virginia City
Carson Cy.
Austin
Eureka
Yuba Cy.
Sacramento
Hawthorne
Santa Rosa
San Francisco
Oakland
Roseburg
Grant's Pass
Eugene City
Albany
Corvallis
Salem
Oregon Cy.
E. Portland
McMinnville
Newport
Astoria
Kalama
Longview
Olympia
Tacoma
Seattle
Everett
Snohomish
Monroe
Sultan
Index
Gold Bar
Skykomish
Scenic
Leavenworth
Wenatchee
Ellensburg
Cle Elum
Roslyn
Easton
Yakima
North Yakima
Toppenish
Sunnyside
Prosser
Kennewick
Pasco
Connell
Ritzville
Davenport
Wilbur
Creston
Wellpinit
Reardan
Fairfield
Rockford
Spokane
Hillyard
Coeur d'Alene
Wallace
Mullan
Missoula
Garrison
Drummond
Philipsburg
Anaconda
Butte
Silver Bow
Whitehall
Three Forks
Bozeman
Livingston
Gallatin
Belgrade
Manhattan
Logan
Salesville
Big Timber
Billings
Laurel
Columbus
Park City
Red Lodge
Cinnabar
Gardiner
Yellowstone National Park
Cody
Basin
Greybull
Thermopolis
Worland
Hot Springs
Shoshoni
Lander
Riverton
Casper
Alcova
Glenrock
Douglas
Orin Jct.
Edgemont
Hot Springs
Oelrichs
Chadron
Crawford
Harrison
Hemingford
Alliance
Bridgeport
Minatare
Scottsbluff
Gering
Mitchell
Morrill
Lyman
Henry
Bayard
Kimball
Potter
Dix
Sidney
Chappell
Big Springs
Julesburg
Ovid
Sedgwick
Holyoke
Wray
Yuma
Idalia
Haigler
Culbertson
Indianola
McCook
Oxford
Cambridge
Arapahoe
Holdrege
Minden
Kearney
Gibbon
Shelton
Wood River
Grand Island
Central City
Fullerton
Genoa
Columbus
Schuyler
North Bend
Fremont
Omaha
Council Bluffs
Lincoln
Beatrice
Crete
Wilber
Hastings
Superior
Nelson
Red Cloud
Blue Hill
Superior
Geneva
Fairmont
Exeter
Milford
Seward
York
Aurora
David City
Osceola
Polk
Stromsburg
Central City
Fullerton
Genoa
Columbus
Schuyler
North Bend
Fremont
Omaha
Council Bluffs
Lincoln
Beatrice
Crete
Wilber
Hastings
Superior
Nelson
Red Cloud
Blue Hill
Superior
Geneva
Fairmont
Exeter
Milford
Seward
York
Aurora
David City
Osceola
Polk
Stromsburg

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Green Bay Winona & St. Paul—Common stock	....	....	$100	$8,000,000	....	.....	----------	--------
Preferred stock (see text) c*	....	....	100	2,000,000	....	.....	----------	--------
First consolidated mortgage, gold c	215	1892	500 &c.	2,500,000	5 g.	F. & A.	N.Y., Farm. L.& Tr. Co.	Feb. 1, 1911
2d mortgage, income, non-cumulative c	215	1892	1,000	3,781,000	4	F. & A.	N. Y., when earned.	Aug. 1, 1906
Gulf & Chicago—Stock	62	....	100	400,000	....	J. & D.	Ripley, Miss.	June, 1893
Gulf West. & Texas.—1st M.($20,000, p. m.) gold	111	1891	....	2,220,000	5 g.	J. & D.	N. Y., Mills Building.	Dec. 1, 1941
Hancock & Calumet—Consol. M., gold, red. at 105	22	1891	1,000	330,000	5 g.	J. & J.	N. Y., Third Nat. Bank.	Jan. 1, 1931
Hannibal & St. Joseph—Consol. mortgage c*	292	1881	1,000	8,000,000	6	M. & S.	N.Y., Bk.of No.America.	Mch. 1, 1911
Harlem River & Portchester—See N. Y. NEW HAVEN & HARTFORD.								
Harrisb. Portsm'th Mt. Joy & Lanc.—Stock, 7 p. c. gu.	54	....	50	1,182,550	7 per an.	J. & J.	Phila., Company's Office	July 10, 1893
1st mortgage (ext'd in 1883), int. guar. Pa. RR. r	54	1853	500 &c.	700,000	4	J. & J.	do do	July 1, 1913
Hartford & Connecticut Western—Stock	....	....	100	2,699,000	2 per an.	F. & A.	Hartford.	Aug. 28, 1893
1st mortgage	109	1883	1,000	700,000	5	J. & J.	do	July 1, 1903
Hereford—See MAINE CENTRAL.								
Housatonic—See NEW YORK NEW HAVEN & HARTFORD.								
Houston Central Arkansas & Northern—1st mort	....	1889	....	1,078,000	5	J. & D.	Ripley, Miss.	June, 1893
Mortgage of 1890	....	1890	....	917,800	5	J. & J.	----------	July 1, 1920
Houst. East & West Texas—1st M.($20,000 p.m.), g.c&r	192	1893	1,000	1,344,000	5 g.	M. & N.	New York.	May 1, 1933
Houst & Tex. Cent. RR.—1st M.l.gr.,g.,red. at 110.c*&r	453	1890	1,000	7,545,000	5 g.	J. & J.	N. Y., Central Trust Co.	July 1, 1937
Consol. M., land gr., gold, int. guar. by So. Pac. c*&r	453	1890	1,000	3,563,000	6 g.	A. & O.	New York City.	Oct. 1, 1912
Gen. mort., gold, interest guar. by So. Pac. c*&r	453	1890	1,000	4,302,000	4 g.	A. & O.	do	Apr. 1, 1921
Debent., p. and i. guar. by So. Pac. See text. c*&r	....	1890	1,000	705,000	6	A. & O.	do	Oct. 1, 1897
Debent., p. and i. guar. by So. Pac. See text. c*&r	....	1890	1,000	411,000	4	A. & O.	do	Oct. 1, 1897
Hud. Sus. Bridge & N. E. Ry.—1st M. $10,000,000. c*&r	....	1888	1,000	(1)	5 g.	F. & A.	In default.	Feb. 1, 1938

(1.) OPERATIONS ST. PAUL MINNEAPOLIS & MANITOBA.

Year end. June 30.	1889.	1890.	1891.	1892.
Passenger earng's.	$1,869,865	$1,774,568	$1,876,960	$2,028,949
Freight earnings ..	6,075,637	6,915,167	7,628,011	9,720,486
Mail, exp., r'nts, &c.	641,064	684,265	776,743	854,693
Tot. gross earns.	$8,586,566	$9,374,000	$10,281,714	$12,604,128
Maint. of way, &c.	$1,133,372	$776,506	$1,243,001	$2,243,543
Maint. of cars	424,426	487,517	513,670	611,895
Motive power	1,530,231	1,478,640	1,628,645	2,230,530
Transportation	1,197,413	1,242,490	1,302,052	1,541,454
General	466,033	531,620	476,587	505,876
Taxes	248,591	274,351	299,651	367,551
Total expenses.	$5,000,066	$4,791,124	$5,463,606	$7,500,849
Net earnings	$3,586,499	$4,582,876	$4,818,108	$5,103,279
P.c.of exp. to earns.	58·23	51·11	53·14	59·51

(2) GREAT NORTHERN RAILROAD INCOME ACCOUNT.

Year ending June 30.	1891.	1892.
Net earnings of St. Paul Minn. & Manitoba	$4,818,108	$5,103,279
Interest on bonds owned	285,704	340,187
Dividends on stocks owned	21,036	18,036
Rentals of leased lines	185,705	178,256
Interest and exchange	118,586	249,763
Bills receivable	198,480	135,630
Other income	114,424	17,547
Total receipts	$5,742,043	$6,042,698
Paid rental of St. Paul Minn. & Man. RR.	4,084,672	5,099,224
Dividends	(3¼) 650,000	(5) 1,000,000
Miscellaneous	18,750	-------
Total disbursements	$4,753,422	$3,099,224
Surplus	$988,621	$943,474

(3) EASTERN MINNESOTA, MONTANA CENTRAL, ETC.

Year end. June 30,'92.	*Gross.*	*Net.*	*Fixed charges.*	*Balance.*
Eastern Minnesota	$1,278,970	$780,388	$312,952	$467,436
Montana Central	1,205,800	526,900	443,100	83,800
Minneapolis Union	294,084	235,718	159,000	76,718
Willmar & Sioux Falls	490,245	266,608	157,500	109,108

The net earnings here include "other income," which for Eastern Minn., was $155,524; for Mont. Cent., $3,556; for Minn. Union, $1,850. —(V. 54, p. 525, 683; V. 55, p. 59, 332, **975**, 995, **1013**, **1037**; V. 56, p. 42, 752, 887; V. 57, p. 144, 170, 375.)

Green Bay Winona & St. Paul.—Road owned from Green Bay, Wis., to Marshland, Wis., 209 miles; branches, 13 miles; trackage to Winona, 4 miles; total, 225 miles, of which in March, 1893, 172 miles were steel. Also leases the Kewaunee Green Bay & Western RR., Kewaunee to Green Bay, 30 miles. The Winona & Southwestern (which see) is operated in the same interest.

HISTORY.—In August, 1892, reorganized without foreclosure by plan of Feb. 24, 1892. See SUPPLEMENT of July, 1892, and V. 54, p. 443, 486, 643, 800. Delaware Lackawanna & Western parties are interested in the property.

In August, 1892, a traffic agreement was made for a through freight line to the east over the Toledo Ann Arbor & North Michigan via the Delaware Lackawanna & Western. Connection with the T. A. A. & N. M. is made by ferry. See V. 55, p. 331. Due on rails and equipment Jan. 1, 1893, $87,830.

STOCK.—The preferred stock is entitled to 5 per cent, if earned, then common to 5, then preferred to 2 p. c., and common to any balance.

BONDS.—The first consolidated mortgage is to the Farmers' Loan & Trust Co., as trustee, and covers the entire property and its equipment, excepting the La Crosse branch 6 miles in length.

EARNINGS.—From August 1, 1892, to March 31, 1893 (8 months), net earnings were $87,413, against $34,272 in 1891-2. In calendar year 1892 gross earnings were $464,376; net, $86,364. In year 1890-91 gross, $411,366. Samuel Sloan, President. (V.53, p. 712, 969; V. 54, p. 443, 486, 643, 800; V. 55, p. 255; V. 56, p. 887.)

Gulf Western & Texas.—Port Lavaca to Cuero, Texas, 56 miles; Victoria to Beeville, 55 miles; total, 111 miles. A Southern Pacific property, the Morgan's Louisiana & Texas owning all but $3,500 of the $500,000 stock. Jan. 1, 1893, owned 207,380 acres of land valued at $222,160. In 1892 gross earnings, $98,570; deficit from operating $82,247, against $74,721 in 1891; interest $73,036; taxes $7,748.

Hancock & Calumet.—Owns narrow-gauge road from Hancock to Fulton, Mich., 19 miles; branch, 3 miles. Stock, $350,000; par, $100—of which $250,000 is owned by Mineral Range RR. Co.—which see. First dividend, 2½ p. c., was paid Jan. 1, 1893. Mortgage is for $400,000. In year 1892 gross earnings, $185,262; net, $57,047. In 1891 gross, $175,926; net $68 363.

Hannibal & St. Joseph.—Owns from Hannibal, Mo., to St. Joseph, Mo., 206 miles; branches—Cameron to Kansas City, 53 miles; St. Joseph to Atchison, Kan., 20 miles; Palmyra to Quincy, Ill., 13 miles; leases, 3 miles; total operated, 295 miles. Owns bridge at Kansas City.

STOCK.—Common, $9,168,700; preferred, $5,083,024; par, $100. July 1, 1892, Chic. Burl. & Quincy RR. owned $14,244,900 stock. Preferred stock has prior right to a non-cumulative dividend of 7 per cent; then common to 7; then both share. DIVIDENDS.—On preferred stock in 1881 and 1882, 7; in 1883, 3; in 1887, 7; in 1888, nil; in 1889, 5; in 1890 nearly 2 per cent; in 1891 6·82 per cent. In 1892 dividends were equal to 7 per cent on preferred and $^{7}/_{10}$ per cent on common. INCOME ACCOUNTS have shown as follows: Surplus over charges: In 1892 $422,052; in 1891, $409,780; in 1890, $102,071; in 1889, $276,732. (V. 53, p. 325; V. 54, p. 889.)

Harrisburg Portsmouth Mount Joy & Lancaster.—Owns from Dillerville, Pa., to Harrisburg, Pa., 36 miles; branch, Middletown, Pa., to Columbia, Pa., 18 miles; total operated, 54 miles. Leased to the Pennsylvania RR. Co. for 999 years from January 1, 1861, the rental being 7 per cent on the stock and interest on the bonds, taxes and expenses of organization. Stock, $1,182,550; par $50.

Hartford & Connecticut Western.—Owns from Hartford, Conn., to Rhinecliff, N. Y., 109 miles. An extension from Tariffville, Conn., to Springfield, Mass., was proposed. Reorganized in 1881 and in 1888 a controlling interest in the stock was purchased by parties interested in the Poughkeepsie Bridge. Leased till August, 1939, to the Philadelphia Reading & New England (for which in 1893 receivers were appointed), the rental paying charges and 2 per cent per annum on the stock. There are $35,000 Conn. Western RR. 7 per cent bonds, due 1900, convertible into stock at 60 per cent. Of the stock $1,390,000 is owned by the lessee and pledged under its mortgage.

Housatonic.—See NEW YORK NEW HAVEN & HARTFORD.

Houston East & West Texas.—(Narrow gauge, 3 feet.)—Owns from Houston, Texas, to Sabine River at Logansport, 192 miles. Lands 73,800 acres. In July, 1885, receiver appointed and foreclosure sale took place August 2, 1892, both mortgages being foreclosed New securities issued by Union Trust Co. in July, 1893.

REORGANIZATION.—The old firsts, principal and accrued interest, were exchangeable at face value for new first mortgage forty-year gold fives at $20,000 a mile on the 192 miles, making a total issue of $3,840,000. About $2,000,000 will be used to settle the principal and interest on the old firsts and $300,000 for prior judgments. The remainder of the issue will be reserved to standard-gauge the road.

EARNINGS.—From July 1 to Aug. 31, 1893 (2 months), gross $58,737, against $58,976 in 1892; net, $12,392, against $11,554. In year '91-92 gross earnings were $422,933; net, $77,637. In 1890 91, gross, $454,514; net, $112,024; taxes, $12,493; permanent improvements, $40,104. (V. 54, p. 597; V. 55, p. 215, 856; V. 56, p. 835; V. 57, p. 144.)

Houston & Texas Central.—*(See Map of Southern Pacific)*—Owns from Houston, Texas, to Denison, Texas, 338 miles; branches—Hempstead, Texas, to Austin, Texas, 115 miles; total owned, 453 miles. Also operates Fort Worth & New Orleans Ry., Garrett to Fort Worth, 41 miles; Central Texas & Northwestern, 12 miles; Austin & Northwestern, 102 miles; other, 4 miles. The Waco & Northwestern, Bremond to Ross, Tex., 57 miles, was sold in foreclosure Dec. 28, 1892—see that company. Land grant from the State of Texas was 10,240 acres per mile.

HISTORY.—Foreclosure sale of the Houston & Texas Central *Railway* (excepting its Waco & Northw. division) was made Sept. 8, 1888, to the reorganization committee, and this rail*road* company organized (by plan V. 45, p. 792, 820), but the property was in the hands of Charles Dillingham as receiver till April 11, 1893, when the new company, with Thos. H. Hubbard as President, took possession.

STOCK.—The new stock is $10,000,000 and the old stockholders paid a cash assessment of $71 40 per share to obtain their pro rata share of the new stock. (See V. 51, p. 493.)

BONDS.—The bonds are being gradually reduced with proceeds of land sales. In December, 1892, the Morgan's Louisiana & Texa RR. & SS. Co. brought suit to recover $1,343,538. There is a claim of the State of Texas upon 75 miles of the road against which $899,000 first mortgage bonds are reserved.

The Southern Pacific Company guarantees interest on all the bonds and both principal and interest of the debentures. The first mortgage bonds and the consolidated mortgage bonds may be called for redemption at 110 with proceeds of land sales. See full abstracts of all the mortgages in V. 52, p. 242. The first mortgage was a first lien on something less than 2,000,000 acres of land and the consolidated mortgage a first lien on about 1,000,000 acres. Of the consolidated 6s $1,149,000 (not included in the amount outstanding above) are held as part security for the general mortgage 4s. Trustee of general mortgage is Metropolitan Trust Co. of N. Y. There are $13,000 Union Depot bonds, The debentures have interest but not principal payable in gold.

EARNINGS.—The earnings, &c., for years ending June 30, 1891 and 1892 were as follows:

Year ending June 30—	1891.	1892.
Passenger, mail, etc	$1,024,959	$982,183
Freight	2,550,084	2,788,247
Total gross earnings	$3,575,043	$3,770,430
Operating expenses	2,610,154	2,647,937
Net earnings	$964,889	$1,122,493
Miscellaneous income	$168,813	------

—(V. 54, p. 287, 492, 1007; V. 55, p. 927, 1033; V. 56, p. 621, 835.)

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Huntingdon & Broad Top—Common stock	67	....	$50	$1,371,750	See text.	J. & J.	Phil.Of.,4th&WalnutSt.	July 11, 1893
Preferred stock, 7 per cent, non-cumulative	67	....	50	2,000,000	7 per an.	J. & J.	do do	July 11, 1893
1st mort., extended in 1890 (int. only in gold)	67	1854	500	416,000	4 g.	A. & O.	do do	Sept. 30, 1920
2d mort. (interest but not prin. payable in gold)	67	1857	500	367,500	7 g.	F. & A.	do do	Feb. 1, 1895
3d mortgage, consolidated	67	1865	1,000	1,497,000	5	A. & O.	do do	Apr. 1, 1895
Illinois Central—Stock	....	....	100	50,000,000	See text.	M. & S.	New York, 214 B'dway.	Sept. 1, 1893
Leased line 4 per cent stock, guar. (see remarks)	....	....	100	10,000,000	4 per an.	J. & J.	do do	July 2, 1893
1st mort. of 1874 for $15,000,000 secures all equally	706	1875	£200	2,500,000	6 g.	A. & O.	London.	Apr. 1, 1895
		1874	£200	3,600,000	5 g.	A. & O.	London, Morton, R. & Co.	Apr. 1, 1903
		1875	£200	1,000,000	5 g.	J. & D.	do do	Dec. 1, 1905
		1886	1,000	1,500,000	4 g.	J. & J.	New York, 214 B'dway.	Jan. 1, 1951
		1886	1,000	2,499,000	3½ g.	J. & J.	do do	Jan. 1, 1951
Sterling bonds of 1895								
Sterl. of '03, £10,000 dr'n yrl.c*								
Sterling bonds of 1905								
4s of 1886, due 1951, gold....c*								
3½s of 1886, due 1951, gold..c*								
Trust bonds sterl. (secured by Ch. St. L. & N. O. cons.)	....	1886	£200	5,266,000	3½ g.	J. & J.	London, Baring Bros.	July 1, 1950
1st M. on Ch. & Sp. RR. (Gilman to Springfield).c	111	1878	1,000	1,600,000	6	J. & J.	New York, 214 B'dway.	Jan. 1, 1898
1st M., Middle Div., Otto to Norman Junc. & brs.r	131	1881	1,000	968,000	5	F. & A.	do do	Aug. 1, 1921
Collateral trust bonds, gold, $ & £ ....c*	854	1888	500 &c.	15,000,000	4 g.	A. & O.	do do	Apr. 1, 1952
Cairo Bridge bonds, gold (see remarks)....c*&r..	....	1890	1,000	3,000,000	4 g.	J. & D.	do do	Dec. 1, 1950
Col. trust, $25,000,000, gold, on L. N. O. & T..c*&r	798	1892	500 &c.	20,000,000	4 g.	M. & N.	do do	Nov. 1, 1953
Chicago St. Louis & New Orleans 1st mortgage...	567	1877	1,000	1,365,000	7	M. & N.	do do	Nov. 1, 1897
2d mortgage	567	1877	1,000	80,000	6	J. & D.	do do	Dec. 1, 1907
Consolidated mortgage ($18,000,000), gold..c*&r	567	1881	1,000	11,281,000	5 g.	J15&D15	do do	June 15, 1951
Memphis Division mortgage, gold.....c*	100	1889	1,000	3,500,000	4 g.	J. & D.	do do	Dec. 1, 1951
Indianap. Springf. & W.—1st M. $2,600,000 gold, gu.	152	1893	....	(1)	5 g.	J. & D.	New York.	1943
Indiana Illinois & Iowa—1st M., gold, red. at par..c*	118	1889	1,000	800,000	4 g.	J. & D.	N. Y., Metropol. Tr. Co.	Dec. 1, 1939
1st and 2d inc. Ms. ($250,000 each) 4 p.c. non-cum.r	118	1889	500	457,500	4	A. & O.	do do	Dec. 1, 1939
Indiana & Illinois Southern—1st mortgage.....c	....	1886	1,000	500,000	5	J. & D.	.....	1906
Income bonds	....	1886	1,000	739,000	6	J. & D.	.....	1966
Indianapolis Un—1st m., g., s. f. not subj. to call.c*	....	1886	1,000	980,000	4½g.	M. & N.	Phila., Fidelity Trust.	May 1, 1926

Huntingdon & Broad Top.—Owns from Huntingdon, Pa., to Mount Dallas, Pa., 45 miles; branches, 22 miles; total operated, 67.

SECURITIES.—Preferred stock is 7 per cent non-cumulative. June 13, 1893, car trusts were $958,000; bills payable, $30,000. Of the car trusts $376,000 were issued in 1893. Bonds due in 1895 and 1925 have interest but not principal payable in gold.

DIVIDENDS on preferred—In 1884, 1½ per cent; in 1887, 2; in 1888 and 1889, 5 yearly; in 1890, 5½; in 1891, 7; in 1892, 7; in 1893, 7. On common stock in '91, 2 p. c.; in '92, 4; in '93, Jan., 2½ July, 2½ p. c.

REPORT.—Report for 1892, in V. 56, p. 1055, showed gross earns., $678,122; net, $365,712; net from collieries, etc., $4,526; interest, $117,252; dividends, common and preferred $193,916. In 1891, gross, $688,057. (V. 56, p. 1055.)

Illinois Central.—(*See Map.*)—LINE OF ROAD—Chicago to Cairo, 365 miles; East Dubuque to Centralia, 341 miles; Memphis Division—Grenada to Memphis, Tenn. 100 miles; Chicago St. Louis & New Orleans Railroad, Cairo, Ill., to New Orleans, La., 547 miles; branches, 931 miles; total, 2,284 miles. Also leases and controls by ownership of nearly entire stock Dubuque & Sioux City and leased lines 600 miles; total June 30,'92, 2,884 miles. In 1892 acquired also the Louisville New Orleans & Texas, owning from Memphis, Tenn., to New Orleans, La., 456 miles; Coahoma, Miss., to Riverside Junction, 151 miles; other branches, 52 miles; Natchez to Jackson, Miss., 99 miles; Clarksdale to Minter City, 40 miles; total, 798 miles, of which 71 miles narrow-gauge.

HISTORY, LEASES, &C.—This company was chartered in December, 1850, and organized in March, 1851. The lands granted were upon the condition that the company should pay to the State 7 per cent of gross earnings yearly in lieu of taxes. The company acquired a controlling interest in the Chicago St. Louis & New Orleans Railroad, and leased it from July 1, 1882, for 400 years, at 4 per cent per annum on stock, and issued the above 4 per cent leased line stock in exchange for a like amount of the Chic. St. L. & New Orleans stock (see below). The stock of the Dunleith & Dubuque Bridge, $1,000,000, is owned.

In 1892 practically all the stock and bonds of the Louisv. New Orleans & Texas were acquired for $5,000,000 in cash and $20,000,000 in 4 per cent bonds, part of an issue of $25,000,000, secured by deposit of the purchased securities. See below, also advertisement CHRONICLE, June 11, 1892, and V. 54, p. 964. The L. N. O & T. was consolidated with the Yazoo & Mississippi Valley RR. Co. in 1892. (V. 55, p. 679.) In 1887 the company acquired the stocks of the leased lines in Iowa.

LANDS.—The Louisville New Orleans & Texas on July 1, 1891, owned 579,645 acres of land, and there were land and town site notes in treasury for $758,783—all subject to its income bonds.

CAPITAL STOCK.—The leased line stock is secured by deposit of $10,000,000 Chicago St. Louis & New Orleans stock, and in case of default for sixty days in the payment of any semi-annual dividend of 2 per cent the stockholder is entitled to his share of the stock pledged.

On October 12, 1892, stockholders voted to increase the capital stock from $45,000,000 to $50,000,000 for improvements. See official circular in V. 55, p. 255.

DIVIDENDS.—On common stock since 1882—In 1883, 8 and 17 per cent in Chicago St. Louis & New Orleans stock exchangeable for leased line certificates; in 1884, 10; in 1885, 8; in 1886, 7½; in 1887 and 1888, 7; in 1889, 5½; in 1890, 6; in 1891, 5; in 1892, 5; in 1893, March, 2½ per cent; September, 2½ per cent.

BONDS.—Cairo Bridge bonds are secured by deposit of a like amount of Chicago St. Louis & New Orleans 1st mortgage Cairo Bridge 5 per cents. See advertisement in CHRONICLE, May 7, 1892.

The trust bonds of 1886 are secured by deposit of $5,266,000 Chicago St. L. & N. O. consols, and are to be included in any new mortgage on the Illinois Central lines.

The collateral trust bonds of 1952 are secured by pledge with the U. S. Trust Co. of New York of $16,350,000 5 per cent 1st mortgage gold bonds of subsidiary railroads covering 850 miles. See list, V. 55, p. 550.

Of the $25,000,000 collateral trust bonds issued on pledge of the Louisv. N. O. & Texas securities purchased in 1892, $5,000,000 are to be retained by the Illinois Central. Trustee of deed, U. S. Trust Company.

For the Chicago St. Louis & New Orleans the lessee guarantees the principal and interest of all the outstanding bonds prior to the 5 per cent bonds, and by an endorsement on the latter bonds guarantees the payment of the interest on the same until the principal is paid. Of these consol. 5s $5,266,000 additional to the amount outstanding above are pledged as security for the Illinois Central trust bonds of 1886. Of the Chicago St. Louis & New Orleans first mortgage 7s of 1877, $539,000 are a prior lien on that part of the road in Tennessee.

GENERAL FINANCES.—The Cairo Bridge bonds were sold in 1892 and $20,000,000 collateral trust 4s were issued to pay for the Louisv. N. Orleans & Texas. (See above.) The fixed charges incurred through the purchase of the L. N. O. & T. will therefore be $800,000, to which should be added the interest on the $5,000,000 paid in cash. Assuming this at 5 per cent, the annual rent will be $1,050,000. This will be 28 26-100 per cent of the earnings of the road in the year 1890-91. As to Chicago lake front decision affirmed by U. S. Supreme Court in December see V. 55, p. 995.

EARNINGS.—July 1, 1892, to June 30, 1893 (12 months), gross earnings, $20,095,191, against $19,291,760 in 1891-92; net, $5,811,257, agst. $5,221,740. Comparative statement for 6 months ended Dec. 31 (Dec. against 1892, being estimated), is as follows—V. 56, p. 103, 127.

Six months ending Dec. 31.—	1892.	1891.	—Inc. or Dec.—
Gross receipts from operat'n	$10,178,552	$10,175,613	Inc. $2,939
Net over oper. exp. and taxes.	2,850,635	3,106,642	Dec. 256,007
Fixed charges	2,088,999	2,049,991	Inc. 39,008
Land rec. and inc. from invest.	553,166	341,392	Inc. 211,774
Surp. dividend-fund July 1, '92	230,959	216,559	Inc. 14,400
Dividend payable March 1	1,250,000	1,125,000	Inc. 125,000
Balance, surplus	295,761	489,602	Dec. 193,841

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Chicago the second Wednesday in October. Report for 1891-92 was published at length in CHRONICLE, V. 55, p. 528, 542, 546.

Year ending June 30—	1890.	1891.	1892.
Miles operated	2,875	2,875	2,883
Passenger earnings	$3,287,292	$3,812,340	$4,388,269
Freight earnings	11,335,365	12,160,600	12,809,973
Mail, express & miscellaneous	1,829,365	1,908,615	2,093,518
Total earnings	$16,452,022	$17,881,555	$19,291,760
Operating expenses	11,153,419	12,761,046	14,070,020
Net earnings	$5,298,603	$5,120,509	$5,221,740
Net receipts from interest, &c.	731,185	1,163,109	913,733
Miscellaneous	30,018	34,905	61,038
Total receipts	$6,059,806	$6,318,523	$6,196,511
Interest on Ill. Central bonds	$1,464,925	$1,462,425	1,459,925
Int. on Chic. St. L. & N. O. bonds	1,106,955	1,247,010	1,196,845
Rental Dub. & Sioux City RR.	415,629	829,169	776,413
Dividends on Ill. Central stock	2,400,000	2,250,000	2,250,000
Dividends on Leased Line stock	400,000	400,000	400,000
Permanent improvements	213,415	.....	.....
Miscellaneous	50,000	130,027	98,921
Balance	Sur. $8,882	Def. $118	Sur. $14,407

—(V. 54, p. 159, 265, 939, 964, 1048; V. 55, p. 59, 256, **528, 542, 546**, 639, 679, 810, 995; V. 56, p. 103, 127; V. 57, p. 298.)

Indiana Illinois & Iowa.—Owns from Streator Junction, Ill., to Knox, Ind., 118 miles; trackage (Wabash Railway) into Streator, 1·70 miles; (Ch. & W. M.) La Crosse, Ind., to New Buffalo, Mich., 38; (Chic. & E. Ill.) Wheatfield to La Crosse, Ind., 13; total of all, 171 miles.

ORGANIZATION, ETC.—Extension to South Bend, Ind., is to be built under charter of the Indiana Illinois & Iowa *Railway* Co. of Indiana.

SECURITIES.—Stock, $3,597,800; par, $100. Car trusts July 1, 1892, were $108,513. In 1890 finances were readjusted. (See V. 51, p. 457.) The 1st and 2d incomes, as well as the 1st 4s, are subject to call at par and interest after 30 days' notice. In March, 1893, $500,000 first mortgage gold bonds on the extension to South Bend were authorized, but up to Sept. 1 none issued.

EARNINGS.—From Jan. 1 to June 30, 1893 (6 months), gross earnings, $437,855, against $333,785 in 1892; net, $123,365, agst. $91,090 In year ending June 30, 1893, gross earnings were $780,691; net $162,503; interest, $50,300; rentals, etc., $15,600; balance, surplus $86,092. In 1891-92 gross, $601,306. Balance sheet, etc., in V. 55, p 146. (V. 54, p 965; V. 55, p. 146, 331; V. 56, p. 413.)

Indiana & Illinois Southern.—Suitz City, Ind., to Effingham, Ill., 90 miles. Stock, $1,400,000. In year ending June 30, 1892, gross earnings were $91,202, against $81,263 in 1891; net, $18,431, against $17,124. Bills payable, $224,435 July, 1892.

Indianapolis Decatur & Western.—See Ind. Spring. & West. See V. 57, p. 422.

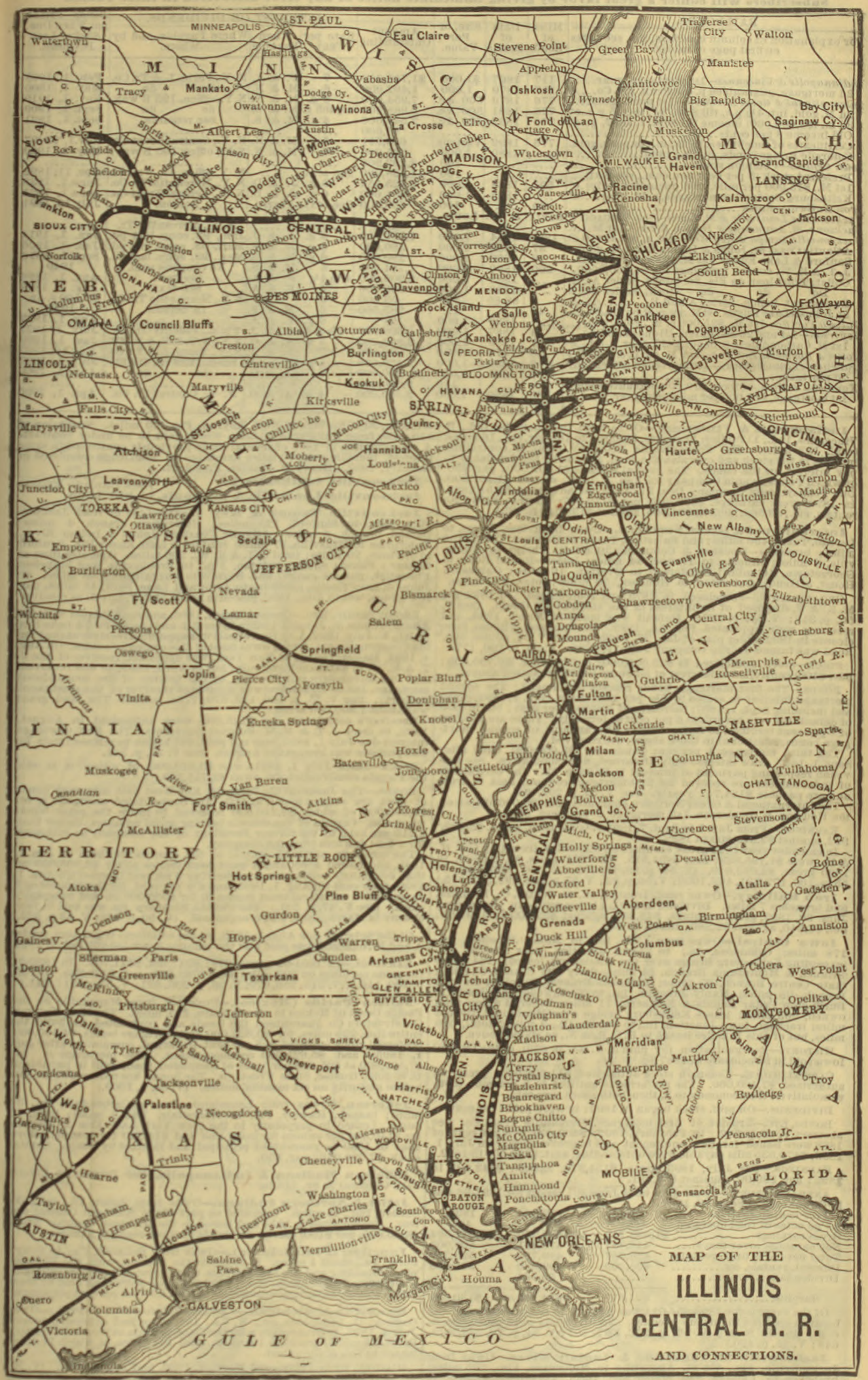
Indianapolis Springfield & Western.—Indianapolis, Ind., to Decatur, Ill., 152 miles.

HISTORY.—Organized in 1893 to succeed Indianapolis Decatur & Western, sold in foreclosure May 3. See V. 56, p. 753. Reorganization plan in V. 56, p. 246, failed to go through, and bondholders' committee asked an extension of six mos. from Sept. 1, 1893, to complete their bids made at foreclosure sale. See C. H. & D. item V. 57, p. 144. See I. D. & W. item V. 57, p. 422.

STOCK.—Common stock is $4,000,000; preferred 5 per cent non-cumulative, $1,500,000; par $100.

EARNINGS—For July, 1893, gross $38,874, against $41,359 in 1892; net, $11,260, against $12,337. In year ending June 30, 1893 gross earnings were $492,238; net, $136,970. In 1892 gross, $516,452 net, $136,061. (V. 54, p. 242, 287, 444, 643; V. 55, p. 938; V. 56, p 206, 246, 288, 501, 621, 753; V. 57, p. 298.)

Indianapolis Union.—Owns 3 miles of track with terminals at Indianapolis, Ind., and leases for 999 years the Belt RR. of Indianapolis—which see—consisting of 14 miles of road running around the city, etc. Formed in 1850 and furnishes terminal facilities to the several railroads entering Indianapolis. STOCK—The Cleveland Cincinnati Chicago & St. Louis, the Pittsburg Cincinnati Chicago & St. Louis and the Terre Haute & Indianapolis are virtual proprietors, they having invested in it $1,534,434 to Jan. 1, 1892. No stock outstanding. BONDS—Trustee of mortgage is the Fidelity Ins. Trust & Safe Deposit Co. of Philadelphia. Bonds for $20,000 have been canceled by sinking fund, but the bonds are not subject to call before maturity.


MAP OF THE
ILLINOIS
CENTRAL R. R.
AND CONNECTIONS.
ILLINOIS CENTRAL
GULF OF MEXICO
MINNEAPOLIS
ST. PAUL
CHICAGO
MILWAUKEE
MADISON
DUBUQUE
DAVENPORT
ROCK ISLAND
PEORIA
BLOOMINGTON
SPRINGFIELD
DES MOINES
COUNCIL BLUFFS
OMAHA
SIOUX CITY
SIOUX FALLS
KANSAS CITY
TOPEKA
ST. JOSEPH
ST. LOUIS
CAIRO
MEMPHIS
NEW ORLEANS
JACKSON
VICKSBURG
MERIDIAN
MOBILE
LITTLE ROCK
FORT SMITH
SHREVEPORT
TEXARKANA
GALVESTON
AUSTIN
INDIANAPOLIS
CINCINNATI
LOUISVILLE
NASHVILLE
CHATTANOOGA
BIRMINGHAM
MONTGOMERY
FLORIDA
Pensacola
Evansville
Paducah
Fulton
Milan
Jackson
Grand Jc.
Columbus
Aberdeen
Decatur
Florence
Stevenson
Atlanta
Rome
Anniston
Selma
Troy
Ruledge
Pensacola Jc.
Enterprise
Meridian
Terry
Crystal Spgs.
Hazlehurst
Beauregard
Brookhaven
Bogue Chitto
Summit
McComb City
Magnolia
Osyka
Tangipahoa
Amite
Hammond
Ponchatoula
Baton Rouge
Slaughter
Lake Charles
Houma
Franklin
Vermillionville
Sabine Pass
Rosenburg Jc.
Victoria
Cuero
Columbia
Alvin
Beaumont
Houston
Hempstead
Brenham
Taylor
Hearne
Trinity
Palestine
Waco
Corsicana
Ft. Worth
Dallas
Denton
Sherman
Paris
Greenville
Gainesville
Denison
Red R.
Atoka
McAllister
Muskogee
Canadian R.
Van Buren
Fort Smith
Arkansas R.
Joplin
Vinita
Pierce City
Springfield
Lamar
Nevada
Ft. Scott
Wichita
Oswego
Parsons
Emporia
Burlington
Paola
Sedalia
Jefferson City
Leavenworth
Atchison
Junction City
Marysville
Falls City
Lincoln
Nebraska City
Omaha
Norfolk
Yankton
Columbus
Fremont
Smithland
Correctionville
Sheldon
Rock Rapids
Albert Lea
Austin
Owatonna
Mankato
Tracy
Watertown
Hastings
Red Wing
Winona
La Crosse
Prairie du Chien
Dodge Cy.
Wabasha
Eau Claire
Stevens Point
Appleton
Oshkosh
Fond du Lac
Portage
Waterloo
Cedar Falls
Webster City
Fort Dodge
Cherokee
Mason City
Charles City
Decorah
Waverly
Independence
Manchester
Dubuque
Galena
Freeport
Janesville
Beloit
Rockford
Elgin
Racine
Kenosha
Waukegan
Green Bay
Manitowoc
Sheboygan
Traverse City
Manistee
Walton
Big Rapids
Grand Haven
Grand Rapids
Kalamazoo
Jackson
Bay City
Saginaw Cy.
Muskegon
Lansing
Wyes
Elkhart
South Bend
Ft. Wayne
Logansport
Lafayette
Marion
Richmond
Terre Haute
Greensburg
Columbus
N. Vernon
Madison
Mitchell
Vincennes
New Albany
Shawneetown
Elizabethtown
Central City
Greensburg
Owensboro
Guthrie
Memphis Jc.
Russellville
Springfield
Sparta
Tullahoma
Columbia
Florence
Decatur
Stevenson
Rome
Gadsden
Anniston
Birmingham
Atalla
Aberdeen
West Point
Columbus
Calera
Akron
Opelika
Montgomery
Selma
Troy
Ruledge
Pensacola Jc.
Florida
Mobile
Pensacola
Meridian
Enterprise
Jackson
Terry
Crystal Spgs.
Hazlehurst
Beauregard
Brookhaven
Bogue Chitto
Summit
McComb City
Magnolia
Osyka
Tangipahoa
Amite
Hammond
Ponchatoula
Baton Rouge
Slaughter
Lake Charles
Houma
Franklin
Vermillionville
Sabine Pass
Rosenburg Jc.
Victoria
Cuero
Columbia
Alvin
Beaumont
Houston
Hempstead
Brenham
Taylor
Hearne
Trinity
Palestine
Waco
Corsicana
Ft. Worth
Dallas
Denton
Sherman
Paris
Greenville
Gainesville
Denison
Red R.
Atoka
McAllister
Muskogee
Canadian R.
Van Buren
Fort Smith
Arkansas R.
Joplin
Vinita
Pierce City
Springfield
Lamar
Nevada
Ft. Scott
Wichita
Oswego
Parsons
Emporia
Burlington
Paola
Sedalia
Jefferson City
Leavenworth
Atchison
Junction City
Marysville
Falls City
Lincoln
Nebraska City
Omaha
Norfolk
Yankton
Columbus
Fremont
Smithland
Correctionville
Sheldon
Rock Rapids
Albert Lea
Austin
Owatonna
Mankato
Tracy
Watertown
Hastings
Red Wing
Winona
La Crosse
Prairie du Chien
Dodge Cy.
Wabasha
Eau Claire
Stevens Point
Appleton
Oshkosh
Fond du Lac
Portage
Waterloo
Cedar Falls
Webster City
Fort Dodge
Cherokee
Mason City
Charles City
Decorah
Waverly
Independence
Manchester
Dubuque
Galena
Freeport
Janesville
Beloit
Rockford
Elgin
Racine
Kenosha
Waukegan
Green Bay
Manitowoc
Sheboygan
Traverse City
Manistee
Walton
Big Rapids
Grand Haven
Grand Rapids
Kalamazoo
Jackson
Bay City
Saginaw Cy.
Muskegon
Lansing
Wyes
Elkhart
South Bend
Ft. Wayne
Logansport
Lafayette
Marion
Richmond
Terre Haute
Greensburg
Columbus
N. Vernon
Madison
Mitchell
Vincennes
New Albany
Shawneetown
Elizabethtown
Central City
Greensburg
Owensboro
Guthrie
Memphis Jc.
Russellville
Springfield
Sparta
Tullahoma
Columbia
Florence
Decatur
Stevenson
Rome
Gadsden
Anniston
Birmingham
Atalla
Aberdeen
West Point
Columbus
Calera
Akron
Opelika
Montgomery
Selma
Troy
Ruledge
Pensacola Jc.
Florida
Mobile
Pensacola

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Indianapolis & Vincennes—1st mortgage, guar....c	117	1867	$1,000	$1,700,000	7	F. & A.	N. Y., Farm. L. & Tr. Co.	Feb. 1, 1908
2d mortgage, guaranteed p. & i. Penn. RR. Co....c	117	1870	1,000	1,402,000	6	M. & N.	do do	May 1, 1900
International & Great Northern—1st mort., gold....	776	1879	500 &c.	7,954,000	6 g.	M. & N.	N.Y., office, 195 B'way.	Nov. 1, 1919
2d M. gold, int. 4½ p.c. till Sept.'97, then 5 p.c..c*	776	1881	500 &c.	6,968,500	4½ to5 g.	M. & S.	do do	Sept. 1, 1909
3d m. ($3,000,000) income till Sept. 1, 1897, g..c*	776	1892	500 &c.	2,545,000	4 g.	M. & S.	See remarks.	Sept. 1, 1921
Old income 8 per cents	....	....	.....	85,000	....	....	.....	.....
Certificates of indebt. sec. by 1st m. coupons, gold.	776	1892	Various	623,711	5 g.	M. & N.	N. Y., Central Trust Co.	Nov.1,'93-'97
Colorado Bridge bonds, sinking fund	....	1880	1,000	225,000	7	M. & N.	N.Y., office, 195 B'way.	May 1, 1920
Iowa Central—Common stock	....	....	100	8,203,900	....	....	.....	.....
Preferred stock (5 per cent non-cum., see text)...	....	....	100	5,538,200	See text.	....	N. Y. office, 11 Wall St.	Apr. 11, 1892
1st M., $15,000 per mile, gold (including scrip).c*	501	1888	1,000	6,325,554	5 g.	J. & D.	N. Y., Mercantile Tr. Co.	June 1, 1938
Keithsburg Bridge 1st mortgage, gold, guar....c*	....	1885	1,000	591,000	6 g.	J. & D.	N. Y., Central Trust Co.	June 1, 1925
Iron Railway—Stock	20	....	100	600,000	See text.	yearly.	Boston.	July 10, 1891
Jacksonville Louisville & St. Louis—See CHICAGO PEORIA & ST. LOUIS.	....	....	.....	(?)	....	....	N. Y., Mercantile Tr.	.....
Jacksonv. St. Augustine & Indian River.—1st M...c.	130½	1884	1,000	1,566,000	6 g.	J. & J.	Jan., '93, coup. last pd.	Jan. 1, 1914
Jacksonville Tampa & Key West—1st,g.,red.at 110.c*	37	1886	1,000	360,000	6 g.	M. & S.	Mar., '93, coup. last pd.	Jan. 1, 1906
Atlantic Coast St. Johns & Indian R. 1st M.,gold.c	29	1886	1,000	290,000	6 g.	M. & S.	Mar., '93, coup. last pd.	Sept. 1, 1916
Sanford & Lake Eustis 1st M. ($350,000), gold...	200	1890	1,000	1,784,000	6	M. & S.	No coupons paid.	1940
J. T. & K. W. consol. mortgage for $4,000,0000..	....	1888	1,000	2,905,000	4 to 4½	F. & A.	See text.	Aug. 1, 1898
Collat. Trust loan on Fla. So. bonds, Series A.....	....	1888	1,000	900,000	4	F. & A.	See text.	Aug. 1, 1898
Do do do stock, Series B.....	....	88-89	500	53,000	6	....	N.Y., Mercantile Tr Co.	$7,500 s.-an.
Equipment bonds, Series A and B.....	....	....	....	285,500	6	M. & S.	In default.	1916
St.Johns&LakeEustis 1stM.,gu.p.&i.byFla.So.*Ry*,	48	1892	1,000	(?)	6 g.	F. & A.	.....	Aug. 1, 1922
Jalisco Pacific—1st M., $25,000 p. m., gold, guar...	....	1889	1,000	300,000	4½ & 6	J. & J.	Phila., Fidelity Tr. Co.	July 1, 1927
Jefferson—1st and 2d Ms, exten. (Honesdale Br.)..c	8	1867	1,000	2,800,000	5 g.	A. & O.	N.Y., N.Y. L.E. & W.RR.	Jan. 1, 1909
1st M. Carbondale to S. depot, gold, guar. p. & i ..c*	37	1889	1,000	800,000	7	J. & J.	N. Y., Farm. L. & Tr. Co.	July 10, 1907
Joliet & Northern Indiana—1st M. gu. p. & i. M. C.c	45	1877	1,000	425,000	4½	J. & J.	Phila., 233 So. 4th St.	July 1, 1907
Junction (Philadelphia)—1st mortgage (extended)	3·56	1882	1,000	300,000	6	A. & O.	do do	Apr. 1, 1900
2d mortgage	3·56	1865	1,000	9,000,000	....	....	.....	.....
Kanawha & Mich.—Stock, $10,000,000 authorized.	....	....	100	2,340,000	4 g.	A. & O.	N. Y., Central Tr. Co.	Apr. 1, 1990
1st mortgage, $15,000 per mile, gold, guar. p. & i. c*	165	1890	1,000					

Indianapolis & Vincennes.—Owns from Indianapolis, Ind., to Vincennes, Ind., 117 miles; branches, Bushrod to Dugger, etc., 16 miles; total, 133 miles. The Pennsylvania Company owns a controlling interest in the stock and operates the road, advancing the deficiency to pay interest on the bonds. The capital stock is $1,402,000; par, $50 of which Pennsylvania Company on Jan. 1, 1893, owned $1,401,900. Due Pennsylvania Company Dec. 31, 1892, for advances, $2,515,823. In 1892 gross earnings, $533,362; net, $112,117; interest, $203,120; rentals, etc., $3,563; deficit, $94,566, against $138,548 in 1891.

International & Great Northern.—Owns Longview, Texas, to Laredo, Texas, 496 miles; and Palestine, Texas, to Houston, Texas, 150 miles; branches—Houston & Columbia, 50 miles; Phelps to Huntsville, 8 miles; Mineola to Troupe, 44 miles; leases—Round Rock to Georgetown, 10 miles; Henderson to Overton, 16 miles; Galveston Houst. & Hend., Galveston to Houston, 50 miles; total, 825 miles.

ORGANIZATION.—Foreclosed in 1879 and reorganized. In 1892 the M. K. & T. disposed of its interest in the stock to Mr. Gould. (See V. 50, p. 313; V. 54, p. 366.) Default was made in March, 1889, and receivers were appointed Feb. 16, 1889. Reorganized without foreclosure in 1892 under plan of Jan. 27, 1892; plan in V. 54, p. 203, 366. Road was turned over to company July 11, 1892. V. 55, p. 100, 177.

STOCK—Stock authorized is $25,000,000; outstanding, $9,755,000; par, $100; controlled in interest of Missouri Pacific as stated above.

BONDS.—The first mortgage bonds remain unchanged. The second mortgage interest is scaled to 4½ per cent from Sept. 1, 1891, until and including Sept. 1, 1897; thereafter it will be 5 per cent; but in case of default the rate reverts to 6 per cent as formerly. There are $85,500 of 8 per cent incomes, to retire which a like amount of second mortgage bonds, additional to those above, are reserved.

The third mortgage 4 per cent bonds for $3,000,000, until after Sept. 1, 1897, draw interest only if earned, non-cumulative. See provision respecting payment of interest in V. 56, p. 82. The certificates of indebtedness are secured by first mortgage coupons held in trust and are payable $124,742 yearly. See V. 54, p. 203, 366.

The International & Great Northern guarantees $2,000,000 of Galveston Houston & Henderson 1st mortgage 5 per cent bonds.

EARNINGS.—From Jan. 1 to Sept. 7, 1893 (7¼ months), gross, $2,582,902, against $2,375,809 in 1892.

In calendar year 1892 gross earnings on 825 miles, including Gal. H. & H., were $4,195,833; net, $894,515. In 1891 gross, $4,098,634; in 1890 gross, $4,053,649. (V. 54, p. 33, 78, 203, 243, 287, 329, 366; V. 55, p. 100, 177, 331, 462, 1036; V. 56, p. 82; V. 57, p. 256, 298, 341, 375.)

Iron Railway.—Owns road, Ironton, O., to Centre, O., 13 miles, and branches 7 miles. Dividend in 1891, 1½ per cent. In year ending June 30, 1893, gross earnings, $43,357, against $32,909 in 1891-92; net, $3,340, against $2,280; taxes, $3,442.

Iowa Central.—Owns from Albia, Ia., to Manly Junction, Ia., 178 miles; Oskaloosa, Ia., to Iowa Junction, near Peoria, Ill., (excepting Keithsburg Bridge over the Mississippi, leased), 184 miles; Grinnell & Montezuma Branch, 14 miles; Story City Branch, 35 miles; State Centre Branch, 27 miles; Belmond Branch, 22 miles; Newton Branch, 28 miles; Manly Junction, Ia., to Northwood, Ia., (leased to Burlington Cedar Rapids & Northern) 11 miles; other, 4 miles; total owned, 503 miles; leases Keithsburg bridge over Mississippi River, 3 miles; trackage, Iowa Junction, Ill., to Peoria, Ill., 3 miles; total, 509 miles, but of this 11 miles leased to B. C. R. & N., as stated above.

HISTORY.—Reorganization (by plan in V. 44, p. 653), of the Central Iowa sold in foreclosure in 1887-88.

CAPITAL STOCK.—Common stock authorized, $11,000,000; preferred authorized, $7,400,000. The preferred is entitled to 5 per cent (non-cumulative), then common to 5, then both share pro rata.

DIVIDENDS.—On pref. stock begun in 1892; in April paid 1 per cent.

BONDS, ETC.—Trustee of first mortgage, Mercantile Trust Co. See abstract V. 49, p. 582. In February, 1892, $400,000 five per cents of 1888 were issued for new equipment and improvements. On July 1, 1893, $470,635 bills payable were outstanding, agst. $289,500 in 1892.

EARNINGS.—For July, 1893, gross, $131,378, against $143,901 in 1892; net, $39,067, against $36,991.

ANNUAL REPORT.—Fiscal year ends June 30; report for 1892-93 was in CHRONICLE of Sept. 30, 1893.

Year ending June 30.	1891.	1892.	1893.
Av'ge miles of road operated.	492	497	497
Gross earnings	$1,699,742	$1,888,260	$1,942,564
Net earnings (over taxes)....	410,887	475,491	509,005
Total net rec'ts (incl. rentals)	426,987	489,759	523,317
Interest, rentals, &c.....	405,309	399,530	392,686
Dividends	.....	55,364	.....
Surplus	$21,677	$34,865	$130,631

Of the surplus for 1893 $54,024 was applied to construction and the balance credited to income account. No dividends were paid. President, Russell Sage. (V. 53, p. 256, **367**, 407; V. 54, p. 78, 243, 369, 648; V. 55, p. 420.)

Jacksonville St. Augustine & Indian River.—Owns from Jacksonville, Fla., via St. Augustine to Melbourne, Fla., 205 miles; branches to Palatka, San Mateo and Tocoi, 22 miles; Atlantic & Western, Blue Springs to New Smyrna, Fla., 30 miles. Extension of 110 miles from Melbourne to Lake Worth said to be under contract. A consolidation in 1893 of several roads previously controlled in same interest, including the 70 miles extension to Rockledge completed in January, 1893. Henry M. Flagler, President.

Jacksonville Southeastern. } SEE CHICAGO PEORIA
Jacksonville Louisville & St. Louis. } & ST. LOUIS.

Jacksonville Tampa & Key West.—Line of road Jacksonville, Fla., to Sanford, 125 miles; Enterprise branch, 4 miles; Deland branch, 6 miles; Atlantic Coast St Johns & Indian River, Enterprise to Titusville, 37 miles; Sanford & Lake Eustis Div., Sanford to Tavares, 29 miles; total J.T. & K. W., 200 miles. Operates lines as follows: Florida South., Palatka, Fla., to Brooksville, and branches, 179 miles, narrow gauge; and Bartow to Punta Gorda, 80 miles. St. Johns & Lake Eustis, Leesburg to Astor and Lane Park, 48 miles, narrow gauge, was in Aug., 1893, placed in hands of C. P. Lovell as receiver.

RECEIVERSHIP, ETC.—Opened March, 1886, and consolidated with the Atlantic Coast St. Johns & Indian River RR. and the Sanford & Lake Eustis RR. In July, 1892, A. Q. Garrettson was appointed receiver of the Florida Construction Co., which owns most of this company's stock. On Aug. 4, 1892, Mason Young, of New York, was appointed receiver of the J. T. & K. W. in a stockholders' suit; but in April, 1893, he was removed, and in a foreclosure suit brought by the trustee of the consolidated mortgage, James H. Durkee was appointed receiver of the mortgaged property. See V. 55, p. 100, 146, 679; V. 56, p. 623. The land grant was about 1,500,000 acres.

Receiver's certificates for $125,000 were authorized in August, 1892, to meet J. T. & K. W. interest payments. The first mortgage interest due July 1, 1893, was not paid, but action to release funds for this purpose was brought in August. See V. 57, p. 341.

STOCK—Stock July 1, 1891, was $3,010,000, of which it is said the Florida construction Co. owns $2,715,300.

BONDS.—The Jacksonville Tampa & Key West first mortgage bonds of 1884 are subject to call at 110. The consolidated mortgage is for $4,000,000, of which $2,216,000 reserved to retire the prior bonds when due. Certain of the consols bearing serial numbers higher than 2,216 are held by the former President of the company as collateral for a debt due him from the company.

The company obtained control of the Florida Southern on Jan. 1, 1889, and issued a collateral trust loan (Series A) for $2,905,000 on that company's bonds, this loan bearing 3 per cent interest till Aug. 1, 1890, 4 per cent till Aug. 1, 1893, and 4½ per cent for the remaining 5 years, and a collateral trust (Series B) for $900,000 on that company's stock. (See V. 47, p. 531.) The Florida Southern *Ry.* was sold in foreclosure in March, 1892, and reorganized. (V. 50, p. 422; V. 53 p. 922.)

Of the interest due Aug. 1, 1893, on the collateral trust loan (series A and B), one-half was paid and the balance extended till Jan. 1, 1894.

EARNINGS.—In 1891-92 gross, $781,824; net, $341,709. In 1890-91 the gross earnings on 200 miles were $705,267; net, $228,339. (V. 55, p. 100, 146, 177, 215, 256, 679; V. 56, p. 206, 621; V. 57, p. 217, 341.)

Jalisco Pacific (Mexico).—Projected from Manzanillo on the Pacific Coast of Mexico to Guadalajara, 225 miles. The Mex. National Construction Co. guaranteed the bonds and contracted to build the entire line, 225 miles, for $5,625,000 first mortgage bonds, $4,500,000 preferred stock (entitled to 5 per cent if earned, cumulative after Jan. 1, 1895) and $5,625,000 common stock. The mortgage is for $7,500,000 at $25,000 per mile of completed road, and is payable in U. S. gold; trustee, State Trust Co. The bonds are redeemable at 110 before maturity on six months' notice. (V. 54, p. 1009.)

Jefferson.—Owns from Lanesboro, Pa., to Carbondale, Pa., 37 miles; branch, Hawley, Pa., to Honesdale, Pa., 8 miles; total, 45 miles. Leased in perpetuity to the New York Lake Erie & Western for $140,000 per annum for main line and $14,940 for branch. Mortgage of 1889 is guaranteed principal and interest by lessee. Capital stock, $2,096,050; par, $50.

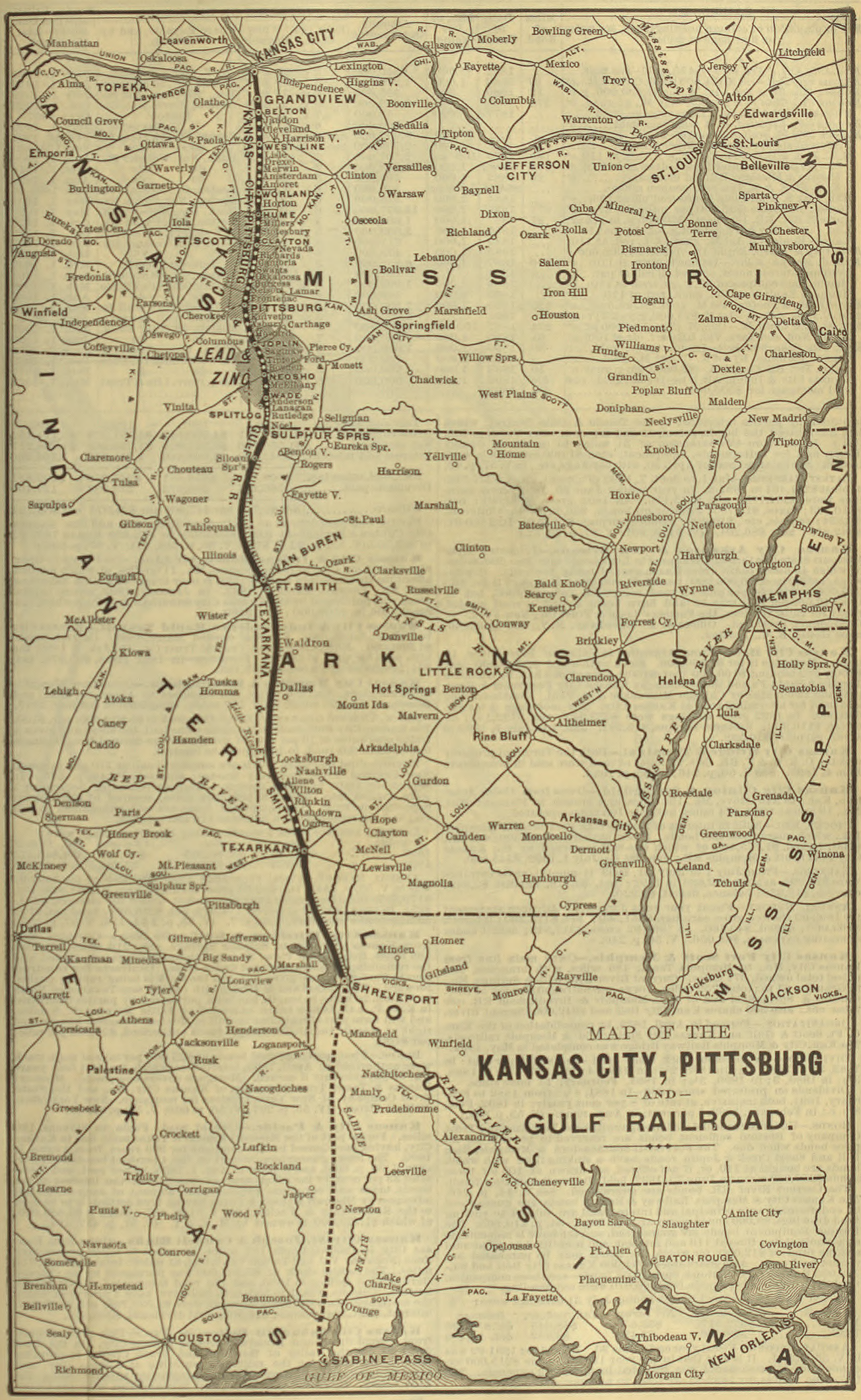
Jefferson Madison & Indianapolis.—See PITTSBURG CINCINNATI CHICAGO & ST. LOUIS.

Joliet & Northern Indiana.—Owns from Joliet, Ill., to Lake Station, Ind., 45 miles. Operated as part of the Michigan Central system. Road opened in 1854 and leased to the Michigan Central. Stock ($300,000, par $100) carries dividends of 8 per cent per annum.

Junction (Philadelphia).—Owns from Belmont, Pa., to Gray's Ferry, Pa., about 4 miles. It connects the Pennsylvania, the Philadelphia & Reading and the Philadelphia Wilmington & Baltimore railroads, coming into Philadelphia. Stock $250,000 (par $50), is all held by these three companies, and pays dividends of from 20 to 50 per cent per annum.

Kanawha & Michigan.—*(See Map Toledo & Ohio Central.)*—Owns Corning, O., to Malden, &c., W. Va., 134 miles, and extension opened July 1, 1893, to connection with the Ches. & Ohio at mouth of Gauley River, 31 miles; trackage 19 miles; total 184 miles, of which 11 miles leased to Tol. & Ohio Cent.

HISTORY, ETC.—Foreclosed March 4, 1890, and reorganized. (V. 50, pp. 451, 483.) In October, 1890, a large interest in the stock was


MAP OF THE
KANSAS CITY, PITTSBURG
— AND —
GULF RAILROAD.
KANSAS CITY
TOPEKA
GRANDVIEW
BELTON
WEST LINE
PITTSBURG
FT. SCOTT
LEAD & ZINC
NEOSHO
WADE
SPLITLOG
SULPHUR SPRS.
FT. SMITH
VAN BUREN
TEXARKANA
LITTLE ROCK
Hot Springs
Pine Bluff
SHREVEPORT
JEFFERSON CITY
ST. LOUIS
MEMPHIS
Vicksburg
JACKSON
BATON ROUGE
NEW ORLEANS
SABINE PASS
GULF OF MEXICO
HOUSTON
Lake Charles
Beaumont
Orange
Sabine River
Red River
Arkansas River
Mississippi River
Missouri R.
Ohio R.
Manhattan
Leavenworth
Oskaloosa
Jc. Cy.
Alma
Lawrence
Olathe
Council Grove
Emporia
Burlington
Garnett
Iola
Yates Cen.
El Dorado
Augusta
Fredonia
Winfield
Independence
Coffeyville
Cherryvale
Parsons
Cherokee
Oswego
Columbus
Pierce Cy.
Monett
Chadwick
Springfield
Ash Grove
Marshfield
Bolivar
Lebanon
Osceola
Clinton
Versailles
Warsaw
Sedalia
Boonville
Higgins V.
Lexington
Independence
Glasgow
Moberly
Fayette
Columbia
Boonville
Tipton
Baynell
Jefferson City
Warrenton
Union
Mexico
Bowling Green
Troy
Alton
Edwardsville
E. St. Louis
Belleville
Litchfield
Jersey V.
Sparta
Pinkney V.
Chester
Murphysboro
Cape Girardeau
Delta
Cairo
Charleston
Dexter
Malden
New Madrid
Tipton
Knobel
Hoxie
Paragould
Jonesboro
Newport
Harrisburg
Covington
Wynne
Riverside
Forrest Cy.
Brinkley
Helena
Holly Spgs.
Senatobia
Lula
Clarksdale
Rosedale
Grenada
Parsons
Greenwood
Winona
Leland
Greenville
Tchula
Hamburgh
Cypress
Arkansas City
Monticello
Dermott
Warren
Camden
Hope
Clayton
McNeil
Lewisville
Magnolia
Althelmer
Arkadelphia
Gurdon
Nashville
Locksburgh
Dallas
Mount Ida
Malvern
Benton
Conway
Danville
Russellville
Clarksville
Ozark
Fayetteville
Marshall
St. Paul
Batesville
Clinton
Harrison
Yellville
Mountain Home
Eureka Spr.
Benton V.
Rogers
Siloam Spr's
Seligman
Neel
Willow Sprs.
Chadwick
West Plains
Houston
Marshfield
Ash Grove
Springfield
Pierce Cy.
Monett
Carthage
Pittsburg
Columbus
Cherokee
Oswego
Coffeyville
Chetopa
Vinita
Claremore
Chouteau
Tulsa
Sapulpa
Wagoner
Tahlequah
Gibson
Illinois
Eufaula
McAlister
Wister
Kiowa
Lehigh
Atoka
Caney
Caddo
Hamden
Tuska
Homma
Denison
Sherman
Paris
Honey Brook
Wolf Cy.
McKinney
Mt. Pleasant
Sulphur Spr.
Greenville
Pittsburgh
Dallas
Terrell
Kaufman
Mineola
Gilmer
Jefferson
Big Sandy
Longview
Tyler
Garrett
Athens
Corsicana
Henderson
Jacksonville
Loganspoort
Rusk
Palestine
Groesbeck
Crockett
Lufkin
Rockland
Trinity
Hearne
Corrigan
Jasper
Hunts V.
Phelps
Wood V.
Navasota
Conroes
Somerville
Brenham
Hempstead
Bellville
Sealy
Richmond
Houston
Beaumont
Orange
Sabine River
Lake Charles
Opelousas
La Fayette
Plaquemine
Pt. Allen
Bayou Sara
Slaughter
Amite City
Covington
Pearl River
Thibodeau V.
Morgan City
Gulf of Mexico
Cheneyville
Alexandria
Natchitoches
Manly
Prudehomme
Leesville
Winfield
Mansfield
Minden
Homer
Gibsland
Rayville
Monroe
Shreveport
Marshall
Longview
Big Sandy
Mineola
Kaufman
Terrell
Dallas
Sherman
Denison
Paris
Honey Brook
Wolf Cy.
McKinney
Mt. Pleasant
Sulphur Spr.
Greenville
Pittsburgh
Tuska
Homma
Atoka
Lehigh
Caney
Caddo
Hamden
Locksburgh
Nashville
Allene
Wilton
Rankin
Ashdown
Ogden
Texarkana
Wolf Cy.
Honey Brook
Paris
Sherman
Denison
Red River
Texarkana
Waldron
Dallas
Hot Springs
Benton
Mount Ida
Malvern
Arkadelphia
Gurdon
Hope
Clayton
McNeil
Lewisville
Magnolia
Camden
Warren
Monticello
Arkansas City
Dermott
Greenville
Leland
Tchula
Hamburgh
Cypress
Rayville
Monroe
Shreveport
Vicksburg
Jackson
Winona
Greenwood
Parsons
Grenada
Rosedale
Clarksdale
Lula
Senatobia
Holly Spgs.
Helena
Clarendon
Brinkley
Forrest Cy.
Somer V.
Memphis
Wynne
Riverside
Bald Knob
Searcy
Kensett
Conway
Russellville
Clarksville
Ozark
Fayetteville
Marshall
St. Paul
Batesville
Clinton
Harrison
Yellville
Mountain Home
Eureka Spr.
Benton V.
Rogers
Siloam Spr's
Seligman
Neel
Willow Sprs.
Chadwick
West Plains
Houston
Marshfield
Ash Grove
Springfield
Pierce Cy.
Monett
Carthage
Pittsburg
Columbus
Cherokee
Oswego
Coffeyville
Chetopa
Vinita
Claremore
Chouteau
Tulsa
Sapulpa
Wagoner
Tahlequah
Gibson
Illinois
Eufaula
McAlister
Wister
Kiowa
Lehigh
Atoka
Caney
Caddo
Hamden
Tuska
Homma
Denison
Sherman
Paris
Honey Brook
Wolf Cy.
McKinney
Mt. Pleasant
Sulphur Spr.
Greenville
Pittsburgh
Dallas
Terrell
Kaufman
Mineola
Gilmer
Jefferson
Big Sandy
Longview
Tyler
Garrett
Athens
Corsicana
Henderson
Jacksonville
Loganspoort
Rusk
Palestine
Groesbeck
Crockett
Lufkin
Rockland
Trinity
Hearne
Corrigan
Jasper
Hunts V.
Phelps
Wood V.
Navasota
Conroes
Somerville
Brenham
Hempstead
Bellville
Sealy
Richmond
Houston
Beaumont
Orange
Sabine River
Lake Charles
Opelousas
La Fayette
Plaquemine
Pt. Allen
Bayou Sara
Slaughter
Amite City
Covington
Pearl River
Thibodeau V.
Morgan City
Gulf of Mexico
Cheneyville
Alexandria
Natchitoches
Manly
Prudehomme
Leesville
Winfield
Mansfield
Minden
Homer
Gibsland

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Kan. City Ark. & New Orl.—1st M., gold—see text....	....	1891	$1,000	$540,000	5 g.	M. & N.	N. Y. City & London.	Nov. 1, 1931
Kansas City Belt—1st ($534,000 gu. K.C.F.S.&M.).c*	10	1886	1,000	1,950,000	6	J. & J.	Boston, Of., 50 State St.	July 1, 1916
Kansas City Br. & Ter.—1st M. for $1,500,000, g.c*	12	1889	500	975,000	6 g.	J. & J.	Jan., '91, coup. last pd.	July 1, 1919
Kansas City Clinton & Spring.—1st M., g., guar..c*	174	1885	1,000	3,192,000	5 g.	A. & O.	Boston, Merch. Nat. Bk.	Oct. 1, 1925
Pleasant Hill & De Soto 1st mortgage, gold.....	....	1877	500	58,000	7 g.	A. & O.	Boston.	Oct., 1907
Kansas City Elevated.—1st mortgage gold.....c*	....	....	.....	600,000	6 g.	J. & J.	N. Y. City.	July 1, 1922
Kansas City Ft. Scott & Memphis—Stock.....	...	....	100	9,997,000	See text.	F. & A.	Boston, Of., 50 State St.	Feb. 16, 1891
Preferred stock contracts, 8 per cent.....	....	....	100	2,750,000	See text.	F. & A.	do do	Feb. 15, 1893
K. C. F. S. & G. 1st M., l'd. gr., s. f., dr'n at 110.c*	160	1879	100 &c	2,197,000	7	J. & D.	Bost., Nat. Webster Bk.	June 1, 1908
Mortgages, guaranteed (part drawn. at 105).c*	202	'80-'84	1,000	1,214,000	7	M. & S.	do do	Sept. 1, 1910
Kansas & Missouri RR. 1st mortgage.....c*	26	1882	1,000	390,000	5	F. & A.	do do	Aug. 1, 1922
K. C. Ft. S. & G. Ten-year coupon notes	....	85&86	5,000&c	320,000	6	Various	Boston, Of., 50 State St.	Var. 1895-96
Kan. City S. & M. Plain bonds (red'ble at 105)..c*	....	1884	1,000	338,000	6	M. & N.	Boston, Nat. Union Bk.	May 1, 1894
Consol. mortgage ($25,000 per mile) not dr'n..c*	671	1888	1,000	11,977,000	6	M. & N.	Bost., Nat. Webster Bk.	May 1, 1928
Current Riv. RR. 1st mort., $20,000 p. m., guar.	81	1887	1,000	1,606,000	5	A. & O.	Boston, Nat. Union Bk.	Oct. 1, 1927
Kan. C.& M. R'y & B'dge 1st M. g., s. f., dr'n at 110.c*	....	1889	1,000	3,000,000	5 g.	A. & O.	N. Y., Un. Tr. Co. & Bost.	Oct. 1, 1929
Kansas Equip. Co. 1st M. guar., s. f., red. at 110.	....	1889	1,000	711,000	5	J. & J.	Bost., Nat. Webster Bk.	Jan. 1, 1905
Kan. City & Indep. Rapid Tr.—1st M. $1,000,000..c	....	1889	1,000	475,000	5	M. & S.	.....	Mch. 1, 1909
Kan. C. Memph. & Bir.—1st mort. (dr'n at 110)..c*	276	1887	1,000	6,892,000	5	M. & S.	Interest funded.	Mch. 1, 1927
Coupon interest notes, subject to call at par.....	....	1891	.....	861,500	6	M. & S.	Boston, Of., 50 State St.	Sept. 1, 1901
Birmingham equipment M., g., gu. (red. at 110)..c*	....	1888	1,000	1,000,000	6 g.	M. & S.	Boston, Old Col'ny Tr. Co	Mch. 1, 1903
Memphis Equipment Co., guar., red. at 110.....c*	....	1890	1,000	189,000	6	F. & A.	do do	Aug. 1, 1905
Kansas City & Pacific—1st M., gold, int. gu. (end.).c*	125	1890	1,000	2,500,000	4 g.	F. & A.	N. Y.. Office, 45 Wall St.	Aug. 1, 1990
Kan. C. Pitts. & Gulf.—1st M. $25,000, g., inc. 4 yrs.c*	...	1893	.....	2,600,000	5 g.	A. & O.	N. Y., 36 Wall. See text.	April, 1923
K. C. St. Jo.& Coun.Bl.—Con. M. (Nos. 1 to 500 pf.)c*	274	1877	100 &c.	5,000,000	7	J. & J.	Boston, 2d Nat'l Bank.	Jan. 1, 1907
1st Ms. Nod. and Tark. Val. RRs. s. f. (dr. at 100).c*	61	1880	1,000	568,000	7	J. & D.	do do	June 1, 1920
Kan. City Suburban Belt—1st mortgage, gold....c	30	1890	1,000	1,000,000	6 g.	J. & D.	Phila., Union Trust Co.	June 1, 1920
Consol. Terminal Ry. of K. C., 1st M., gold.....c*	....	1892	1,000	750,000	5 g.	F. & A.	Ph. W&P Smith 439 Ches	Feb. 1, 1922
Union Ter. RR. Co. 1st M. ($2,000,000) g. guar.c*	10	1893	1,000	750,000	5 g.	F. & A.	do do	Feb. 1, 1923
Kansas City & Indep. Air L ne 1st M., gold..c&r	5½	1892	1,000	300,000	5 g.	M. & S.	Phil., Prov. Life & Trust	Mch. 1, 1922
2d mortgage for $200,000.....	5½	1893	.....	(?)	....	.....	.....	.....

acquired by parties interested in the Toledo & Ohio Central, which has guaranteed the bonds, principal and interest. (See V. 52, p. 165, 351.) In 1893 on the extension of 31 miles to mouth of Gauley River, and for betterments, equipment, etc., $1,000,000 bonds were issued. See balance sheet of April 30, with earnings, etc., in V. 57, p. 62.

Latest Earnings.—Jan 1, to Sept. 7, 1893 (8¼ mos.), gross $237,746, against $251,461 in 1891-2. In year ending June 30, 1893, gross earnings were $364,773; net, $115,156. In 1892 gross $360,091; net, $110,233; taxes, $15,755; interest on bonds, $56,227; other interest, $2,834; rentals, etc., $10,000; balance surplus, $25,416. In 1890-91, $342,815; net, $86,201. (V. 54, p. 801; V. 57, p. 22, 62.)

Kansas City Arkansas & New Orleans.—Projected from Missouri State line through Arkansas to Louisiana State line 300 miles, of which 45 miles south from Hazen graded ready for rails. Capital stock, authorized, $6,000,000; issued, $1,000,000. Mortgage is for $6,000,000 at $20,000 per mile on road completed and equipped, but of this $12,000 per mile may be (and have been) issued on road graded ready for rails; trustees, the Farmers' Loan & Trust Co., New York. C. G. Stoddart, President. Offices at 18 Broadway, N. Y., and Bartholomew House, E. C., London.

Kansas City Belt.—From Argentine to Valley of Blue River, 10 miles. Mortgage is for $2,500,000. Stock authorized $2,500,000 (par $100); outstanding $100,000 (par $100); owned one-half by Atchison Topeka & Santa Fe and three-tenths by Kansas City Fort Scott & Memphis and two-tenths by Chicago Milwaukee & St. Paul. Double-tracked and used for a terminal road at Kansas City. The mortgage is for $2,500,000. In 1892 gross earnings were $233,945; net, $132,184; interest, $116,903; balance, surplus, $15,281. Jan. 1 to July 1, 1893 (6 mos.), surplus, $10,598.

Kansas City Bridge & Terminal.—Both the Terminal property and the C. K. C. & T. RR. Co's. 20 miles of road were sold in foreclosure Feb. 4, 1893. See V. 56, p. 246; V. 55, p. 1034.

Kansas City Clinton & Springfield.—Owns from Cedar Junction, Kan., to Ash Grove, Mo., 164 miles, and branch to Pleasant Hill, Mo., 10 miles; total, 174 miles, but only 163 miles operated.

Stocks, Etc.—Built in interest of Kansas City Fort Scott & Memphis RR., which guarantees the bonds. Stock authorized, $2,500,000; par, $100; issued, $1,775,400, of which one-half is owned by the Kansas City Fort Scott & Memphis RR.; due that Co. July 1, 1892, $345,000.

Earnings.—From July 1 to July 31, 1893 (1 month), gross earnings were $21,296, against $22,639 in 1892; net, $3,718, against $2,982; charges, $13,638; balance, deficit, $9,920.

Annual Report.—Fiscal year ends June 30. Advance statement for 1892-93 showed gross earnings, $351,560; net, $123,200; interest, $163,060; deficit, $40,460. In 1891-92 gross, $317,549; deficit under operating expenses, $68,056. V. 56, p. 246.

Kansas City Fort Scott & Memphis.—Owns main line from Kansas City, Mo., to Memphis, Tenn., 485 miles, with branches, 186 miles; total owned, 671 miles. Current River RR., Willow Springs, Mo., to Grandin, 81 m.; total, 752 miles. Owns one-half capital stock of K. C. Clinton & Springfield and of K. C. Memphis & Birmingham RR. (see those cos.; also 300 shares Kan. City Belt and $942,000 Current River.

Organization.—Formed in April, 1888, by consolidation of the Kan. C. Ft. Scott & Gulf and Kansas City Springfield & Memphis railroads. The Kan. City & Memphis Railway Bridge was completed in May, 1892.

Dividends.—On common stock since 1881—In 1882, 2 per cent; in 1883, 3; in 1884, 5½; in 1885, 2½; in 1886, 4; in 1887, 4½; in 1888, 3½; in 1889, 3; in 1890, 3½; in 1891, February, 1; none since. Dividends on preferred since 1880—In 1881, 8½; from 1882 to February, 1891, both inclusive, at rate of 8 per cent yearly; in 1892, Feb., 8 p. c.; in February, 1893, 5 per cent; in Aug., none. (V. 55, p. 804.)

Bonds.—Under the consolidated mortgage (trustee New England Trust Company of Boston) sufficient bonds are reserved to provide for all prior bonds when due. The Fort Scott Southeastern & Memphis, Rich Hill and Short Creek & Joplin roads have a sinking fund with which bonds are bought at 110, or, if not offered, are drawn at 105 (of these bonds $252,000 were on June 30, 1892, held alive in the sinking fund). The Current River RR. bonds are guaranteed. See V. 44, p. 246. The Kansas City & Memphis Railway & Bridge bonds are guaranteed by endorsement as to principal and interest and are subject to sinking fund drawings, $9,000 bonds yearly at 110. See V. 54, p. 410, 965. The Kansas Equipment bonds are guaranteed, and the issue is redeemable as a whole at any time at 110 and interest, and is entitled to an annual sinking fund of $12,000, for which the bonds may be purchased but cannot be drawn. Also guarantees $534,000 Kansas City Belt and $3,192,000 Kansas City Clinton & Springfield bonds—see those companies. On July 1, 1892, bills payable for $606,070 were outstanding.

Latest Earnings.—For 1 month ending July 31 earnings were:

1 *Month.*	*Gross earns.*	*Net earns.*	*Int.,rent.,&c.*	*Balance.*
1893.....	$322,517	$33,650	$88,645	def. $54,995
1892.....	348,996	64,485	88,937	def. 24,452

Annual Report.—Fiscal year ends June 30. Report for 1891-92 was in V. 55, p. 804. It is said that in the year 1891-92 some $215,000 expended for improvements was included in operating expenses. The following figures for 1892-93 are from an advance statement:

Year end. June 30.	1890.	1891.	1892.	1893.
Gross earnings.....	$4,937,431	$4,703,142	$4,991,278	$5,111,152
Net earnings.....	$1,550,786	$1,313,924	$1,356,603	$1,308,217
Interest and miscell..	1,042,549	1,068,846	1,111,644	1,104,606
Bal., incl. other inc..	$569,161	$256,881	$244,959	$203,611
Dividends paid.....	566,414	208,972	219,984	137,490
Balance.....	def. $2,747	sur. $47,909	sur. $24,975	sur. $66,121

For 1891-92 paid deficits on the Current River RR. and the Kansas City Clinton & Springfield RR amounting to $72,829 and in 1892-93 to $53,596. (V. 55, p. 254, 804; V. 56, p. 246, 331; V. 57, p. 298.)

Kansas City & Independence Air Line.—*(See Map.)*—Operates from Kan. City to Independence, Mo., 11½ miles, of which 6 miles, affording entrance into Kansas City, is over tracks of K. C. & Suburban Belt RR. Opened March 1, 1892. In January, 1893, entire capital stock was purchased by the Kansas City Suburban Belt Co.—which see. Stock paid in, $500,000; par, $100.

Kansas City & Independence Rapid Transit.—Kansas City to Independence, Mo., 8 miles; opened March, 1889. Capital Stock, $1,000,000. Mortgage trustee, Central Trust Co. On Jan. 1, 1892, the bills payable were $168,759. Earnings—In 1891 gross, $95,978; net, $41,740; interest on bonds, $23,125.

Kansas City Memphis & Birmingham.—Owns from Memphis to Birmingham, Ala., 253 miles, and branches to Aberdeen, Miss., and Bessemer, Ala., 23 miles; total, 277 miles; completed in October, 1887.

Stock, Traffic Guaranty, Etc.—The stock is $5,956,000; par, $100. The Kansas City Fort Scott & Memphis owns half the stock and gives a traffic guarantee of 10 per cent of gross earnings derived from business to and from this road, to be applied to interest.

Bonds.—First mortgage bonds are subject to call at 110 and interest; New England Trust Company trustee; abstract, V. 46, p. 575. In September, 1891, five first mortgage coupons beginning September 1 were funded into 10-year 6 per cent notes, secured by the coupons deposited in trust. The equipment loans are both guaranteed by this Co., and are redeemable on notice at 110 and interest.

Latest Earnings.—For 1 month ending July 31 earnings were:

1 *Month.*	*Gross.*	*Net.*	*Charges.*	*Bal., Deficit.*
1893.....	$72,895	def. $6,305	$39,108	def. $45,413
1892.....	74,323	def. 13,339	37,384	def. 50,723

Annual Report.—Fiscal year ends June 30. Report for 1891-92 was in V. 55, p. 254. In 1892-93 gross earnings were $1,163,948; net, $179,757; including traffic guaranty, deficit under all charges, $253,825. In year 1891-92 gross, $1,174,372; net, $215,591; total net, after adding traffic guaranty, $236,477. (V. 55, p. 254, 136; V. 57, p. 298.)

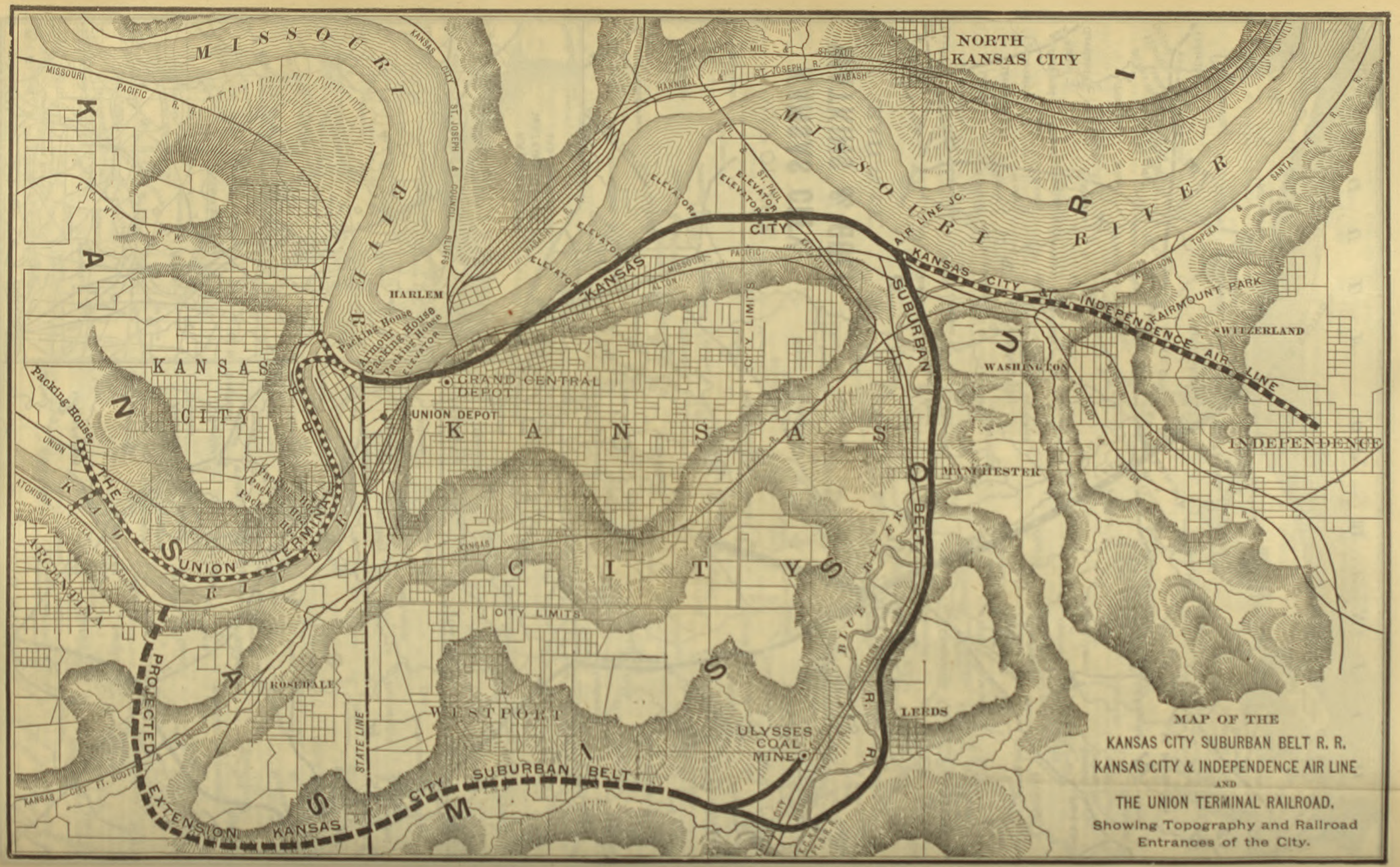
Kansas City Pittsburg & Gulf.—*(See Map.)*—Operates road from Kansas City, Mo., to Sulphur Springs, Ark., 210 miles, of which 186 miles, from Grand View, Mo., to Sulphur Springs, are owned and the remaining 24 miles operated under lease. Contracts for construction to Fort Smith are given out, and the work is being rapidly pushed forward. The Texarkana & Fort Smith (which see) Texarkana North to Wilton, 26 miles in length, has been purchased by parties interested in K. C. P. & G., is now being extended to Little River, Ark., 8 miles, and will form part of main line to Gulf of Mexico. Congress has granted right of way in Indian Territory. Stock authorized, $25,000 per mile; par $100.

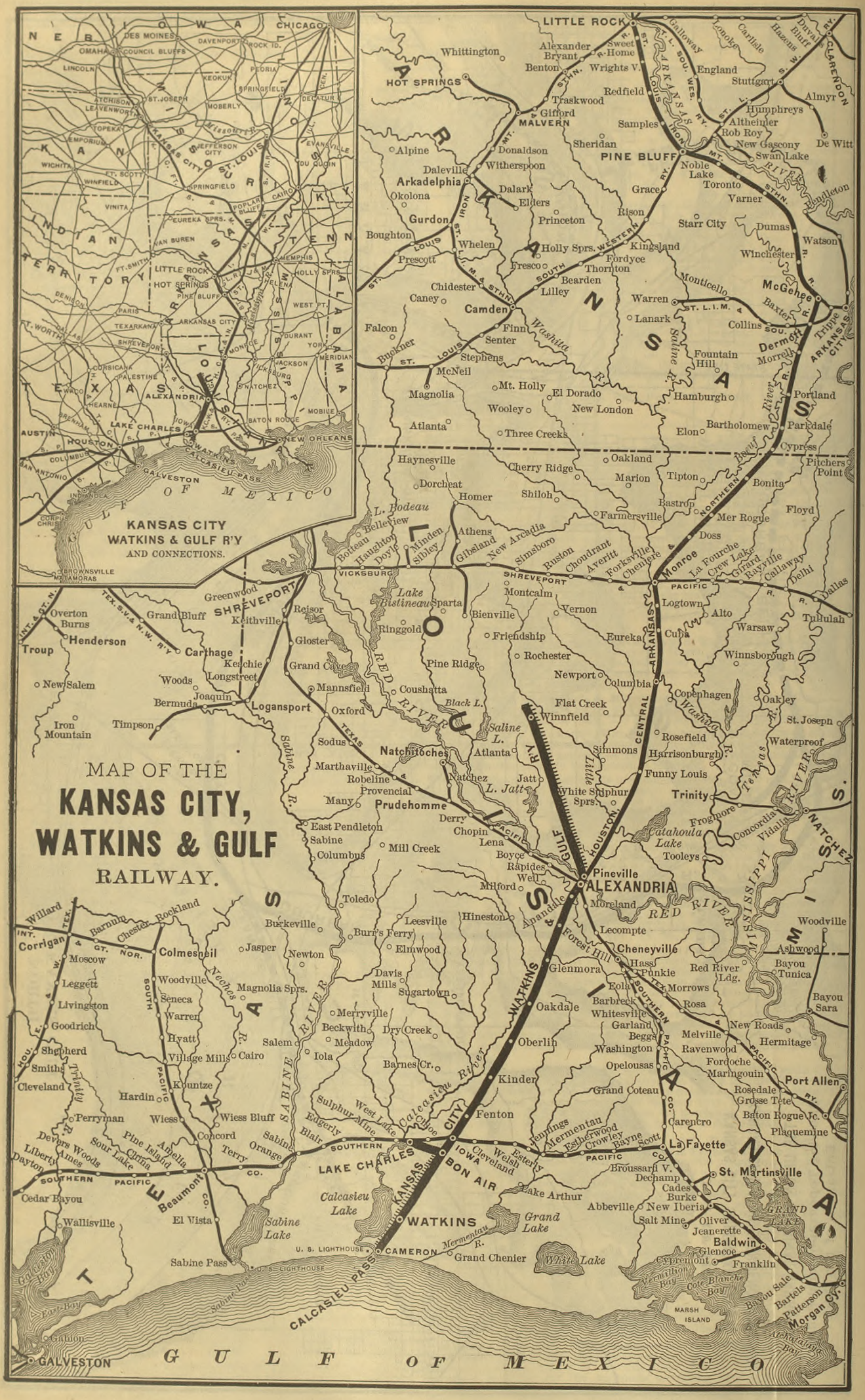
Bonds.—First mortgage gold bonds at $25,000 per mile of main track were authorized in April, 1893, interest on which for first four years will be payable only if earned. Mortgage covers equipment. Missouri Kansas & Texas Trust Company, of Kansas City, Mo., and the State Trust Company, of New York, trustees for mortgage. New York office, 36 Wall Street. (V. 55, p. 297; V. 56, p. 668; V. 57, p. 422.)

Kansas City & Pacific.—Line of road, Paola to Stevens, 130 miles. Forms part of the Missouri Kansas & Texas main line to Kansas City, having been leased to that company for 999 years from August 1, 1890. The lessee guarantees interest on the 4 per cent bonds (see guaranty V. 56, p. 695), and if prior to Aug. 1, 1895, 30 per cent, and thereafter 33 per cent, of the gross earnings shall exceed the interest on the bonds, taxes and corporate expenses, the amount of such excess (all advances by Missouri Kansas & Texas having been settled) is to be paid to the Kansas City & Pacific. See V. 51, p. 457. Stock is $2,500,000, of which $1,725,000 is owned by M. K. & T. (V. 51, p. 457, 494.)

Kansas City St. Joseph & Council Bluffs.—Owns from Kansas City to Council Bluffs, 197 miles, branches 58 miles, proprietary lines (Nodaway Val. and Tarkio Val. RRs.), 61 miles; total operated, 318 miles. The capital stock of $5,262,600 was purchased by the Chicago Burlington & Quincy in 1880, and the road is operated as part of that system. Consols. Nos. 1 to 500, both inclusive, have a prior lien under the mortgage. In 1892 gross earnings were $2,036,798; net, $803,654; interest, $391,398; rentals, $26,305; paid dividends, $363,161.

Kansas City Suburban Belt.—*(See Map.)*—This road extends from Second Street and Broadway around Kansas City, via the East Bottoms and the valley of the Blue and Brush Creek. It provides terminal facilities for the railroads centering at Kansas City, and furnishes quick transit from the manufacturing suburbs along the Blue Valley. By recent extensions, and in connection with the Union


MISSOURI RIVER
NORTH KANSAS CITY
MISSOURI PACIFIC R. R.
KANSAS CITY ST. JOSEPH & COUNCIL BLUFFS
HANNIBAL & ST. JOSEPH R. R.
WABASH
MIL. & ST. PAUL R. R.
MISSOURI RIVER
AIR LINE JC.
KANSAS CITY & INDEPENDENCE AIR LINE
TOPEKA & SANTA FE R. R.
ATCHISON
K. C. W. & N. W.
HARLEM
ELEVATOR
ELEVATOR
ELEVATOR
ELEVATOR
ST. PAUL ELEVATOR
ELEVATOR
CITY
KANSAS
ALTON
MISSOURI PACIFIC
CITY LIMITS
SUBURBAN BELT
FAIRMOUNT PARK
SWITZERLAND
INDEPENDENCE AIR LINE
WASHINGTON
INDEPENDENCE
MANCHESTER
Packing House
Armour Packing House
Packing House
Packing House


MAP OF THE
KANSAS CITY, WATCHINS & GULF
RAILWAY.
KANSAS CITY WATKINS & GULF R'Y AND CONNECTIONS.
LITTLE ROCK
HOT SPRINGS
MALVERN
PINE BLUFF
Arkadelphia
Gurdon
Camden
Prescott
Magnolia
Fordyce
Warren
McGehee
Dermott
Monticello
Hamburgh
Portland
Parkdale
Elon
Bartholomew
Lake Bistineau
Sparta
Bienville
Ringgold
Friendship
Rochester
Pine Ridge
Coushatta
Mansfield
Grand Cane
Gloster
Keachie
Carthage
Henderson
Troup
Overton
Burns
Grand Bluff
Keithville
Rejsor
Greenwood
SHREVEPORT
VICKSBURG
Montcalm
Vernon
Logtown
Alto
Tullulah
Warsaw
Eureka
Cuba
Winnsborough
Columbia
Newport
Flat Creek
Winnfield
Copenhagen
Oakley
St. Joseph
Rosefield
Harrisonburgh
Waterproof
Simmons
Funny Louis
Trinity
Frogmore
Concordia
Vidalia
NATCHEZ
Natchitoches
Atlanta
Saline L.
Black L.
Marthaville
Robeline
Provencial
Many
Prudehomme
Derry
Chopin
Lena
Boyce
Rapides
Well
Milford
Pineville
ALEXANDRIA
Moreland
Apandille
Hineston
Leesville
Burr's Ferry
Elmwood
Burkeville
Jasper
Newton
Colmesneil
Corrigan
Willard
Barnum
Chester
Rockland
Moscow
Leggett
Livingston
Goodrich
Shepherd
Smithe
Cleveland
Woodville
Seneca
Warren
Hyatt
Village Mills
Cairo
Kountze
Hardin
Perryman
Wiess
Wiess Bluff
Concord
Terry
Orange
Sabine
Blair
Edgerly
Sulphur Aline
West Lake
Calcasieu River
Fenton
Kinder
Oberlin
Cheneyville
Glenmora
Oakdale
Lecompte
Woodville
Ashwood
Bayou Tunica
Red River Ldg.
Morrows
Rosa
Barbreck
Whitesville
Garland
Beggs
Melville
New Roads
Hermitage
Ravenwood
Fordoche
Maringouin
Port Allen
Rosedale
Grosse Tete
Baton Rouge Jc.
Plaquemine
Carencro
Broussard
Dechamp
Cades
Burke
Abbeville
New Iberia
Salt Mine
Oliver
Jeanerette
Baldwin
Glencoe
Franklin
Cypremont
Bayou Sale
Bartels
Patterson
Morgan Cy.
Lafayette
St. Martinsville
Opelousas
Grand Coteau
Esterly
Jennings
Mermentau
Estherwood
Crowley
Rayne
Scott
Welsh
Cleveland
Iowa
Lake Charles
Bon Air
Watkins
Lake Arthur
Grand Lake
White Lake
Calcasieu Lake
Sabine Lake
Sabine Pass
U. S. Lighthouse
Cameron
Mermentau R.
Grand Chenier
Calcasieu Pass
Sabine Pass
Galveston Bay
East Bay
Galveston
Vermilion Bay
Cote Blanche Bay
Marsh Island
Atchafalaya Bay
GULF OF MEXICO
Beaumont
Cedar Bayou
Wallisville
El Vista
Liberty
Dayton
Ames
Devers
Woods
Sour Lake
China
Pine Island
Amelia
Terry
Orange
Sabine
Blair
Edgerly
Sulphur Aline
West Lake
Calcasieu River
Fenton
Kinder
Oberlin
Cheneyville
Glenmora
Oakdale
Lecompte
Woodville
Ashwood
Bayou Tunica
Red River Ldg.
Morrows
Rosa
Barbreck
Whitesville
Garland
Beggs
Melville
New Roads
Hermitage
Ravenwood
Fordoche
Maringouin
Port Allen
Rosedale
Grosse Tete
Baton Rouge Jc.
Plaquemine
Carencro
Broussard
Dechamp
Cades
Burke
Abbeville
New Iberia
Salt Mine
Oliver
Jeanerette
Baldwin
Glencoe
Franklin
Cypremont
Bayou Sale
Bartels
Patterson
Morgan Cy.
Lafayette
St. Martinsville
Opelousas
Grand Coteau
Esterly
Jennings
Mermentau
Estherwood
Crowley
Rayne
Scott
Welsh
Cleveland
Iowa
Lake Charles
Bon Air
Watkins
Lake Arthur
Grand Lake
White Lake
Calcasieu Lake
Sabine Lake
Sabine Pass
U. S. Lighthouse
Cameron
Mermentau R.
Grand Chenier
Calcasieu Pass
Sabine Pass
Galveston Bay
East Bay
Galveston
Vermilion Bay
Cote Blanche Bay
Marsh Island
Atchafalaya Bay
GULF OF MEXICO
Beaumont
Cedar Bayou
Wallisville
El Vista
Liberty
Dayton
Ames
Devers
Woods
Sour Lake
China
Pine Island
Amelia
Terry
Orange
Sabine
Blair
Edgerly
Sulphur Aline
West Lake
Calcasieu River
Fenton
Kinder
Oberlin
Cheneyville
Glenmora
Oakdale
Lecompte
Woodville
Ashwood
Bayou Tunica
Red River Ldg.
Morrows
Rosa
Barbreck
Whitesville
Garland
Beggs
Melville
New Roads
Hermitage
Ravenwood
Fordoche
Maringouin
Port Allen
Rosedale
Grosse Tete
Baton Rouge Jc.
Plaquemine
Carencro
Broussard
Dechamp
Cades
Burke
Abbeville
New Iberia
Salt Mine
Oliver
Jeanerette
Baldwin
Glencoe
Franklin
Cypremont
Bayou Sale
Bartels
Patterson
Morgan Cy.
Lafayette
St. Martinsville
Opelousas
Grand Coteau
Esterly
Jennings
Mermentau
Estherwood
Crowley
Rayne
Scott
Welsh
Cleveland
Iowa
Lake Charles
Bon Air
Watkins
Lake Arthur
Grand Lake
White Lake
Calcasieu Lake
Sabine Lake
Sabine Pass
U. S. Lighthouse
Cameron
Mermentau R.
Grand Chenier
Calcasieu Pass
Sabine Pass
Galveston Bay
East Bay
Galveston
Vermilion Bay
Cote Blanche Bay
Marsh Island
Atchafalaya Bay
GULF OF MEXICO

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Kansas City Watkins & Gulf—1st mort., gold ...c*	100	1890	$ & £	$1,400,000	5 g.	J. & J.	N. Y. Office, 2 Wall St.	Jan. 1, 1930
Kan. City Wyandotte & N. W.—1st mort., gold....c*	134	1888	$ & £	3,750,000	5 g.	J. & J.	In default.	Jan. 1, 1938
Kan. City & Beatrice 1st mortgage, gold, guar.c	20	1889	500	400,000	5 g.	J. & J.	In default.	July 1, 1939
Kearney & Black Hills—1st mortgage.....	66	1890	1,000	862,000	5	M. & N.	Boston, Am. Loan & Tr.	May 1, 1920
Kentucky Central—See LOUISVILLE & NASHVILLE.								
Kentucky & Indiana Bridge—1st mortgage, gold...	....	1881	....	1,000,000	5 g.	M. & S.	Mar. '93 coup. last paid	Mar., 1911
Terminal bonds, gold.....	....	1886	....	400,000	5 g.	J. & D.	See text.	Dec., 1916
2d mortgage, gold.....	....	1889	....	600,000	5 g.	A. & O.	do	April, 1919
New Albany Belt & Term. RR. 1st M. end., gold..	2	1890	....	300,000	6 g.	J. & D.	do	June 1, 1920
Kentucky Mid'd—1st M., $25,000 p.m., red. at par.c*	40	1888	1,000	1,000,000	6	F. & A.	.....	Aug. 1, 1918
Kentucky Union—1st mort. for $3,000,000, gold.c*	92	1888	1,000	2,500,000	5 g.	J. & J.	Jan., '91, coup. last paid	July 1, 1928
2d mortgage, income, bonds for $1,300,000.....	92	1890	1,000	800,000	6	J. & J.	.....	July 5, 1920
Keokuk & Des Mo.—Preferred stock, 8 per cent.....	162	....	100	1,524,600	See text.	See text	N.Y. Office, 68 Broad St.	May 1, 1893
1st mortgage, interest guar. C. R. I. & P.....c*	162	1878	100 &c.	2,750,000	5	A. & O.	N. Y., 13 William St.	Oct. 1, 1923
Keokuk & Western—Common stock.....	148	....	100	4,000,000	2 per an.	A. & O.	N. Y., Cuyler, Morgan	Oct. 10, 1893
Kinderhook & Hudson—1st mortgage, gold.....	17	1889	....	375,000	6 g.	J. & D.	N. Y., Atlantic Tr. Co.	Dec. 1, 1909
Kings County Elevated—Stock.....	6	....	100	3,250,000	....	.....	.....	.....
1st mort., gold, series "A," $550,000 per mile..c*	6	1885	1,000	3,377,000	5 g & 6	J. & J.	N. Y., Am. Ex. Nat. Bk.	Jan. 1, 1925
2d mortgage ($7,000,000) gold, $550,000 p. m...c*	6	1888	1,000	See text.	5 g.	A. & O.	Int. funded till Oct., '94.	Apr. 1, 1938
Funded coup. scrip, bears 6 p.c. int. after Apr., '93	6	1890	....	435,301	6	April 1	New York.	Apr. 1, 1900
do do of 1893.....	6	1893	....	See text.	5	....	do do	.....
Fulton Elev. 1st M., Ser. A, $550,000 p.m., g., guar.c*	3¾	1889	1,000	1,979,000	5 g.	M. & S.	N. Y., Am. Ex. Nat. Bk.	Mch. 1, 1929
Non-cumulative 6 p. c. incomes for $1,125,600...	....	1893	....	See text.	....	....	.....	.....
Kingston & Pembroke—1st M., gold, (redem. at 105).	113	1882	1,000	572,000	6	J. & J.	N.Y., R. P. Flower & Co.	Jan. 1, 1912
Knorv. Cum. Gap & Louis—1st mortgage, gold....c*	70	1888	1,000	1,650,000	5 g.	J. & D.	June '92 coup. last paid	June 1, 1928
2d mortgage, gold.....c*	70	1889	1,000	500,000	6 g.	A. & O.	.....	Oct. 1, 1919
Lake Erie Alliance & South.—1st M. for $1,250,000.c*	36	1887	1,000	366,000	6 g.	J. & J.	.....	Jan. 1, 1917
Inc. bonds, non-cum., g. (red. after 1897 at 106)c*	36	1887	1,000	1,669,000	6 g.	.....	.....	Jan. 1, 1917
Lake Erie & Western—Com. stock, $20,000 per mile	725	....	100	11,840,000	....	.....	.....	.....
Pref. stock, 6 per cent (not cum.) ($20,000 p. m).	725	....	100	11,840,000	See text.	Q.—F.	N. Y. Office, 80 Br'dway	Aug. 15, 1893
1st mortgage, ($10,000 per mile) gold.....c*	725	1887	1,000	7,250,000	5 g.	J. & J.	N. Y., Chase Nat. Bank.	Jan. 1, 1937
2d mort., for $3,625,000 ($5,000 per mile) gold.c	725	1891	1,000	1,500,000	5 g.	J. & J.	do do	July 1, 1941
Lake Roland Elevated (Balt.)—1st M. gold....c*xr	....	1892	1,000	1,000,000	5 g.	M. & S.	Baltimore Office.	Sept. 1, 1942

Terminal Railroad, now under construction in Kansas City, Kansas, this road also reaches the West Bottoms by a system of viaducts, and here makes direct connection with every road entering Kansas City from the northwest, west and southwest. On July 25, 1892, consolidated with the consolidated Terminal Railway Co. of Kansas City, and in January, 1893, bought the entire capital stock of the Kansas City & Independence Air Line Company—which see. (V. 55, p. 995.) Stock, $2,750,000—par $100. Trustee of the Suburban Belt mortgage is the Missouri Kansas & Texas Trust Co., of Kansas City. From Jan. 1 to Sept. 7, 1893 (8¼ months), gross earnings $164,161, against $73,012 in 1892. N. Y. office, 36 Wall Street. (V. 55, p. 995.)

Kansas City Watkins & Gulf.—*(See Map.)*—Completed in 1892 from Lake Charles, La., northerly to Alexandria, 100 miles. Surveyed 50 miles northwesterly from Alexandria and also projected from southern terminus to Calacieu Pass on Gulf of Mexico, 25 miles. See V. 54, p. 761. At Alexandria road connects with Houston Cent. Arkansas & Northern (Missouri Pacific), making through line to St. Louis and points north; also with Texas & Pacific for New Orleans and the West. Bonds issued at $15,000 per mile, but this may be increased to $20,000 for future requirements. Mortgage trustee, Farmers' Loan & Trust Co. Stock authorized, $10,000,000—par $100. Loans and bills payable Jan. 1, 1893, $17,172. From Nov. 1 to Dec. 31, 1892, gross earnings, $29,088; net, $10,588. J. B. Watkins, President, No. 2 Wall Street, New York. (V. 54, p. 525, 761; V. 56, p. 164.)

Kansas City Wyandotte & Northwestern.—Road from Kansas City to Beatrice, Neb., 175 miles, of which Seneca to Axtell, 10 miles and Virginia to Beatrice, 14 miles are trackage, and 20 miles, Summerfield to Virginia, are owned by Kans.—City & Beatrice. Branches, 17 miles. Trackage to Carbondale, 43 miles. Total, 235 miles.

Receiver was appointed in 1890. Foreclosure sale postponed till August 15, 1893. Receiver's certificates outstanding, car trusts, claims in litigation, etc., aggregate about $1,223,000. See V. 56, p. 501. Reorganization plan of March, 1893, in V. 56, p. 501. Stock issued, $2,973,000; par, $100. From Jan. 1 to Aug. 31, 1893, (8 months), gross earnings were $214,139, against $214,407 in 1891-92. In the year 1891-92, gross earnings were $345,881; deficit under operating expenses, $22,586; taxes, $22,631. (V. 53, p. 880; V. 54, p. 889, 1047; V. 55, p. 297, 895; V. 56, p. 501, 792, 1015.)

Kentucky Central.—See LOUISVILLE & NASHVILLE.

Kentucky & Indiana Bridge.—Owns steel cantilever bridge over the Ohio River at Louisville and 5 miles of railroad between Louisville, Ky., and New Albany, Ind., and 5 miles of belt line in Louisville; operates New Albany Belt & Terminal RR., 2 miles; also owns and operates the Louisville & New Albany Ferry Co. and the New Albany Street Car Co. In September, 1893, the company was unable to pay its maturing coupons, owing to large outlays for improvements and inability to borrow money. Important negotiations pending. See V. 57, p. 510. Capital stock $1,700,000 (par $100). The City of New Albany, Ind., guarantees the 1st mortgage. The issuance of $200,000 additional bonds was reported under consideration in June, 1893. In 1891-92 gross earnings were $198,359; net, $108,513; interest, $100,000. In 1890-91 gross, $175,574. (See V. 57, p. 510.)

Kentucky Midland.—Owns road Frankfort, Ky., to Paris, Ky., 40 miles; completed in 1890. Extensions projected. Stock, common, 9,100 shares, of which 2,200 preferred; paid in 5,100 shares, $—— each. First mortgage is for $5,000,000, trustee, Central Trust Co. The sinking fund may purchase the bonds at or below 105, or drawing them at par if unpurchasable. In year 1891-92 gross, $63,383; net, $13,537.

Kentucky Union.—Owns from Lexington, Ky., to Jackson, Ky., about 92 miles. In February, 1891, Mr. H. F. Kean, of New York, was appointed receiver. Receiver's certificates for $125,000 were issued. In December, 1892, road was ordered sold in foreclosure under first mortgage. See V. 55, p. 1078. Litigation pending. Stock, $5,000,000 (par, $100). There are about $49,000 car trusts. In year 1892-93 gross, $226,847; net, $66,075, against a deficit of $2,258 in 1891-92. (V. 55, p. 146, 938, 1078.)

Keokuk & Des Moines.—Owns from Keokuk, Ia., to Des Moines Ia., 162 miles. Leased for 45 years from October 1, 1878, to the Chicago Rock Island & Pacific Railroad, the lessee to pay 25 per cent of the gross earnings, but guarantees the interest (not the principal) on the bonds. The stock is $1,524,600 8 per cent preferred and $2,600,400 common (par of both $100), a majority of which is held by the lessee. Surplus for year 1891-92 was $21,221, against $8,525 in 1890-91. Total cash surplus to Sept. 30, 1892, $36,619, from which paid dividends on preferred in May, 1893, of $2 40 per share. Rental in year 1892-93 $158,721, against $146,025 in 1891-92.

Kinderhook & Hudson.—Kinderhook to Hudson, N. Y., 17 miles. Stock, $170,000; par, $100. Mortgage trustee, Atlantic Trust Co.

Keokuk & Western.—Owns Alexandria, Mo., to Van Wert, Ia., 143 miles; operates to Alexandria, 5 m.; sold in foreclosure in 1886, and reorganized.

MORTGAGE NOTE.—A 6 per cent note for $200,000, secured by mortgage, payable at will, is outstanding. DIVIDENDS—In 1888, 1 per cent; in 1891, 2; in 1892, April, 1; Oct., 1; in 1893, April, 1 p. c.; Oct., 1 p. c.

EARNINGS.—From Jan. 1 to July 31, 1893, (7 months), gross $210,602, against $215,168 in 1892; net, $62,545, against $65,178. In 1892 gross earnings were $407,151; net, $135,373; interest, $12,710; taxes, $16,454; construction and equipment, $15,970; principal of note, $10,000; dividends, $80,000; balance, $239; balance Jan. 1, 1892, $41,276; balance Dec. 31, 1892, $41,515. In 1891, gross, $414,274; net, $160,658. G. H. Candee, 52 William Street, N. Y., Vice-President. (V. 54, p. 524; V. 56, p. 462.)

Kings County Elevated.—Owns road in operation through Fulton Street, Brooklyn, to former city line, 6·14 miles; leases Fulton Elevated, in operation from former city limits to easterly line of Montauk Avenue, 1¾ miles; projected to Jamaica, 12⅝ miles.

STOCK.—Stock authorized and outstanding, $3,250,000 (par, $100.) Under plan below mentioned a majority of stock will be voted on by August Belmont, J. H. Frothingham, James Jourdan, E. A. Abbott and J. R. Carter as readjustment trustees.

BONDS.—Interest on second mortgage bonds for three years ending Oct. 1, 1892, was funded into scrip, and in April, 1893, since cash interest was not yet being earned, it was proposed to exchange one-third ($1,125,600 out of $3,377,000) of the second mortgage bonds for 6 per cent non-cumulative incomes, and to fund two years' coupons from the unexchanged bonds into scrip secured by the coupons in trust. A portion of the surrendered bonds (about $250,000) will be sold to pay floating debt. It is also proposed to consolidate the Fulton and Kings County companies, bringing the Fulton road under the Kings County 2d mortgage. On April 21, 1893, there were only about 700 unassented bonds. See V. 56, p. 538, 668.

Of the Kings County 1st m. $200,000 are 6s; trustee is Mercantile Trust Company of New York. (See abstract of first mortgage in V. 49, p. 237.) The Fulton Elevated Railroad is leased for 99 years, and its bonds guaranteed, principal and interest. Loans and bills payable were $318,283 June 30, 1893, against $308,667 July 1, 1892.

ANNUAL REPORT.—Fiscal year ends June 30. Annual statement for 1892-93, with balance sheet, was in V. 57, p. 510, showing gross earnings $941,620; net, $377,799; interest on bonds, $292,589; other interest, $11,777; taxes, etc., $51,355; surplus for year, $22,360. In 1891-92, gross, $879,887; net, $319,728. President, James Jourdan —(V. 55, p. 421; V. 56, p. 83, 501, 538, 668, 923; V. 57, p. 510.)

Kingston & Pembroke.—Owns from Kingston, Ontario, Can., to Renfrew on the Canadian Pacific Railroad, 104 miles; branches, 9 miles; total 113 miles. Bonds are redeemable on notice at 105. In December, 1892, company was proposing to issue 5 per cent first preferred bonds. Stock, $1,500,000; par, $50. Gross earnings for year ending June 30, 1892, $151,185; net, $32,416. In calendar year 1890 gross, $178,864. See full statement in V. 44, p. 402. (V. 50, p. 390.)

Knoxville Cumberland Gap & Louisville.—Knoxville, Tenn., with tunnel at Cumberland Gap, to L. & N. at Middlesboro, 74 miles; branches, 7 miles. Consolidation with the Marietta & North Georgia—which see—was proposed in December, 1892. Default on 1st mortgage coupons occurred December 1, 1892, and Clarence Cary was made receiver. Mortgage trustee Central Trust Co. Stock authorized: Common, $1,575,000; preferred, $1,380,000; par, $100; paid in $2,730,000. Current liabilities July 1, 1892, $508,377. EARNINGS.—In year ending June 30, 1892, gross earnings, $169,242; net, $29,418; interest, $54,000; taxes, etc., $5,003. In '90-91 gross, $162,052. (V. 55, p. 1078.)

Lake Erie Alliance & Southern.—Owns from Bergholz, O., to Alliance, O., 36 miles. STOCK is $3,000,000; par, $100. BONDS.—First mortgage is for $1,250,000, and the bonds unissued are reserved for extensions at $25,000 per mile. EARNINGS.—January 1 to July 31, 1893 (7 months), gross earnings, $46,202, against $46,019 in 1892; net earnings, $7,781, against $9,475. In 1892 gross, $83,659; net, $20,768. In 1891, gross, $75,087; net, $14,141. (V. 52, p. 164; V. 53, p. 58.)

Lake Erie & Western Railroad.—*(See Map.)*—Owns from Sandusky, O., to Peoria, Ill., 420 miles, and branch to Minster, 10 miles, Indianapolis to Michigan City, 162 miles; Fort Wayne to Connorsville and branch to Rushville, 133 miles; total, 725 miles, of which 691 steel.

HISTORY, ETC.—Company formed in 1887 after foreclosure (on Dec. 14, 1886,) of the Lake Erie & Western Railway. In Mar., 1887, purchased the Indianapolis Peru & Chicago Road, 162 miles, and in June, 1890, acquired the Fort Wayne Cincinnati & Louisville. (See CHRONICLE, V. 50, p. 590.) The terminals at Indianapolis, Peoria, Fort Wayne and New Castle are operated partly under lease.

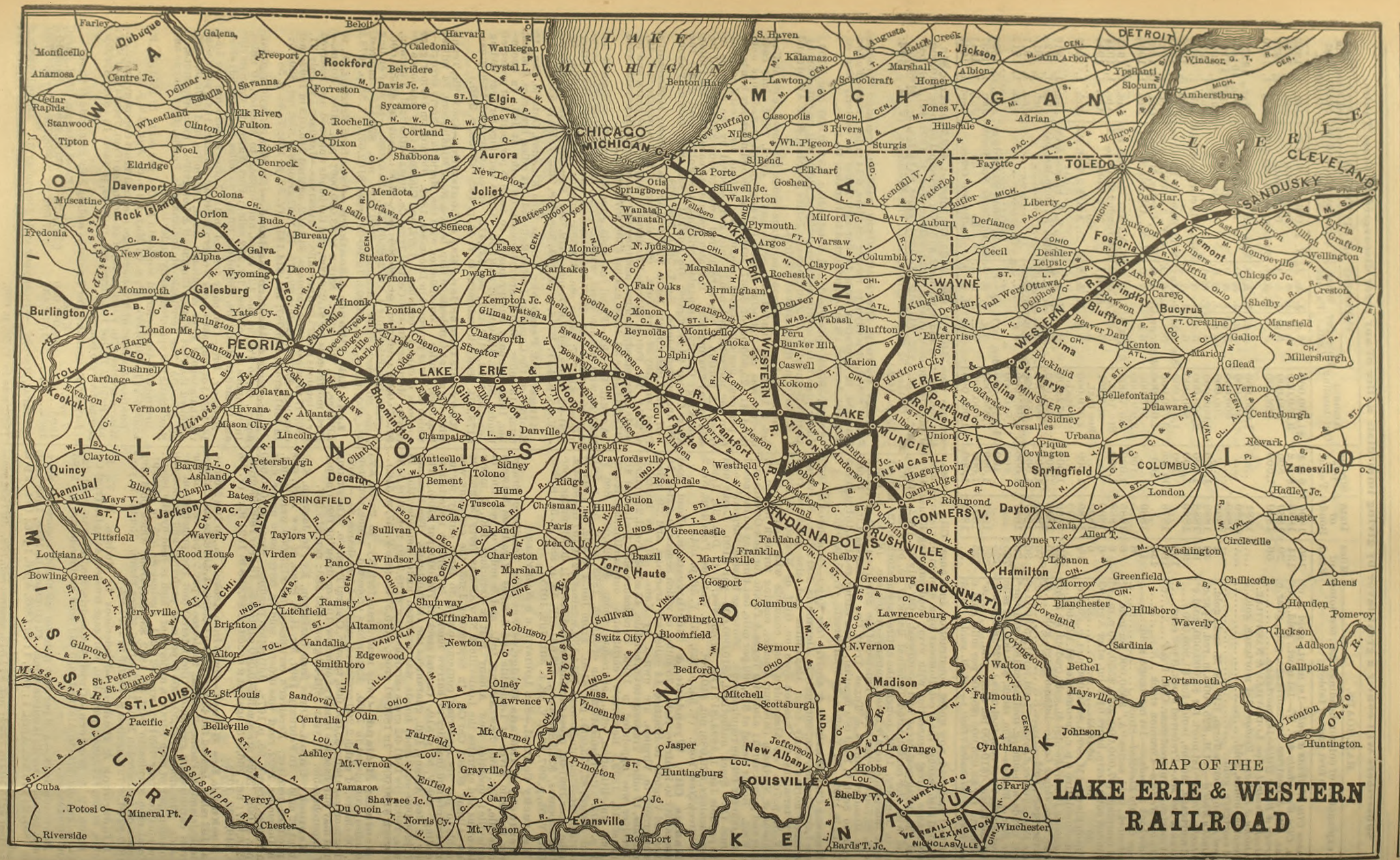
DIVIDENDS—On preferred stock—In 1890, 4 per cent; in 1891, 4; in 1892, 4¾; in 1893, Feb., 1¼ p. c.; May, 1¼ p. c.; Aug., 1¼ p. c.

BONDS.—Abstract of first mortgage (Central Trust Company and A. L. Mason, trustees), in V. 46, p. 45; of 2d mortgage (Cent. Trust Co. of N. Y. and Robt. C. Bell of Ind., trustees), in V. 54, p. 444. In 1892 $850,000 second 5s were issued.

LATEST EARNINGS.—For 7 months ending July 31 earnings were:

7 mos.	*Gross.*	*Net.*	*Fixed Charges.*	*Bal., Surp.*
1893	$2,084,040	$837,974	$376,869	$461,105
1892	1,902,434	797,509	366,759	430,750

ANNUAL REPORT.—Fiscal year ends December 31. Annual meeting is held at Peoria on first Wednesday in October. Annual report for 1892 was in V. 56, p. 666.


LAKE MICHIGAN
LAKE ERIE
MICHIGAN
INDIANA
OHIO
ILLINOIS
KENTUCKY
MISSOURI
IOWA
CHICAGO
DETROIT
TOLEDO
CLEVELAND
SANDUSKY
FT. WAYNE
PEORIA
SPRINGFIELD
INDIANAPOLIS
COLUMBUS
CINCINNATI
ST. LOUIS
LOUISVILLE
Dubuque
Rockford
Davenport
Rock Island
Galesburg
Burlington
Keokuk
Quincy
Hannibal
Decatur
Terre Haute
Evansville
Madison
New Albany
Jeffersonville
Springfield
Dayton
Hamilton
Zanesville
Lancaster
Newark
Marion
Mansfield
Bucyrus
Findlay
Fostoria
Fremont
Lima
Bluffton
Huntington
Portsmouth
Ironton
Maysville
Covington
Winchester
Versailles
Lexington
Nicholasville
Bardstown Jc.
Paris
Cynthiana
Johnson
Pomeroy
Athens
Chillicothe
Circleville
Xenia
Wellington
Creston
Shelby
Millersburgh
Gilead
Mt. Vernon
Centreburgh
Delaware
Bellefontaine
Kenton
Upper Sandusky
Fostoria
Findlay
Bucyrus
Crestline
Mansfield
Gallon
Marion
Millersburgh
Centreburgh
Newark
Zanesville
Hadley Jc.
Lancaster
Circleville
Washington
Chillicothe
Athens
Hamden
Pomeroy
Jackson
Addison
Gallipolis
Ohio R.
Portsmouth
Ironton
Huntington
Johnson
Maysville
Bethel
Walton
Corington
Loveland
Blanchester
Hillsboro
Waverly
Sardinia
Greenfield
Morrow
Lebanon
Waynesville
Hamilton
Dayton
Springfield
Columbus
Urbana
Sidney
Piqua
Covington
Versailles
Minster
St. Marys
Celina
Coldwater
Fort Recovery
Portland
Red Key
Muncie
New Castle
Hagerstown
Cambridge
Richmond
Dodson
London
Xenia
Allen T.
Washington
Lancaster
Circleville

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Lake Shore & Michigan Southern—Stock	....	....	$100	$49,466,500	See text.	F. & A.	N.Y.,Grand Cent. Office.	Aug. 1, 1893
Guaranteed 10 per cent stock	....	....	100	533,500	10 per an	F. & A.	do do	Aug. 1, 1893
Buffalo & Erie 1st m. (Buffalo,N.Y.,to Erie, Pa.).c	88	1868	500 &c.	2,756,000	7	A. & O.		Apr. 1, 1898
Lake Shore div. bonds (Buffalo to Toledo, O.)....c	258	1869	1,000	1,355,000	7	A. & O.		Apr. 1, 1899
Consol. 1st mort.sink.fund $250,000 yearly..c&r	864	1870	1,000	15,389,000	7	See text		July 1, 1900
Consol. 2d mort. (for $25,000,000), do.....c&r	864	1873	1,000	24,692,000	7	J. & D.	Coupons are paid by Treasurer at Grand Central Depot, New York, and registered interest by Union Trust Company.	Dec. 1, 1903
Detroit Monroe & Toledo 1st mortgage, guar.. c	62	1876	1,000	924,000	7	F. & A.		Aug. 1, 1906
Kalamazo & White Pigeon 1st mort., guar.....c	37	1890	1,000	400,000	5 g.	J. & J.		Jan. 1, 1940
Bat. Cr. & Stur. 1st M., g., guar. p. & i.(see M.Cen.)	41	1889	1,000	79,000	3 g.	J. & D.		Dec. 1, 1989
Sturgis Goshen & St. L. 1st mort., g., p. & i. guar.	29	1889	....	322,000	3 g.	J. & D.		Dec. 1, 1989
Kal. Allegan & Gr. Rapids stock, 6 p. c. guar.....	58	....	100	610,000	6 per an.	A. & O.		Oct. 1, 1893
1st mortgage, guaranteed.....c	58	1888	1,000	840,000	5	J. & J.		July 1, 1938
Jamestown & Frank. 1st M. (L.S. owns $251,000).c	51	1863	1,000	298,000	7	J. & J.		Var. to J'ly,'97
2d mortgage (L. S. owns $482,000 of these)....c	51	1869	1,000	500,000	7	J. & D.		June 1, 1894
Lake Shore System—Mahoning Coal RR.—Stock....	43	....	50	1,500,000	See text.	F. & A.	N.Y., Gr'd Cent. Stat'n.	Aug. 1, 1893
Preferred stock, guaranteed 5 p. c. See text...	43	....	50	661,850	5 per an.	J. & J.	N. Y., Union Trust Co.	July 1, 1893
1st M., Youngs. to And., etc., guar. p.&i.(end).c	43	1884	1,000	1,500,000	5	J. & J.	do do	July 1, 1934
Lake St. (Chic.) Elevated—1st M. $6,500,000, gold.	7½	1893	1,000	2,300,000	5 g.	J. & J.	N.Y.Farm'L.&T.& Chic.	July 1, 1928
Leav. Top. & S. W.—1st M., ½ guar. by At.& ½ by Un.P.	46	1882	1,000	1,380,000	4 g.	J. & J.	Boston,Am.L'n &Tr.Co.	July 1, 1912
Lehigh & Hudson River—1st M.,g.,int.red'e'd to 5p.c.	41	1881	1,000	800,000	5	J. & J.	N. Y., Nat. Exch. Bank.	July 1, 1911
2d mortgage	41	1887	1,000	209,320	5	J. & J.	do do	July 1, 1917
Warwick Valley 1st & 2d Ms. ($240,000 2ds,1912)	Text.	'79-'81	500 &c.	385,000	6	A. & O.	do do	1899 & 1911
Wawayanda RR. 1st mortgage	7	1880	....	65,000	6	J. & J.	do do	Jan. 1, 1900
Leh. & Hud. River Con.M.for $3,000,000,gold..c*	63	1890	1,000	584,000	5 g.	J. & J.	do do	July 1, 1920
Lehigh Valley—Stock ($106,300 is 10 p. c. pref.)...	....	....	50	40,441,310	See text.	Q.—J.	Phila., 228 So. Third St.	See text.
1st mortgage, coupon and registered	101	1868	1,000	5,000,000	6	J. & D.	Reg.atoffice; cp.Bk.N.A.	June 1, 1898
2d mortgage.....r	101	1870	1,000	6,000,000	7	M. & S.	Phila. Of., 228 So. 3d St.	Sept. 1, 1910
Con. M., sterling, g.,s.f.2 p.c.y'rly, dr'n at par.c&r	285	1873	1,000	1,631,000	6	J. & D.	do do	Dec. 1, 1897
do coup. and regis., $5,098,000 are 4½s..c&r	285	1873	1,000	13,582,000	4½ & 6	J. & D.	Reg.at office;cp.Bk.N.A.	Dec. 1, 1923
do annuity, $2,202,000 are 4½s.....	285	1873	1,000	7,718,000	4½ & 6	J. & D.	Phila., Of.,228 So. 3d St.	Irredeemable.
CONTINGENT LIABILITIES -								
Leh.Val. of N.Y., 1st M., gold, gu. p. & i.(end.)c*&r	283	1890	1,000	15,000,000	4½g.	J. & J.	N.Y.,Merch.N. Bk.& Ph.	July 1, 1940
Lehigh Val.Term'l 1st M. gold,guar.p.&i., end.c*&r	25	1891	1,000	10,000,000	5 g.	A. & O.	do do	Oct. 1, 1941

Year end. Dec. 31.	1889.	1890.	1891.	1892.
Gross earnings	$2,839,278	$3,074,438	$3,273,355	$3,558,482
Net earnings	$1,116,249	$1,275,656	$1,447,897	$1,620,359
Interest on bonds	303,000	332,750	363,771	434,667
Taxes and rentals	139,320	146,503	155,068	200,033
Dividends	(1) 118,400	(4) 473,600	(4) 473,600	(5) 592,000
Balance, surplus	$555,519	$322,803	$455,479	$393,659
Betterments	$441,201	$223,256	$216,509	$119,119

Calvin S. Brice, N. Y., President.—(V. 54, p. 443, 444, 559; V. 56, p. 330, 666.)

Lake Roland Elevated (of Baltimore, Md.)—Organized to build 21 miles of elevated road in Baltimore, Md. Stock, $1,000,000; par, $100. Mortgage trustee, Balt. Trust & Guarantee Co.

Lake Shore & Michigan Southern.—*(See Map New York Central & Hudson River.)*—Owns from Buffalo, N. Y., to Chicago, Ill., 540 miles; branches, 319 miles; total owned, 859 miles. Proprietary lines (entire stock owned) Detroit & Chicago, 68 miles; Detroit Monroe & Toledo, 62 miles; Kalamazoo & White Pigeon, 37 miles; Northern Central (Mich.), 61 miles; Sturgis Goshen & St. Louis &c., 36 miles; total, 272 miles. Leases Kalamazoo Allegan & Grand Rapids, 58 miles; Jamestown & Franklin, 51 miles; Mahoning Coal RR., Youngstown to Andover, O., and branches, 50 miles; Detroit Hillsdale & Southwestern, (which see), 65 miles; Fort Wayne & Jackson (which see), 98 miles. Total Jan. 1, 1893, 1,454 miles; second track, 489 m.; third track, 7¾ m.

ORGANIZATION, &C.—A consolidation in Aug. 16, 1869. The N. Y. Ch. & St. Louis (Nickel Plate) road has been controlled by ownership of stock since 1882. Lake Shore now owning $6,240,000 of its common, $6,275,000 of its 2d preferred and $2,503,000 of its 1st preferred stock. The company also controls and leases the Mahoning Coal RR. [see Lake Shore "Sys tem" below] and owns (besides the entire stock of the proprietary lines) $2,000,500 Pittsburg & Lake Erie stock and on Jan. 1, '93, $169,100 common and $774,400 pref. Cleveland Lorain & Wheeling.

CAPITAL STOCK.—The stock has remained at $50,000,000 since 1871. The guaranteed stock of $533,500 carries 10 per cent dividends.

DIVIDENDS.—On common stock since 1879; in 1880, 1881, 1882 and 1883, 8 per cent each year; in 1884, 7; in 1885 and 1886, nil; in 1887 and 1888, 4 per cent; in 1889, 5; in 1890, 5; in 1891, 6½; in 1892, 6½; in 1893, Feb., 3; August, 3 per cent.

BONDS.—Interest on the consolidated first mortgage is paid on coupon bonds J. & J., on registered bonds Q.—J.

The first consolidated mortgage bonds or the bonds prior thereto are redeemed each year by $250,000 contributed to the sinking fund. The bonds outstanding are given above less the amounts held in the sinking funds, which amounted to $5,500,000 Jan. 1, 1893. C. P. & A. 7s for $569,000 were paid in 1892 and $319,000 consol. 7s issued.

GENERAL FINANCES, &C.—This is one of the so-called Vanderbilt roads. It has a large business but is greatly dependent on through traffic, or traffic from competitive points. Dec. 31, 1892, expenditures for equipment, etc., in anticipation of 1893, amounted to $2,253,173.

Nothing has been charged to construction or equipment account since 1883, the outlays therefor charged to operating expenses amounting in 1892 to $1,015,000, this being exclusive of expenditures for renewals. Profit and loss surplus, July 1, 1893, $11,912,351.

LATEST EARNINGS.—For 6 months ending June 30 earnings were as follows, the surplus including other income.

6 *mos.*	*Gross.*	*Net.*	*Charges.*	*Dividends.*	*Bal.,surp.*
1893	$11,816,580	$3,737,909	$2,217,036	$1,483,995	$273,914
1892	10,678,655	3,509,765	2,150,880	1,483,995	96,770

ANNUAL REPORT.—Fiscal year ends December 31. Annual meeting is held the first Wednesday in May, at Cleveland. The annual report for 1892 was published in V. 56, p. 733, 751.

Years—	1889.	1890.	1891.	1892.
Miles operated	1,410	1,445	1,445	1,445
Total gross earnings	$19,487,196	$20,865,760	$21,431,385	$22,415,382
Oper. exp. & taxes.	12,847,452	14,220,481	14,632,675	15,803,190
Net earnings	$6,639,744	$6,645,279	$6,798,710	$6,612,192
P.c.of op.ex.to ear'gs	65·93	68·15	68·27	70·50
Net, incl. oth. inc'me	$7,022,285	$7,144,037	$7,254,333	$7,095,433
Rentals paid	$507,645	$564,419	$557,153	603,546
Interest on debt	3,245,015	3,225,723	3,204,370	3,201,710
Divid's on guar. s'k.	53,350	53,350	53,350	53,350
Dividends	(5) 2,473,325	(6) 2,967,990	(6) 2,967,990	(6) 2,967,990
Surplus over divs.	$742,950	$332,555	$471,450	$268,837

—(V. 53, p. 289, 793, 968; V. 54 p. 367, 742, 760, 845; V. 55, p. 5, 21, 337, 895, 1078; V. 56, p. 375, 500, 733, 751, 923, 1056; V. 57, p. 6, 342.)

Lake Shore System.—Mahoning Coal RR.—Owns from Youngstown to Andover, O., and branches, 50 miles. Leased in perpetuity for 40 per cent of gross earnings to Lake Shore, which Jan. 1, 1893, owned $865,900 of its common and $399,500 of its preferred stock. The preferred stock certificates contain a clause making them redeemable at par at option of Company; but it is understood the option will not be exercised. Dividends paid on common stock: In 1889 4½ p. c.; in 1890, 5; in 1891, 4½; in 1892, Feb. 5½; Aug., 3; in 1893, Feb., 5; Aug., 3 per cent. Gross earnings in 1892 were $614,501, against $490,420 in 1891; rental, $253,800; surplus over interest and dividends (5 p. c. on pref. and 8 on common), $23,729.

Lake Street (Chicago) Elevated.—Has under construction in Chicago a double-track elevated rialway on Lake St., from Market and Madison streets to the Western ci y limits; also a single track loop from Market St., in the business centre, making altogether about 7½ miles of road. To be equipped and ready for operation before Nov. 23, 1893.

STOCK, fully paid, $10,000,000. BONDS—Provision has been made by the company for interest on the bonds during construction and for the first two years thereafter. The bonds are not to exceed $850,000 per mile on road and equipment and extensions. Financial agents and trustees under the mortgage, American Trust & Savings Bank, Chicago; Farmers' Loan & Trust Co., co-trustee, New York.

Leavenworth Topeka & S. W.—Owns from Leavenworth to Meriden Junction, in Kansas, 47 miles. Operated by Union Pacific, its stock ($1,380,000) being owned one-half each by Un. Pac. and Atch. Topeka & Santa Fe. Of the bonds $690,000 are guaranteed by U. P., the balance by Atchison. Accounts payable were $981,035 Jan. 1, 1893. In 1892 gross $33,270; deficit from operating, $30,736, against $43,149 in 1891; deficit under charges, $92,886, against, $105,857 in 1891.

Lebanon Springs *Railway.*—Chatham, N. Y., to Bennington, Vt., 57 miles. Successor to the Lebanon Springs *Railroad* sold in foreclosure in May, 1893. Capital stock $1,427,500. In year 1891-92 gross, $60,910; deficit under operating expenses, $9,192.

Lehigh & Hudson River.—Owns from Greycourt, on Erie Road to Belvidere, N. J., 63 miles. Proprietary line—Hudson Junction to Maybrook, N.Y., on P. R. & N. E. (Pough. Bridge route) 11 miles; trackage Pennsylvania RR., Belvidere to Phillipsburg, 13 miles; other mileage, 3 miles; total operated, 90 miles. In August, 1888, the Central of New Jersey purchased about one-third the company's stock, and this, with the stock held by the Lehigh Coal & Navigation Co., controls the road. Car trusts, 6 per cent, $92,430. Stock, $1,340,000; par, $100. Warwick Valley 1st mort. covers 15 m. of road; 2d mort. covers 22 m.

EARNINGS.—In year ending June 30, 1893, gross, $551,289; net, $176,551; interest on bonds, $110,286; other interest, $14,959; balance, surplus, $51,305. In 1891-92 net, $185,078; loans and bills payable June 30, 1893, $317,526. Grinnell Burt, President, 80 Broadway, N. Y. City. (V. 54, p. 289, 888; V. 55, p. 298, 543, 935, 1076; V. 56, p. 290, 836; V. 57, p. 510.)

Lehigh Valley.—Main line, Newark, N. J., to Buffalo, N. Y., 443 miles; branches to Audenried, Tomhicken, Hazleton, &c., 450 miles; Southern Central Railroad, 114 miles; State Line & Sullivan Railroad, 24 miles. Total system, November 30, 1892, 1,031 miles; second track, 337 miles. Trackage: Pennsylvania Railroad, 50 miles; New York Central, 15 miles; Central of New Jersey, 21 miles; operates Pennsylvania Division of Pennsylvania Poughkeepsie & Boston.

HISTORY, ETC.—Company opened a through line of its own from New York to Buffalo Sept. 1, 1892, and discontinued trackage of 188 miles over the Erie. In 1892 the Lehigh Valley was leased to the Philadelphia & Reading for 999 years from December 1, 1891, the Reading guaranteeing dividends, which after January, 1893, were to be at least 7 per cent per annum. In February, 1893, the Reading went into the hands of receivers and in April and July, 1893, 1¼ per cent only was paid on Lehigh Valley stock. On August 8, 1893, the lease was terminated and in October, 1893, no dividend was paid.

COAL PROPERTY.—The Lehigh Valley Coal Company owns 22,723 acres of anthracite coal lands and leases 13,092 acres. It also owns a majority of the stock in other corporations owning 14,259 acres. The Lehigh Valley Railroad Company owns 3,619 acres of coal lands. All the stock of the Lehigh Valley Coal Company is owned by the Lehigh Valley Railroad Co., but its $500,000 of 5 per cent bonds due January, 1910, are not guaranteed by that company. On Nov. 30, 1892, the sum due from the Coal Company to the Railroad Company for advances was about $11,500,000, and in February, 1893, a mortgage for $12,000,000 of 5 per cent gold bonds due 1933 was filed to represent this indebtedness. The Coal Co. in 1892 sold 1,454,262 tons of coal.

DIVIDENDS.—On common stock since 1880—In 1881, 5½; in 1882, 6½; to 1883 and 1884, 8; in 1885, 6; in 1886, 4; in 1887, 4½; from 1888 in July, 1892, both inclusive, at rate of 5 per cent yearly; in Oct., 1½ per cent; in 1893, Jan., 1½ per cent; April, 1¼ per cent; July, 1¼ per cent; the October, 1893, dividend was omitted.

BONDS.—The consolidated mort. of 1873 (trustee, Fidelity Insurance, Trust & S. D. Co. of Phil.) is for $40,000,000, of which $12,000,000 are reserved to retire $11,000,000 prior liens when due. The bonds are issued in three series, of which the sterling issue, "class A," is subject to call at par in increasing amounts each year, $302,000 being the amount payable in 1893. A second series is composed of the "coupon and registered" bonds, which are not subject to call, but which prior to Nov. 13, 1893, may be converted at option of holders into bonds of the third series, these last being annuity bonds and irredeemable, never falling due except in case of default. All these issues are equally secured.

LEHIGH VALLEY RAILWAY COMPANY OF NEW YORK.—Owns road from Buffalo, N. Y., to Sayre, Penn., 283 miles double track. Stock all owned by Lehigh Valley *RR.* Trustee of mortgage, Girard Life Insurance Co., Philadelphia; abstract V. 51, p. 114, and V. 54, p. 203, 965.)

LEHIGH VALLEY TERMINAL RAILWAY.—Owns the road from South Plainfield, N. J., to Jersey City, with about 125 acres at Jersey City and a

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Lehigh Val.—(Con.)—Penn. & N.Y.—1st M. end. c* &r	105	1866	$1,000	$3,000,000	7	J. & D.	Phila., Bk. N. America.	June,'96 & '06
Penn. & N.Y. Gen. M., $10,000,000, gu. p. & i. (end.) r	105	1888	1,000	7,000,000	4 & 5	A. & O.	Phila., Lehigh Val. RR.	Apr. 1, 1939
Easton & Amboy, 1st M. guar. Easton to P. Amboy	60	1880	1,000	6,000,000	5	M. & N.	Phila., Of., 228 So. 3d St.	May 1, 1920
Delano Land Co. bonds, gold, guar. p. & i. (end.).	....	1892	1,000	1,200,000	5 g.	J. & J.	do do	Jan. 1, 1932
Morris Canal stock, 4 p. c., guar. 999 years	....	....	100	1,025,000	4 per an	F. & A.	do do	Aug. 1, 1893
Preferred stock, 10 p. c., guar. 999 years	..	....	100	1,175,000	10 per an	F. & A.	do do	Aug. 1, 1893
Litchfield Carroll. & West.—1st M. ($10,000 p.m.), g. c*	52	1886	1,000	516,000	6 g.	J. & J.	N. Y., Am. Ex. Bk.	Jan. 1, 1916
Consol. mortgage ($15,000 p. m.)	....	1893	....	(?)	5	....	.....	.....
Little Falls & Dolgeville.—1st mortgage, gold	12	1891	100 &c.	250,000	6 g.	J. & J.	N. Y., Metropolitan Tr.	July 1, 1921
Little Miami—Stk. com., gu. 8 p. c. 99 yrs. P.C. & St.L.	....	....	50	4,943,100	8 per an.	Q.—M.	Cinn., Office, 1st Nat. Bk.	Sept. 9, 1893
Street con. 1st & 2d Ms. (jtly. with Cin. & I. RR.) c	2	1864-8	1,000	525,000	6	Various	do do	1894-1898
Renewal mortgage c	84	1882	1,000	1,500,000	5	M. & N.	N. Y., Bank of America.	Nov. 2, 1912
Little Rock & Memphis—First mortgage, gold c	133	1887	1,000	3,250,000	5 g.	M. & S.	See text.	Sept. 1, 1937
Little Schuylkill—Stock	28	....	50	2,487,850	7 per an.	J. & J.	Phila., Of., 410 Walnut	July 6, 1893
Long Island—Stock	....	....	50	12,000,000	5 per an.	Q.—F.	N. Y., Corbin Bank'g Co.	Aug. 1, 1893
1st mortgage, main line c*	94	1868	500	1,121,000	7	M. & N.	do do	May 1, 1898
2d mortgage c*	158	1878	100 &c.	268,703	7	F. & A.	do do	Aug. 1, 1918
Consol. M. g. ($1,390,000 reserv'd for prior b'ds) c*	180	1881	1,000	3,610,000	5 g.	Q.—J.	do do	July 1, 1931
General mortgage, gold c*	180	1888	1,000	3,000,000	4 g.	J. & D.	do do	June 1, 1938
Metropolitan Ferry Co. 1st mort., gold, red. at 110.	....	1887	500 &c.	1,250,000	5 g.	M. & N.	do do	Nov. 1, 1937
L. I. RR. mort. on ferry for $2,750,000, gold... c*	....	1892	1,000	1,500,000	4½g.	M. & S.	do do	Mch. 1, 1922
Mortgage bonds of 1932 for $500,000, gold	....	1892	1,000	325,000	4 g.	J. & D.	do do	June 1, 1932
New York & Flushing 1st mortgage, assumed	2	1880	1,000	125,000	6	M. & S.	do do	Mch. 1, 1920
Brooklyn & Montauk 1st M., $250,000 are 6s... c*	76	1881	1,000	1,000,000	5 & 6 g.	M. & S.	do do	Mch. 1, 1911
Second mortgage, gold, assumed c	76	1888	1,000	600,000	5 g.	J. & D.	do do	June 1, 1938
Long Island City & Flushing 1st M,. assumed.. c*	23	1881	1,000	600,000	6	M. & N.	do do	May 1, 1911
L. I. C. & Flushing, con. mort., gold, assumed.. c	23	1887	1,000	650,000	5 g.	M. & N.	do do	May 1, 1937
New York & Rockaway 1st mort., int. only guar..	....	1871	500	250,000	7	A. & O.	do do	Apr. 1, 1901
Smithtown & Port Jeff. 1st M., guar. p. & i. (end.)	19	1871	500	75,000	7	M. & S.	do do	Sept. 1, 1901
L. I. RR. North Sh. Br. consol. M $1,500,000, guar. c*	19	1892	1,000	1,075,000	5 g.	Q.—J.	do do	Oct. 1, 1932
Los Angeles Terminal—1st mortgage, gold	51	1891	1,000	1,500,000	5 g.	J. & J.	N.Y. Cent. Tr.; St. Louis	July 15, 1931
Louisiana Western—1st mortgage, gold c*	112	1881	1,000	2,240,000	6 g.	J. & J.	N.Y., S. Pac. Co., 23 B'rd	July 1, 1921

large water front there and other property; its stock of $10,000,000 is owned by the Lehigh Valley RR. (See V. 53, p. 640, 880.) Central Trust Co. of New York, trustee.

MORRIS CANAL.—Leased for 999 years and dividends guaranteed Bonds all owned by Lehigh Valley. Water-shed supplies city of Newark with water. See V. 50, p. 137.

PENNSYLVANIA & NEW YORK CANAL & RAILWAY.—Leased for 99 years from December 1, 1888, to Lehigh Valley, which has assumed its debt and owns all its stock. General mortg. bonds of 1889 (trustee, Girard Life Insurance Co.) are reserved to take up prior bonds when due.

LATEST EARNINGS.—Dec. 1, 1892, to May 31, 1893 (6 months), gross, $8,893,007, against $8,512,469 in 1891-92; net, $2,567,123, against $1,811,270. Charges in 1893 were about $565,000 a month. See V. 57, p. 23, 218. For 11 months ending Oct. 31, 1892, gross $16,735,274, against $15,590,116 in 1890-91; net, $4,404,899, against $3,476,096.

GENERAL FINANCES.—In a circular to the stockholders in August, 1893, the Lehigh directors reported on hand $14,000,000 at par first mortgage bonds on its coal and railroad properties, also other available assets; against which the current liabilities were less than $4,000,000. See V. 57, p. 255. On August 18, 1893, the Reading turned over to the Lehigh Valley 400,000 tons of coal in settlement of coal claims. Dividends had been paid regularly for 35 years, when in 1893 the October dividend was omitted. It does not appear whether the suspension of dividends will be more than temporary. As to conflicting statements respecting the results to the Reading from operating the property, see below.

ANNUAL REPORT.—The fiscal year ends November 30. The brief report for 1891-92 was in the CHRONICLE, V. 56, p. 126, 288. No statement of earnings, etc, was furnished, but the lessee reported that the traffic earnings of the Lehigh Valley system increased by about $1,000,000 during the year. "This includes less than three months of the income derived from the new line to Buffalo since the diversion of the business from the Erie Railway, early in September last. The saving in rentals paid that company considerably exceeds the interest charges upon the $15,000,000 Lehigh Valley Railway Company and the $10,000,000 Lehigh Valley Terminal Railway Company bonds." Notwithstanding this statement, it appeared in June, 1893, from the testimony of President Harris, of the P. & R., that the Lehigh Valley had been operated by the Reading since Dec. 1, 1892, at a considerable loss to the lessee. In year 1891-92 funded debt increased $3,802,000 (net) and debt guaranteed $8,050,000. For previous years, results were as below

Year ending Nov. 30—	1889.	1890.	1891.
Gross receipts	$16,674,964	$17,432,007	$18,910,261
Total net income	$5,255,581	$5,480,235	$5,834,351
Interest on debt	$2,168,571	$2,651,120	$2,817,240
Gen'l expenses, incl. taxes.	945,768	694,258	723,510
Dividends	2,018,202	2,027,370	2,070,370
Balance, surplus	123,040	107,487	266,231

—(V. 54, p. 203, 367, 761, 867, 889, 965; V. 55, p. 178, 216, 256, 331, 678, 996; V. 56, p. 125, 288, 373, 413, 463, 753; V. 57, p. 145, 255, 510.)

Litchfield Carrollton & Western.—Owns from Barnett to Columbiana, Ill., 52 miles. Operated in close connection with the Chicago Peoria & St. Louis—which see. Stock, $600,000. Consol. mortgage for $15,000 per mile was authorized in April, 1893. Extension of 28 miles to Quincy proposed. V. 56, p. 668.

Little Miami.—Owns from Cincinnati, O., to Springfield, O., 84 miles; branch, Xenia, O., to Dayton, O., 16 miles; leases, Columbus & Xenia RR., Xenia, O., to Columbus, Ohio, 55 miles; Dayton & Western RR., Dayton, O., to Indiana State Line, 38 miles; Ohio State Line to Richmond, Ind., 4 m.; Cin. St. Connecting RR., 2 m.; tot. operated, 196 m.

LEASE.—On Dec. 1, 1869, leased to Pittsburg Cincinnati & St. Louis, (now Pittsburg Cincinnati Chicago & St. Louis) for ninety-nine years, renewable forever. The Pennsylvania Railroad Company is a party to the contract and guarantees its faithful execution. Rental is 8 per cent on $4,943,100 stock and interest on debt. In addition to above bonds there is $100,000 6 per cent permanent capitalized debt; interest January and July. Lessee's report for this road shows net loss to lessee: In 1887, $298,405; in 1888, $421,355; in 1889, $385,873; in 1890, $384,451; in 1891, $452,748; in 1892, $230,636. The Little Miami Co. does not admit these losses.

BONDS.—In January, 1890, stockholders authorized the issue of $3,000,000 7 per cent bonds (to be issued to the lessee from time to time in payment for betterments), and also $3,000,000 stock, into which the bonds shall be convertible. Negotiations with lessee are still pending, and no convertible bonds had been issued prior to February 23, 1893, though a practical agreement has been reached.

Little Rock & Memphis.—Owns from Little Rock, Ark., to Mississippi River, opposite Memphis, 133 miles. The Memphis & Little Rock was sold in foreclosure in 1872, again in 1877 and again in 1887. See description of property, balance sheet, etc., in V. 55, p. 59. Interest due March 1, 1893, was not paid. (See V. 56, p. 463.) In June, 1893, Rudolf Fink was appointed receiver in interest of bondholders, but it was hoped to avoid foreclosure. V. 56, p. 923. The Iron Mt. Co. on July 1, 1893, refused to allow the L. R. & M. to continue using its tracks into the Union Depot at Little Rock. Stock, $3,250,000; par, $100. In 1892 gross earnings were $519,230; net, $47,181. In 1891 gross, $709,083; net, $186,345. (V. 55, p. 59; V. 56, p. 413, 463, 923.)

Little Schuylkill.—Owns from Port Clinton to Tamanend, 28 miles. Leased to the Philadelphia & Reading Railroad for 93 years from July 7, 1868. Extra dividend of 1½ per cent was paid July 7, 1888, and of 1 per cent January 11, 1890.

Long Island.—*(See Map.)*—Owns from Long Island City, N. Y., to Greenport, N. Y., 95 miles; Long Island City to Great Neck, 14 miles; Bushwick to Sag Harbor, 97 miles; branches, 82 miles; total owned, 288 miles. Operates North Shore Branch road (formerly Smithtown & Port Jefferson RR.), 19 miles; leases—Stewart's RR. to Bethpage, 14 miles; Stewart's RR. to Hempstead, 2 miles; New York & Rockaway RR., 9 miles; Brooklyn & Jamaica RR., 10 miles; New York Brooklyn & Manhattan Beach Railway and branches, 20 miles; total leased, 74 miles. Total of all, 362 miles. The N. Y. Bay Extension RR. was about completed from Hempstead to Valley Stream, 6 miles, in July, 1893. Line from Valley Stream easterly to afford access for freight to Bay Ridge proposed in July, 1893.

ORGANIZATION, STOCK, ETC.—Control was acquired in December, 1880, by the "Long Island Company," controlled by Mr. Austin Corbin and others. In July, 1881, the stock was increased from $3,260,700 to $10,000,000, and afterward in 1889 to $12,000,000 in order to absorb the Brooklyn & Montauk. Stockholders voted Jan. 24, 1893, to acquire a controlling interest in the stock of the Pros. Park & Coney I.—which see—and V. 56, p. 42. In February, 1893, the company bought, and issued a mort. for $500,000 upon, the Stewart RR. In May, 1893, the Montauk Extension RR. Co. was organized, with capital of $500,000, to build 25 miles of road from Bridgehampton to Culloden Point.

DIVIDENDS.—In 1882, 1; from 1883 to 1890, both inclusive, at the rate of 4 per cent per annum; in 1891, 4½; in 1892, 5; in 1893, Feb., 1¼; May, 1¼; Aug., 1¼ per cent.

BONDS.—The Central Trust Company is trustee of the general mortgage of 1888. There are also $241,700 real estate mortgage 5s to 7s.

The ferry mortgage for $2,750,000 covers all the real and personal property pertaining to the company's ferries (34th Street and James Slip); $1,250,000 bonds being reserved to retire the Metropolitan Ferry mortgage. Trustee Central Trust Co. See V. 54, p. 597.

The mortgage 4 per cents of 1892 are secured by purchase money lien.

The L. I. RR. North Shore Branch Company's bonds are an absolute first mortgage (except for $75,000 Smithtown & Port Jefferson bonds not yet exchanged) upon the road from Northport Junction to Port Jefferson, 19 miles, and on the easterly extension of 12 miles, which is to be built with bonds held in reserve. The bonds are unconditionally guaranteed as to principal and interest, and are so endorsed. Mortgage trustee is Central Trust Company. V. 55, p. 322.

GENERAL FINANCES.—Loans and bills payable June 30, 1893, $450,000, and the funded debt between March 30 and June 30, 1893, increased $470,000.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held the second Tuesday in April. Report for 1891-92 was in V. 55, p. 502. Figures for 1892-93 following are from quarterly reports to N. Y. State Railroad Commissioners.

Year ending June 30—	1891.	1892.	1893.
Gross earnings	$4,061,899	$4,171,524	$4,300,336
Operating expenses	2,529,239	2,734,416	2,833,892
Net earnings	$1,532,660	$1,437,108	$1,466,444
Total net, including other income.	$1,593,257	1,518,246	1,607,439
Interest on bonds	528,043	556,705	
Taxes	131,276	130,878	988,144
Rentals	175,582	178,603	
Interest and discount	25,191	28,874	
Dividends	(4) 480,000	(5) 600,000	(5) 600,000
Balance, surplus	$253,165	$23,186	$19,295

—(V. 53, p. 95, 368, 435, 714; V. 54, p. 289, 597, 846; V. 55, p. 22, 146, 322, 502, 857, 1036; V. 56, p. 42, 164, 247, 608, 625, 973; V. 57, p. 510.

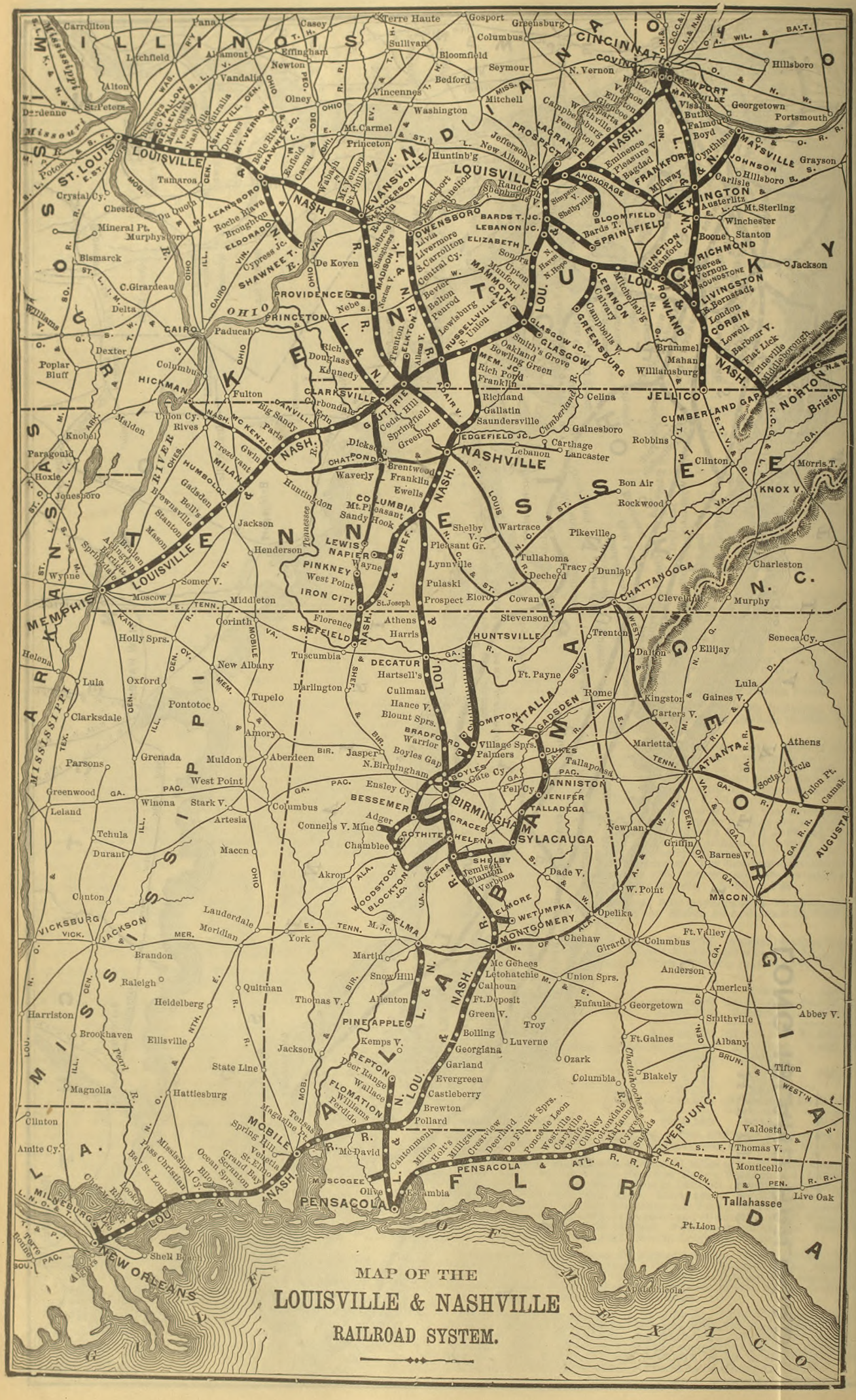
Los Angeles Terminal.—Owns 51 miles of road connecting Los Angeles, Cal., with Pasadena, East San Pedro, Verdugo and Altadena, standard gauge. Completed as now in 1891-92. Stock authorized, outstanding, $3,000,000; par, $100. Mortgage is for $1,500,000 on 45 miles and $20,000 per mile for additional road; it covers 60 acres of terminal lands in heart of Los Angeles and 40 acres of water front and terminals at San Pedro, the seaport of Southern California. Trustee St. Louis Trust Co. President, Geo. B. Leighton, St. Louis.

Louisiana Western.—*(See Map of Southern Pacific.)*—Owns from Lafayette, La., to Orange, Texas, 112 miles. Operated under lease by the Southern Pacific Co. The lessee pays all charges and turns over to this company 7 per cent of the total net profits of the Southern Pacific Company, under the omnibus lease.

EARNINGS.—From January 1 to July 31, 1893 (7 months), gross, $649,283, against $571,469 in 1892; net, $296,983, against $257,389.

In 1892, gross, $1,098,470; net, $549,073; surplus over charges, $383,523; amount of net profit due this company as per lease, $186,960. In 1891 gross, $1,061,676; net, $457,815 Stock is $3,360,000 (par $100), all but $50,000 of which is owned by Southern Pacific Co.


MAP OF THE
LONG ISLAND RAILROAD
CONNECTICUT
NEW YORK
LONG ISLAND SOUND
ATLANTIC OCEAN
NEW HAVEN
Carmel
Brewster
Danbury
Hawleyville
Bethel
Ansonia
New London
Saybrooke Jc.
West Point
Mahopac Mines
Baldwin Place
Croton Falls
Peekskill
Yorktown
Golden's Bridge
Katonah
Ridgefield
Branchville
Croton Lake
Crugers
Stony Pt.
Bedford Sta.
Bridgeport
Haverstraw
Sing Sing
New Canaan
New City
Scarborough
Chappaqua
Norwalk
Nyack
Tarrytown
Kenisco
Stamford
Orangeburgh
White Plains
Port Chester
Tappan
Irvington
Dobbs Ferry
Hastings
Scarsdale
Rye
Tuckahoe
Mamaroneck
Yonkers
Mt. Vernon
New Rochelle
Hackensack
Bartow
Locust Valley
Oyster Bay
Huntington
Northport
Kings Park
St. James
Smithtown
Stony Brook
Port Jefferson
Mt. Sinai
Wading River
Riverhead
Baiting Hollow
Manor
Eastport
Quogue
Speonk
West Hampton
Yaphank
Medford
Forge
Moriches
Waverly
Bellport
Brookhaven
Patchogue
Ronkonkoma
Cent. Islip
Brentwood
Bay Port
Sayville
Oakdale
Blue Point
Islip
Deer Park
Wyandance
Bay Shore
Babylon
Hicksville
Central Park
Farmingdale
Edgewood
Club House
Syosset
East Northport
Green Lawn
Lake Ronkonkoma
Glen Cove
Sea Cliff
Cold Spring
Glen Head
Greenvale
Roslyn
Albertson
Little Neck
Douglaston
Great Neck
Whitestone
Flushing
Bayside
Long Island City
Woodside
Corona
Newtown
Jamaica
Queens
Hollis
Springfield
Floral Park
Creedmoor
Garden City
Hempstead
Valley Stream
Rockville Cen.
Baldwins
Freeport
Amityville
Bresiau
Merrick
Bellmore
Long Beach
Far Rockaway
Rockaway Beach
Manhattan Beach
Brooklyn
Jersey City
Bay Ridge
Flatbush Ave.
Sands Point
Smithtown Bay
Nissequogue
Stony Brook
Kings Park
Mattituck
Cutchogue
Peconic
Southold
Greenport
Orient
Orient Point
Plum
Fishers Island
Gardiners Island
Shelter Island
Sag Harbor
Bridgehampton
East Hampton
Amagansett
Napeague Beach
Montauk Point
Fort Pond Bay
Gardiners Bay
Great Peconic Bay
Water Mills
Shinnecock Hills
Southampton
Good Ground
Shinnecock Inlet
Rocky Point
Miller's Place
Roanoke Point
Fire Island
South Bay
Great South Bay
Jones Beach
New York & Harlem R.R.
New York & New Haven & Hartford R.R.
Hartford & New Haven R.R.
New York, New Haven & Hartford R.R.
Housatonic R.
Hudson River R.
Northern R. of New Jersey
West Shore R.R.
New York Central & Hudson River R.R.
New York, Ontario & Western R.R.
Central R.R. of New Jersey
New England
New York & Harlem
New York & New Haven
Hartford & New Haven
New York, New Haven & Hartford
Housatonic
Hudson River
Northern
West Shore
New York Central & Hudson River
New York, Ontario & Western
Central R.R. of New Jersey


MAP OF THE
LOUISVILLE & NASHVILLE
RAILROAD SYSTEM.
LOUISVILLE
NASHVILLE
CINCINNATI
ST. LOUIS
MEMPHIS
CHATTANOOGA
ATLANTA
BIRMINGHAM
MOBILE
NEW ORLEANS
PENSACOLA
MONTGOMERY
ILLINOIS
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
GULF OF MEXICO

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Louisv. Evansv. & St. L. Consol.—1st mort. E. R. & E.	72	1881	$1,000	$900,000	6	J. & J.	N. Y., Security & Tr. Co.	June 1, 1921
1st mortgage, gold...c*	182	1886	1,000	2,000,000	6 g.	A. & O.	do do	Oct. 1, 1926
2d mortgage, gold, unassented...c*	182	1886	1,000	670,000	6 g.	A. & O.	do do	Oct. 1, 1936
Hunt. Tell. City & C. RR. 1st mort. gold, guar..c*	24	1887	1,000	300,000	6 g.	A. & O.	do do	Oct. 1, 1927
Illinois & St. Louis 1st mortgage...c*	20	1875	500	200,000	8	J. & D.	do do	June 1, 1895
Ven. & Car. 1st Ms., due Dec., 1900 & Apr. 1, 1902..c*	7	1880-2	1,000	300,000	6	Various	do do	1900-1902
L. E. & St. L. consol. mort., gold ($8,000,000)..c*	353	1889	1,000	3,795,000	5 g.	J. & J.	do do	July 1, 1939
General mortgage for $15,000,000, gold.....c*	353	1893	1,000	See text	4 g.	M. & S.	do do	Mar. 1, 1943
Louisville & Nashville—Stock.....	....	....	100	52,800,000	See text.	F. & A.	N. Y., 120 Broadway.	Aug. 3, 1893
Lebanon Br., junc. to Jellico, Louisville loan...c*	171	1863	1,000	333,000	6	A. & O.	do do	Oct. 15, 1893
Consol. 1st M. (prior liens are only $333,000)..c*	419	1868	1,000	7,070,000	7	A. & O.	do do	Apr. 1, 1898
Memphis & Ohio 1st M., Paris to Mem., g., guar..c*	130	1871	$ & £	3,500,000	7 g.	J. & D.	London and New York.	June 1, 1901
Mem. Clarks. & L. 1st M., £, Guthrie to Paris, Tenn.c*	83	1872	£200	2,015,660	6 g.	F. & A.	London and New York.	Aug. 1, 1902
Cecilian Br. 1st M., Cecil. to Louis., s.f., dr'n at 100.c*	46	1877	$1,000	760,000	7	M. & S.	N. Y., 120 Broadway.	Mch. 1, 1907
E. H. & N. 1st M., Henderson to Nash., g, dr'n at 110.c*	135	1879	1,000	2,210,000	6 g.	J. & D.	do do	Dec. 1, 1919
Louis. & Nash. general M., gold, drawn at 110..c*	802	1880	1,000	11,189,000	6 g.	J. & D.	do do	June 1, 1930
10-40 Adjustment Mort., gold (red. aft. 1894).c*	785	1884	1,000	4,531,000	6 g.	M. & N.	do do	Nov. 1, 1924
L. C. & Lex. 1st M., s.f. (not dr'n) Louis. to Newp't.c*	175	1867	1,000	2,850,000	7	J. & J.	do do	Jan. 1, 1897
2d mortgage, sinking fund, not drawn.....c*	175	1877	100 &c.	892,000	7	A. & O.	do do	Oct. 1, 1907
L. & Nash. bds., S. & N. Ala. RR., 2d m. as col. gold.c*	189	1880	1,000	1,960,000	6 g.	A. & O.	do do	Apr. 1, 1910
Pensacola Division 1st m., gold (dr'n at 105)..c*	45	1880	1,000	580,000	6 g.	M. & S.	do do	Mch. 1, 1920
N. O. & Mob. Div. 1st M., N. O. to Mobile, gold.c*	141	1880	1,000	5,000,000	6 g.	J. & J.	do do	Jan. 1, 1930
2d M., N. O. to Mobile, gold.....c*	141	1880	1,000	1,000,000	6 g.	J. & J.	do do	Jan. 1, 1930
Southeast & St. L. Div. 1st Mort., gold.....c*	208	1881	1,000	3,500,000	6 g.	M. & S.	do do	Mch. 1, 1921
2d M., gold, East St. L. to Evansville & br..c*	208	1881	1,000	3,000,000	3 g.	M. & S.	do do	Mch. 1, 1980
General mortgage L. C. & L., gold.....c*	175	1881	1,000	50,000	6 g.	M. & N.	do do	Nov. 1, 1931
1st M. (50-year 5s), $15,000 p. m., gold.....c*	118	1887	1,000	1,764,000	5 g.	M. & N.	do do	May 1, 1937
1st mortgage, collat. trust ($7,000,000), gold..c*	....	1888	1,000	5,129,000	5 g.	M. & N.	do do	Nov. 1, 1931
Unified mortgage for $75,000,000, gold....c* &r	1,079	1890	1,000 &c	13,462,000	4 g.	J. & J.	do do	July 1, 1940
Pens. & At. 1st M., gold, s.f., dr'n at 110 assumed..c*	160	1881	1,000	1,938,000	6 g.	F. & A.	do do	Aug. 1, 1911
Kentucky Central—Coving. & Lexing. mort, ext.	80	1855	1,000	219,000	5	J. & D.	do do	June, 1895
Maysville & Lexington RR. mortgage.....	49	1876	1,000	400,000	7	J. & J.	do do	Jan. 1, 1906
New mortgage ($7,000,000) gold.....c*	220	1887	1,000	6,523,000	4 g.	J. & J.	do do	July 1, 1987

Louisville Evansville & St. Louis Consolidated.—*(See Map of Evansville & Terre Haute Railroad.)*—Operates from Louisville, Ky., to East St. Louis, Ill., 275 miles, with branches to Evansville, Rockport, Cannelton, etc., in Indiana, 93 miles; total, 368 miles, of which 353 miles owned and 15 miles trackage. Also owns Venice & Carondelet Railway, leased to East St. Louis Connecting Railway, 7 miles. Portions main line operated under trackage rights; Louisville to New Albany, 6 miles; Walnut Hill to Centralia, 7½ miles.

ORGANIZATION.—A consolidation in 1889 of the Louisville Evansville & St. Louis and other companies. It belongs to the "Mackey" system.

CAPITAL STOCK.—Common stock issued, $3,790,747; par, $100. In April, 1893, company retired the $1,295,262 preferred stock—see below—and raised outstanding common stock to present figure by paying stock dividend of 7 per cent. (V. 56, p. 289, 413.)

BONDS.—Abstract of consolidated mortgage in V. 49, p. 208. The second mortgage bonds bore 5 per cent interest in 1892 and 6 thereafter, and carry voting power, ten votes for each bond.

In March, 1893, stockholders voted to execute a general mortgage for $15,000,000 of 50-year 4 per cent gold bonds. Of these bonds $8,000,000 are deposited with trustee for retirement of prior bonds at maturity; the remainder are to be used at the discretion of the board of directors for terminals, equipment, coal branches, etc., it being proposed to issue $3,450,000 at once, as follows: To retire preferred stock, $1,300,000; to be taken by preferred stockholders at 80 $650,000; to retire floating debt, $1,500,000. The increase in fixed charges will be $138,000, but this is partly offset by reduction of $60,000 in interest on floating debt. For new construction the 4 per cents may be issued at $15,000 per mile, built and equipped, and at $7,000 per mile for second track. On Aug. 21, 1893, the Stock Exchange reported $2,432,000 general mortgage 4 per cent bonds as listed. (See V. 56, p. 289, 413.) Balance sheet of April 30, 1893, was in V. 57, p. 170.

EARNINGS.—From July 1 to Dec. 31, 1892 (6 months) gross earnings were $945,334; net, $379,831; interest on bonds, $226,325; taxes, rentals, interest on floating debt, etc., $84,512; balance, surplus, $68,993. From Jan 1 to Sept. 7, 1893 (8¼ months), gross, $1,225,819, against $935,599 in 1892.

ANNUAL REPORT.—Fiscal year ends June 30. 1890-91 report was in V. 53, p. 878. Net earnings for 1891-92 were not published since for three months traffic was interrupted.

Years—	*Gross earns.*	*Net.*	*Interest.*	*Rentals, &c.*	*Bal. Surp*
1891-92....$1,411,552	.....	.....	.....	.....	$7,312
1890-91.... 1,484,574	$484,920	$432,800	$44,808		103,611
1889-90.... 1,169,412	416,318	329,618	17,724		

—(V. 53, p. 474, 878, 968; V. 56, p. 289, 413; V. 57, p. 170.)

Louisville & Nashville.—*(See Map.)*—ROAD.—Operates main line from Cincinnati, O., to New Orleans, La., 921 miles, with branches to St. Louis, Mo., Memphis, Tenn., etc., 2,010 miles, making total system proper, June 30, 1893, 2,931 miles. The system, well portrayed on accompanying map, includes the following, companies marked with an asterisk being fully described under their own title:

Lines owned absolutely or through entire capital stock.	*Mil's.*	*Reported separately.*	*Miles.*
Louisville to Nashville.....	185	* Nashville Flor. & Sheffield....105	
Sundry other lines	2,392	* Nashville Chatt. & St. Louis..810	
Lines leased, &c.		* Henderson Bridge	10
* Nashville & Decatur.....	119	* Georgia Railroad system.....721	
* South & North Ala. RR.....	182	Operated for other co's.....	87
Other lines.....	54	Owned but leased to other co's.	66
Total system proper.....2,931		Total of all June 30, '92..4,730	

ORGANIZATION, LEASES, &c.—The Louisville & Nashville was chartered March 2, 1850, and opened between Louisville and Nashville November, 1859. The system has been increased to its present size by leasing and absorbing other roads, and by building extensions. The liabilities for interest on the auxiliary roads are treated mostly as belonging directly to the Louisville & Nashville Co. A list of the securities owned and in the sinking fund was in V. 55, p. 596.

A line connecting with the Cinch Valley Division of Norfolk & Western was completed in June, 1891. The Alabama Mineral RR., 129 miles, was taken into the system January 1, 1891. See V. 51, p. 460. In December, 1890, the stock of the Kentucky Central was acquired, control being assumed February 1, 1891. See V. 51, p. 876 and V. 52, p. 939. For Henderson Bridge see Miscellaneous Companies.

In Sept., 1893, it was rumored that the C. & O. Southwestern would be acquired. (see V. 57, p. 510.)

CAPITAL STOCK.—In 1889-90 the stock was increased $13,000,000 for the purpose of retiring the 6 per cent collateral trust bonds of 1882. This reduced the annual interest charge by $600,000, and the sinking fund charge by $100,000, in all $700,000.

In July, 1891, it was voted to increase the stock from $48,006,000 to $55,000,000 for purchase of Kentucky Central RR., &c. Of the new stock $4,800,000 was taken by stockholders of July 21 at 70, leaving July 1, 1892, $2,200,000 yet to be issued.

DIVIDENDS since 1880.—In 1880, 8, and 100 per cent in stock; in 1881, 6; in 1882, 3; in 1888 and 1889, 5 in stock; in 1890, 6, of which 4 3/10 in stock; in 1891, 5 in cash; 1892, February, 2½ cash; August, 2 in 1893, February, 2 per cent; August, 2 per cent.

BONDS.—The 10-40 adjustment mortgage of 1884 (trustee, Central Trust Co.) besides 783 miles of road covers $28,162,700 of stocks and bonds. See V. 39, p. 409, and V. 51, p. 463.

The *Evansville Henderson & Nashville* bonds are drawn at 110 by lot annually in October, for payment Dec. 1; $30,000 a year till 1895, then increasing each five years until $150,000 per year is finally reached.

The *Pensacola Division* bonds are subject to a drawing sinking fund $5,000 till 1900, inclusive, then $10,000, and so increasing.

The *general mortgage* bonds of 1880 are subject to call at 110 for a sinking fund that amounts each year to 1 1-10 per cent of all bonds issued, plus the interest accrued on all bonds so drawn—about $212,000 in all in 1892-93.

In June, 1890, the "*unified*" *mortgage* (trustee, Central Trust Company) for $75,000,000 was authorized, $41,917,660 bonds being reserved to retire all prior liens (none of the prior liens can be extended), the balance for improvements, extensions (at the rate of $32,000 per mile, including equipment), and for other purposes. The mortgage covers (besides 1,080 miles of road and its equipment) $16,209,700 stock of companies controlled, which is subject only to the 10-40 adjustment mortgage, and $6,498,400 stock and $1,100,000 bonds free from any lien. See abstract of mortgage in V. 51, p. 613.

Besides the bonds in the table the Louisville & Nashville is responsible for $2,100,000 bonds and dividends on $2,265,582 stock of Nashville & Decatur (which see); for $9,864,350 bonds South & North Alabama (see that company) for $286,000 bonds of Louisville Transfer Co., and for $2,096,000 Nashville Florence & Sheffield bonds—see that company.

As to *Kentucky Central* mortgage (Metropolitan Trust Co. of New York, trustee), see abstract V. 45, p. 372.

The *Pensacola & Atlantic* was purchased at foreclosure sale in 1891, and its outstanding first mortgage bonds for $2,000,000 were assumed. They are subject to call for the sinking fund at 110, and are being gradually retired.

GENERAL FINANCES, &c.—The Louisville & Nashville system has been developed in its present extensive form since 1879; the 100 per cent stock dividend was declared in 1880 and a few dividends afterwards in cash, but from 1882 to 1888 nothing was paid. From February, 1888, to 1890 stock dividends were paid to represent surplus earnings. The August, 1890, dividend was paid partly in cash, and all since that date in cash. The August, 1892, dividend, however, was reduced to 2 per cent, and the 1893 dividends were at same rate.

In year 1891-92 company increased its bonded debt $8,675,000 net, of which $7,142,000 was through purchase of Kentucky Central, 248 miles, $847,000 unified 4s for new Chattanooga stock, $255,000 for sinking funds and $847,000 for improvements. Bonds canceled were $271,000. Bills payable were $174,996 on July 1, 1892, against $3,294,574 on July 1, 1891.

In June, 1893, $1,799,000 unified 4s were listed on N. Y. Stock Exchange, raising total listed to $12,797,000. On Aug. 23 the company reports $13,462,000 as outstanding.

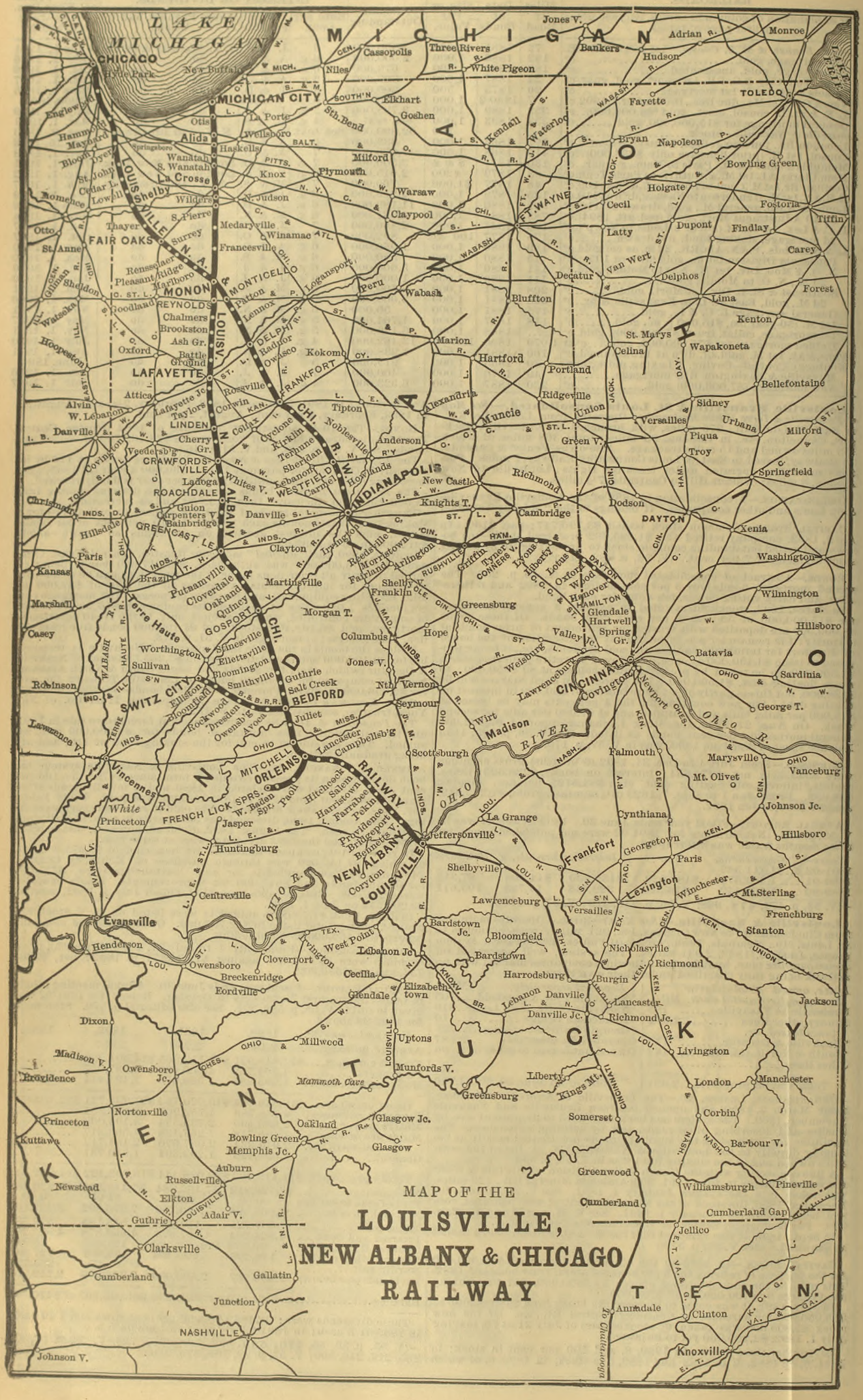
LATEST EARNINGS.—From July 1 to July 31, 1893 (1 month), gross earnings were $1,687,209, against $1,834,271 in 1892; net, $536,754, against $636,902.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held in Louisville the first Wednesday in October. Report for 1891-92 was given in full in V. 55, p. 588, 591. See also editorial p. 570. Statement for 1892-93 shows

Year end. June 30.	1890.	1891.	1892.	1893.
Average mileage	2,198	2,250	2,857	.....
Freight earnings....	$12,845,951	$13,113,965	$14,604,220	.....
Passengers.....	4,704,769	4,800,688	5,137,017	.....
Mail, express, etc...	1,295,285	1,306,076	1,494,444	.....
Gross earnings....	$18,846,004	$19,220,729	$21,235,721	$22,403,639
Transpor. expenses.	4,458,786	4,752,901	5,176,354	.....
Motive power.....	2,633,130	2,738,354	3,195,008	.....
Maint'nce of cars...	1,196,718	1,267,128	1,505,617	.....
" of ways, &c.	2,040,334	2,097,670	2,404,712	.....
General.....	1,090,123	1,202,391	1,510,731	.....
Total oper. expen.	$11,419,092	$12,058,444	$13,792,122	$14,382,643
Net earnings	$7,426,912	$7,162,284	$7,443,599	$8,020,996
P. ct. of exp. to ear'i'gs	60·59	62·74	64·95	64·95
Net, incl. invs'ts.....	8,065,598	7,880,160	7,976,892	8,437,105
Taxes paid.....	397,721	410,810	513,185	579,538
Interest and rent....	4,524,694	4,207,629	4,860,878	4,911,258
Georgia RR. deficit..	90,339	Prof. 62,530	124,695	70,978
Loss on other roads..	186,203	205,494	128,001	127,043
Hardin suit.....	.....	.....	.....	225,737
Dividends (see below).	2,405,367	2,400,000	2,376,000	2,112,000
Balance	sr. $461,275	sr. $656,226	def. $25,867	sr. $410,551

These dividends were: In 1889-90 4·90 per cent stock and 1·10 cash; in 1890-91 5 cash; in 1891-92 4½ p. c.; in 1892-93 5 p. c.

—(V. 55, p. 39, 55, 570, 588, 590, 591, 679, 723; V. 56, p. 57, 83, 165, 217, 246, 500; V. 57, p. 22, 105, 375, 510.)


LAKE MICHIGAN
MICHIGAN
INDIANA
OHIO
ILLINOIS
KENTUCKY
TENN.
CHICAGO
Hyde Park
New Buffalo
MICHIGAN CITY
La Porte
Otis
Alida
Wellsboro
Haskells
Wanatah
S. Wanatah
La Crosse
Wilders
S. Pierre
Medaryville
Francesville
Thayer
Surrey
FAIR OAKS
Rensselaer
Pleasant Ridge
Marlboro
MONON
REYNOLDS
Chalmers
Brookston
Ash Gr.
Battle Ground
LAFAYETTE
Attica
Lafayette Jc
Taylors
LINDEN
Cherry Gr.
CRAWFORDSVILLE
Ladoga
ROACHDALE
Guion
Carpenters
Bainbridge
GREENCASTLE
Clayton
Putnamville
Cloverdale
Oakland
Quincy
GOSPORT
Martinsville
Morgan T.
Paris
Kansas
Brazil
Marshall
Casey
Terre Haute
Worthington
Sullivan
Robinson
SWITZ CITY
Elliston
Bloomfield
Rockwood
Dresden
Owensb'g
Avoca
Lawrence V.
Vincennes
White R.
Princeton
Jasper
Huntingburg
Evansville
Henderson
Owensboro
Breckenridge
Eordville
Dixon
Madison V.
Providence
Owensboro Jc.
Princeton
Kuttawa
Nortonville
Newstead
Russellville
Elkton
Guthrie
Adair V.
Clarksville
Cumberland
Gallatin
Junction
NASHVILLE
Johnson V.
Auburn
Memphis Jc.
Bowling Green
Oakland
Glasgow Jc.
Glasgow
Mammoth Cave
Munfords V.
Greensburg
Uptons
Millwood
Elizabethtown
Glendale
Cecilia
Eordville
Cloverport
Owensboro
Lebanon Jc.
West Point
Irvington
Bardstown Jc.
Bardstown
Bloomfield
Harrodsburg
Shelbyville
Lawrenceburg
Versailles
Frankfort
Georgetown
Paris
Lexington
Winchester
Mt. Sterling
Frenchburg
Stanton
Nicholasville
Richmond
Burgin
Danville
Lancaster
Danville Jc.
Richmond Jc.
Livingston
London
Manchester
Corbin
Somerset
Kings Mt.
Liberty
Greenwood
Cumberland
Williamsburg
Pineville
Barbour V.
Cumberland Gap
Jellico
Annadale
Clinton
Knoxville
To Chattanooga
Jackson
Johnson Jc.
Hillsboro
Cynthiana
Mt. Olivet
Falmouth
Marysville
Vanceburg
Sardinia
George T.
Batavia
Hillsboro
Wilmington
Washington
Xenia
Springfield
Dodson
DAYTON
Piqua
Troy
Urbana
Milford
Sidney
Versailles
Bellefontaine
Wapakoneta
St. Marys
Celina
Kenton
Lima
Forest
Carey
Findlay
Tiffin
Fostoria
Bowling Green
Napoleon
Bryan
Fayette
TOLEDO
Monroe
Adrian
Hudson
Bankers
Jones V.
Three Rivers
Cassopolis
Niles
White Pigeon
Elkhart
Goshen
Sth. Bend
Milford
Plymouth
Knox
Warsaw
N. Judson
Claypool
Peru
Wabash
Logansport
Monticello
Francesville
Winamac
Decatur
Van Wert
Delphos
Bluffton
Marion
Hartford
Kokomo
Portland
Ridgeville
Union
Muncie
Alexandria
Tipton
Noblesville
Anderson
Green V.
Richmond
New Castle
Knights T.
Cambridge
Dodson
Xenia
Washington
Wilmington
Hillsboro
Batavia
Sardinia
George T.
Cincinnati
Covington
Newport
Lawrenceburg
Weisburg
Valley Jc.
Hope
Columbus
Nth. Vernon
Seymour
Jones V.
Scottsburgh
Madison
Wirt
Juliet
Campbellsb'g
Lancaster
Orleans
Mitchell
Salem
Harristown
Farrabee
Pekin
Providence
Bridgeport
Bonnetie V.
Corydon
New Albany
Louisville
Jeffersonville
La Grange
Huntingburg
Centreville

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding.	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Louisville New Alb. & Chic.—Stock, $3,000,000 is pref.	....	....	$100	$12,000,000	....	....	.....	.....
1st M. Lou. Div.—New Albany to Mich. City...c*	288	1880	1,000	3,000,000	6	J. & J.	N. Y., Chase Nat. Bank	July 1, 1910
1st M., Chic. & Ind'polis Div., Chic. to Ind., gold. c*	158	1881	1,000	2,300,000	6 g.	F. & A.	do do	Aug. 1, 1911
Consolidated mortgage (for $10,000,000) gold. c*	512	1886	1,000	4,700,000	6 g.	A. & O.	do do	Apr. 1, 1916
General mortgage, $25,000 p. m., gold.....c*	512	1890	1,000	2,800,000	5 g.	M. & N.	do do	May 1, 1940
Louisville New Orleans & Texas—See ILLINOIS CENTRAL.								
Louisville St. Louis & Texas—Stock.....	....	....	100	3,071,100	....	....	.....	.....
1st mortgage, gold .....c*	....	1887	1,000	2,800,000	6 g.	F. & A.	Last paid Feb., 1893.	Feb. 1, 1917
1st consol. mort., $5,000,000, gold.....c*	....	1892	1,000	1,613,000	5 g.	M. & S.	.....	Sept. 1, 1942
Louisville Southern—Stock.....	....	....	100	3,500,000	....	....	.....	.....
1st M. $5,000,000, gold, guar.....c*	126	1890	500 &c.	4,340,000	5 g.	J. & J.	See text.	July 1, 1940
Lykens Valley—St'k, 10 p.c. rental, 999 yrs. Nor. Cent.	21	....	20	600,000	10 p. an.	Q.—J.	N. Y., Office, 13 Wm. St.	Oct. 1, 1893
Lynch. & Dur.—1st M. $3,000,000, $20,000 p.m., g.c*	115	1890	1,000	2,012,000	see text.	J. & J.	N. Y., Mercantile Tr. Co.	Jan. 1, 1940
Macon & Birmingham—1st M. for $20,000 p.m., gold	97	1890	1,000	1,940,000	5 g.	M. & N.	.....	1940
Macon & Northern—1st M. gold, gu. p. & l. (end.).c*	107	1891	1,000	2,200,000	4½ g.	M. & S.	Sept.'92, coup. last paid.	Mar. 1, 1990
Maine Central—Stock.....	....	....	100	4,989,000	See text.	Q.—J.	Portand, Me., Office.	July 1, 1893
Port. & Kennebec con. M., Port. to Aug. & brch..c	72	1865	100 &c.	1,166,700	6	A. & O.	Bost., N. Rev. Bk.; Port.	Apr. 1, 1895
Me. C. loan for $1,100,000, Danv. Jc. to Bangor.c	109	1868	100 &c.	756,800	7	J. & J.	do do	July 1, 1898
Extension 1st M., gold, Cumberl. Junc. to Dan..c	18	1870	500 &c.	496,500	6 g.	A. & O.	do do	Oct. 1, 1900
Leeds & Farm. RR. 1st M., Leeds to Farmington.c	36	1871	100 &c.	633,000	6	J. & J.	do do	July 1, 1896
Me. C. 1st M., cons., A. B. C. D. ($269,500 5s)...c*	304	1872	100 &c.	4,176,700	5 & 7	A. & O.	do do	Apr. 1, 1912
Do do do .....c*		1872	100 &c.	1,496,000	4½	A. & O.	do do	Apr. 1, 1912
Collateral trust bonds for Mt. Desert Branch....c	41	1883	1,000	687,000	5	J. & D.	Bost., Am. L. & Tr.; Port.	June 1, 1923
Sinking fd. 10-20s, gold, red. on or aft. Feb. 1. '95. c	....	1885	1,000	600,000	6 g.	F. & A.	Portland Tr. Co., Port.	Feb. 1, 1905
Improvement bonds, "A" and "B," gold, not mort.	....	1886-7	....	450,000	4½ g.	J. & J.	Bost., N. Rev. Bk.; Port.	July, '16 & '17
{ European & North American (Bangor loan) c...	56	1869	500 &c.	965,000	6	J. & J.	Boston, Merch. Nat. Bk.	Jan. 1, 1894
{ Me. Cent. Eu. & Nor. Am. refunding loan, gold.	56	1892	1,000	35,000	4 g.	J. & J.	Boston and Portland.	Jan. 1, 1932
European & N. Am. stock, 5 p. c. rental 999 years	114	....	100	2,488,700	5 per an.	A. & O.	Bangor. Treas. Office.	Apr. 15, 1893
Portland & Ogdens. stock (2 p. c. rental, 999 years)	109	....	100	4,381,883	2 per an.	Q.—F.	Portland, Me. Cent. Of.	Aug. 31, 1893
1st mortgage, gold, interest guar. c	62	1870	500 &c.	800,000	6 g.	J. & J.	Bost., N. Rev. Bk. & Port.	July 1, 1900
Consol. M. $20,000 p. m. (guar. by end.) c	107	1888	1,000	1,319,000	5	M. & N.	Bos., N. Rev. Bk. & Bos.	Nov. 1, 1908
Dexter & Piscataquis stock 5 p.c. rental 999 years.	17	....	100	110,000	5 per an.	J. & J.	Dover, Me., Office.	July 15, 1893
1st M., Dexter to Dover, etc., guar. by end. ...	17	1889	1,000	175,000	4	J. & J.	Bost N. Rev. Bk., Port.	July 1, 1929

Louisville New Albany & Chicago.—*(See Map)*—Owns from New Albany, Ind. (opposite Louisville, Ky.), to Michigan City, Ind., 289 miles; Indiana State line to Massachusetts Avenue, Indianapolis, 162 miles; proprietary lines—Bedford & Bloomfield RR., Bedford, Ind., to Switz City, of which 35 miles is narrow gauge, 41 miles; Orleans West Baden & French Lick Springs Ry., Orleans, Ind., to French Lick Springs, 18 miles; total owned, 510 miles. Operates under contract—Chicago to State line, 20 miles; New Albany to Louisville, 5 miles; in Indianapolis, to depot .2 miles; total operated, 537 miles. Of the 510 miles owned, 203 miles are laid with 52 to 56 pound steel, 272 miles with 60 to 67 pound steel and 35 miles narrow gauge with iron rails. A lease for 999 years with Chicago & Western Indiana (of whose stock this company owns $1,000,000) gives entrance to Chicago on a mileage basis.

ORGANIZATION.—The Louisville New Albany & Chicago was opened in 1852 and sold in foreclosure Dec. 27, 1872, and reorganized. In August 1881, consolidated with Chic. & Ind. Air Line. The Bedford & Bloomfield RR. and the Orleans West Baden & French Lick Springs Ry. have no debt, and their capital stock of $230,000 is deposited as security for the Louisville New Albany & Chicago consolidated mortgage, as is also the $1,000,000 of Chicago & West Indiana Railroad stock, and $240,000 stock of the Belt Railway of Chicago. Under the new management more than $1,325,000 has been expended for improvements, the entire line being now laid with steel except the narrow-gauge branch to Switz City.

CAPITAL STOCK.—In August, 1893, the plan to classify the $12,000,000 of stock then outstanding into $9,000,000 of common and $3,000,000 of preferred was declared operative. For future capital requirements it is proposed to issue from time to time an additional $4,000,000 of preferred. The new preferred is entitled to 6 per cent dividends, if earned, non-cumulative, the common to receive all remaining profits. From July 1, 1893, the company hoped to pay on the preferred 1 per cent quarterly—4 p. c. per annum.

BONDS.—The general mortgage of 1890 is for $25,000 per mile of road and $10,000,000 bonds are reserved to retire the 1sts as they mature. Trustee Central Trust Co. On July 1, 1893, there were loans and bills payable for $599,956.

EARNINGS.—July 1 to July 31, 1893 (1 month), gross, $317,001, against $294,257 in 1892; net, $110,861, against $106,650.

ANNUAL REPORT.—Fiscal year changed to end June 30. Report for 1892-93 in V. 57, p. 421. Earnings have been as follows for the calendar years 1889, 1890 and the fiscal years ending June 30, '92 and '93.

	1889.	1890.	1891-92.	1892-93.
Gross earnings.....	$2,495,823	$2,630,132	$3,067,108	$3,416,488
Net earnings.....	861,533	917,176	952,160	1,060,622
Dividends received...	.....	25,000	45,000	74,400
Total net income.	$861,533	$942,176	$997,160	$1,135,022
Interest on bonds, etc	621,303	651,781	768,243	763,810
Rentals.....	138,832	155,297	163,001	191,031
Balance, surplus..	$101,399	$135,098	$65,916	$180,181

Samuel Thomas, Pres., N. Y. (V. 55, p. 100, 256, 419, 544; V. 56, p. 206, 413, 501, 621, 668, 886, 923, 973; V. 57, p. 374, 375, 421, 510.)

Louisville New Orleans & Texas.—See ILLINOIS CENTRAL.

Louisville St. Louis & Texas.—*(See Map.)*—Louisville to Henderson Ky., 142 miles, of which it owns Henderson to West Point, 121 miles (completed April, 1889), and uses by contract with Chesapeake & Ohio Southwestern West Point to Louisville, Ky., 20 miles; owns also from Irvington to Fordsville, Ky., 44 miles, and branch 1 mile; total operated, 166 miles. Extension of 15 miles to a connection with the Louisville & Nashville, 5 miles from Louisville, is under construction. Close traffic contract with the L. & N. proposed. See V. 55, p. 256, 373.

BONDS.—In August, 1892, was executed a consolidated mortgage for $5,000,000, of which $2,800,000 is reserved to retire the first mortgage 6s at maturity. The consols cover entire property and have first lien on 44 miles from Irvington to Fordsville, Ky. The second mortgage, the Louisville Hardinsburg & Western first mortgage and $49,000 car trusts have been canceled. See V. 55, p. 373. Feb. 9, 1893, there were outstanding $294,000 car trust notes and certificates. Mortgage trustee, Central Trust Co. August, 1893, coupon was not paid, and Attilla Cox was appointed receiver. See V. 57, p. 510. Bondholders' committee appointed. See V. 57, p. 510.

LATEST EARNINGS.—July 1, 1892, to June 30, 1893 (12 months), gross $628,112, against $606,787 in 1891-92; net, $250,952, against $229,770. Interest charge for year ending June 30, 1893, about $216,000.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 in V. 55, p. 1077, showed gross earnings $606,787, against $429,415 in 1890-91; net, $229,770. W. V. McCracken & Co., 42 Wall Street, New York, Financial Agents—(V. 53, p. 126, 407; V. 55, p. 256, 373, 723, 1077; V. 56, p. 331, 332; V. 57, p. 217, 298, 510.)

Louisville Southern.—Owns from Louisville, Ky., southwesterly to Burgin on Cincinnati Southern Railroad, 83 miles, with branches to Lexington and Georgetown, 47 miles; total, 130 miles.

HISTORY.—In July, 1890, leased for 99 years to the East Tennessee Virginia & Georgia, which guaranteed principal and interest of the new bonds. See V. 51, p. 51, 612. Stock, $3,500,000; par, $100. The East Tenn. was placed in receivers' hands in June, 1892, and in July, 1893, the only interest paid was $17 50 on bonds assenting to the Termina l reorganization plan. See V. 57, p. 60. Suit to foreclose the mortgage and for receiver was brought in July, 1893. Equipment notes Jan. 1, 1893, amounted to $200,000 maturing in 1893-94.

REORGANIZATION.—The Richmond & W. P. Terminal plan provides that the L. S. 5s shall be exchanged for 70 per cent of a new consolidated company's 5 per cent bonds and 30 per cent of its pref. stock. For each $1,000 bond accompanied by $1,000 L. & S. stock an additional $150 of new pref. stock will be given. See Richmond Terminal and V. 56, p. 882. Due sundry creditors July 1, '92, $506,478. In July, '93, the bondholders decided to accept the terms offered. V. 57, p. 105.

In year ending June 30, 1892, gross earnings were $632,732; net, $203,137; interest on bonds, $217,000; balance deficit, $13,863. (V. 52, p. 81; V. 55, p. 462; V. 56, p. 882; V. 57, p. 60; V. 57, p. 105.)

Lykens Valley.—Owns from Millersburg, Pa., to Williamstown, Pa., 20 miles; branch, 1 mile; total operated, 21 miles. It is a coal road, leased and operated by the Northern Central Railroad since July, 1880, and previously by the Summit Branch Railroad. The lease is for 999 years from March 1, 1866, and the rental is $62,500 per annum.

From Jan. 1 to Aug. 31, 1893 (8 months), gross earnings from coal and mining operations were $709,086, against $686,812 in 1892; net, $44,464, against $26,081. In 1892 gross, $1,069,835; net, $36,191, against deficit of $41,282.

Lynchburg & Durham.—Completed in 1890 from Lynchburg, Va., to Durham, N. C., 114 miles. Leased for 999 years from March 1, 1893, to Norfolk & Western. Stock authorized, $2,000,000; outstanding, $1,876,500 (par, $100). Mortgage trustee is the Mercantile Trust Co. Interest on the bonds has been reduced for one year from March 1, 1893, to 3 per cent and then for one year to 4 per cent, thereafter to be 5 per cent, the principal and this interest being unconditionally guaranteed by the lessee, and its guaranty endorsed on each bond. President, W. C. Houston, Philadelphia. In year 1891 gross earnings were $166,132. (V. 51, p. 84; V. 54, p. 159.)

Macon & Birmingham.—Owns Macon Junction to La Grange, Ga., 97 miles. Messrs. Gill, Shaw & Ober of Baltimore are a bondholders' committee. Foreclosure proceedings were instituted in April, 1892, by the mortgage trustee. As to status in July, 1893, see V. 57, p. 105, under Ga. So. & Fla. item. Receiver's certificates for $30,000 have been authorized. From Jan. 1 to July 31, 1893 (7 months), gross earnings, $39,278, against $49,922 in 1892; net, $5,372, against deficit of $2,931. In year ending June 30, 1892, gross earnings, $79,624; deficit under operating expenses, $988. (V. 54, p. 683.)

Macon Dublin & Savannah.—Owns road completed from Macon to Dublin, 54 miles; projected to Savannah, 99 miles additional. Built by the Illinois & Georgia Improvement Company of Chicago. In year ending June 30, 1892, gross earnings were $46,596; net, $13,689.

Macon & Northern.—Owns from Macon, Ga., to Athens, Ga., 105 miles. Successor to Covington & Macon, sold in foreclosure May 21, 1891. In 1891 leased for 99 years to the Richmond & Danville and the Central of Georgia, the lessees jointly guaranteeing interest and principal of the bonds. See V. 52, p. 321; V. 53, p. 223. N. E. Harris was made receiver March 24, 1893. Interest due March 1, 1893, was not paid. The Richmond Terminal reorganization plan issued in May, 1893, offers the bonds 50 per cent in common and 50 per cent in preferred stock of a new consolidated company. See R. & W. P. T.

From Aug. 1, 1891, to May 19, 1892 (9½ months), gross earnings were $106,500; deficit under operating expenses, $2,240. In '90 gross $150,739; net over taxes, $24,745. (V. 55, p. 177, 216, 412; V. 56, p. 463, 538, 579, 881.)

Mahoning Coal.—See LAKE SHORE.

Maine Central.—Line of road, Portland to Vanceboro, Me., via Augusta, 251 miles; branches, Cumberland Junction to Skowhegan, 91 miles; Bath to Lewiston and Farmington, 76 miles; branches—Belfast, Dexter, Bucksport and Mt. Desert Ferry, 132 miles; Portland & Ogdensburg Railroad, Portland, Me., to Lunenberg, 109 miles; small branches, 6 miles; Upper Coos and Hereford railways, Lunenberg, N. H., to Lime Ridge, Quebec, 108 miles; Bath to Rockland (including steam ferry, 7 miles) 48 miles; total, 822 miles, of which 345 miles owned, 429 miles operated under 999 year leases, and practically owned; 33 miles operated under 50-year leases and 15 miles ferry lines.

ORGANIZATION.—A consolidation in 1862 of the Androscoggin & Kennebec and the Penobscot & Kennebec railroads, into which have since been merged the Portland & Kennebec, Somerset Kennebec & Leeds and Leeds & Farmington RR. Co.

STOCK.—Of the stock $2,264,400 was owned on Oct. 1, 1892, by Boston & Maine. In January, 1893, $500,000 new stock was issued for double-tracking, etc. See V. 56, p. 164.

DIVIDENDS.—In 1882, 2 per cent; in 1883, 5½; from 1884 to August, 1892, both inclusive, at the rate of 6 per cent yearly, payable semi-annually. In Sept., 1892, dividends changed to quarterly, and 6 per cent paid from Oct. 1, 1892, to July 1, 1893, inclusive.

BONDS, GUARANTYS.—The European & North American Bangor loan, due Jan. 1, 1894, will be refunded into the Maine Central gold 4 per cents, issued under mortgage made jointly with the E. & N. A. Consols of 1872 are held in trust to retire all underlying bonds at maturity.

There are also $58,000 5 per cent debenture bonds, due February, 1894; $42,000 Shore Line 6 per cents, due 1923; $25,000 Androscog-


MAP OF THE
LOUISVILLE, ST. LOUIS
AND
TEXAS RAILWAY,
AND CONNECTIONS.
CHICAGO
DETROIT
CLEVELAND
TOLEDO
CINCINNATI
INDIANAPOLIS
COLUMBUS
PITTSBURGH
HARRISBURG
BALTIMORE
WASHINGTON
CHARLESTON
RICHMOND
NORFOLK
NEWPORT NEWS
LOUISVILLE
ST. LOUIS
MEMPHIS
NASHVILLE
CHATTANOOGA
Knoxville
Lexington
Frankfort
Paducah
Cairo
Evansville
Terre Haute
Ft. Wayne
Sandusky
Akron
Youngstown
Canton
Wheeling
Roanoke
Lynchburg
Petersburg
Danville
Greensboro
Asheville
Salisbury
Charlotte
Spartanburg
Atlanta
Birmingham
Jackson
Columbia
Corinth
Memphis Jc.
Scottsville
Guthrie
Clarksville
Paris
Dickson
Milan
Sparta
Cookville
Carthage
Robbins
Jellico
Cumberland Gap
Bristol
Abingdon
Rogersville
Morristown
Greenville
Maryville
Rockwood
Harriman Jc.
Clinton
Oak Ridge
Cohutta
Dalton
Rome
Kingston
Cartersville
Marietta
Atlanta
Belton
Anderson
Greenville
Spartanburg
Chester
Cheraw
Hickory
States V.
Lincolnton
Shelby
Franklin
Asheville
Salisbury
Charlotte
Greensboro
Danville
Martins V.
Stuart
Leaks V.
Mt. Airy
Weldon
Suffolk
Belfield
S. Boston
Elba
Farmville
Burkeville
Eppes Falls
Petersburg
Richmond
West Point
Junction
Gordonsville
Charlottes V.
Staunton
Warrenton
Luray
Clifton
Covington
Sewell
Hinton
Richardson
Pocahontas
Tazewell
Norton
Wythe V.
Radford
Roanoke
Lynchburg
Bluefield
Elkhorn
Pineville
Middlesborough
Big Stone Gap
Emory
Abingdon
Bristol
Rogers V.
Green V.
Morristown
Knox

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
***Maine Central*—(Concluded.)—**								
Hereford R'y stock (4 p. c. rental for 999 years)..	53	....	$100	$800,000	4 per an.	M. & N.	Portland, Me. Cent. Of.	May 1, 1893
1st mortgage, guar. p. & l. (endorsed).....	53	1890	1,000	800,000	4	M. & N.	Boston, Mass. Nat. Bk.	May 1, 1930
Upper Coos RR. stock, 6 p. c. rental 999 years.	22	....	100	350,000	6 per an.	M. & N.	Portland, Me., Office.	May 1, 1893
1st mort., guar. p. & i. (endorsed).....	22	1890	1,000	350,000	4	M. & N.	Bost., N. Rev.Bk.; Port.	May 1, 1930
Extension M., $21,000 p. m., guar. p. & l.(end.).	33	1890	1,000	547,000	4½	M. & N.	Portland, Me., Office.	May 1, 1930
Knox & Lincoln stock, guar., 5 p. c., 999 years...	48	....	100	200,000	5 per an.	F. & A.	Portl'd,Me.,Me.Cent.Of.	Aug. 1, 1893
1st M. Penobscot Shore Line RR. Co., assumed.	48	1890	1,000	1,300,000	4	F. & A.	Boston, Nat. Revere Bk.	Aug. 1, 1920
K. & L. 2d mortgage (for $400,000) assumed...	48	1891	1,000	80,000	5	F. & A.	do do	Feb. 1, 1921
Dexter & Newport, stock, 5 p. c. after Nov. 25,'98.	14	....	100	122,000	6 to 5	M. & S.	Dexter, Me., Office.	Sept. 5, 1893
Eastern Maine, stock, 4½ p. ct., rental 999 years	18	....	100	200,000	4½ p. an.	M. & N.	Rockland, Me., Office.	May 1, 1893
***Manches. & Law.*—Stock,10 p.c.ren't till 1937.B.&M.**	22	....	100	1,000,000	10 p. an.	M. & N.	Manchester and Boston.	May 2, 1893
Real estate bonds (not mort.) int. gu. by B.& M'c	....	1892	1,000	274,000	4	J. & J.	Boston, B. & M. RR.	Jan. 1, 1922
***Manhattan Elevated.*—Consolidated stock**.....	36	....	100	30,000,000	6 per an.	Q.—J.	N. Y., 71 Broadway.	Oct. 2, 1893
Metropol. El. 1st mort., $600,000 p. m., gold...c*	18	1878	£ & $	10,818,000	6 g	J. & J.	N. Y., Mercantile Tr. Co.	July 1, 1908
2d mortgage (guaranteed by Manhattan).....c*	18	1879	1,000	4,000,000	6	M. & N.	do do	Nov. 1, 1899
N.Y. El. 1st M.(payable at 105 aft. 1895)$&£.c&r	14	1876	$ & £	8,500,000	7	J. & J.	do do	Jan. 1, 1906
N. Y. El. deb., secured by consol. mort. of 1890..	32	1886	1,000	1,000,000	5	M. & S.	do do	Mch. 1, 1916
Manhattan Elevated consolidated mort., gold..c*	32	1890	1,000	11,647,000	4 g.	A. & O.	do do	Apr. 1, 1990
***Maricopa & Phœnix*—Stock**	34	....	100	600,000	....	.....	.....	.....
1st mortgage, gold.....c	34	1886	1,000	540,000	6 g.	M. & N.	N. Y., Farm. L. & Tr. Co.	Nov. 1, 1916
***Marietta & No. Ga.*—1st mort., $7,000 p. m., gold...**	....	1881	1,000	383,000	6 g.	J. & J.	July, '90, last paid.	July 1, 1911
Con.1st.M.,g.,$4,500,000,s.f.$15,000 after 1897 c*	224	1887	1,000	3,821,000	6 g.	J. & J.	do do	Jan. 1, 1937
***Marquette Houghton & Onton.*—See DULUTH SOUTH SHORE & ATLANTIC**								
***Mason City & Fort Dodge*—1st m.$15,000 p. mile, g.**	92	1886	....	1,380,000	6 g.	J. & J.	In default.	July 1, 1926
***Memphis & Charleston*—Stock**.....	....	....	25	5,312,725	....	.....	.....	.....
Tenn. State loan $1,736,906,1st M.on line in Tenn.	93	....	....	As collateral	....	.....	.....	.....
Ala. & Miss. old 1st and 2d morts. (See text).....	....	'54-'67	....	As collateral	7	Various.	.....	Jan. 1, 1915
Bonds of 1880, secured by old morts.in trust, gold.	See	1880	1,000	2,155,000	7 g.	J. & J.	July, 1892, last paid.	Jan. 1, 1915
Old 2d mortgage bonds, extended (See text).....c	text.	1867	1,000	105,000	7	J. & J.	do do	Jan. 1, 1915
Cons. M. of '77 with 1st lien on 93 m. in Tenn., g.c*	293	1877	1,000	1,400,000	7 g.	J. & J.	do do	Jan. 1, 1915
Consol. mortgage of 1877, gold.....c*	293	1877	1,000	864,000	7 g.	J. & J.	do do	Jan. 1, 1915
General mortgage, gold.....c&r	293	1884	1,000	1,000,000	6 g.	J. & J.	do do	Jan. 1, 1924

gin RR. Co. 6s, due April 1, 1893; also $150,000 Belfast & Moosehead Lake mortgage bonds, due 1920, not guaranteed, interest and sinking fund for which are paid out of the rental. Jointly with Boston & Maine guarantees $300,000 Portland Union Station bonds.

FLOATING DEBT.—Notes payable were $378,000 Oct. 1, 1892.

EARNINGS.—From January 1 to March 31, 1893 (3 months), gross $1,106,502, against $1,009,959 in 1892; net, $355,920, agst. $339,981

ANNUAL REPORT.—Fiscal year ends Sept. 30. Report for 1891-92 was in V. 55, p. 976. New equipment costing $210,401 was charged to operating expenses in 1891-92.

Year ending Sept. 30 –	1889.	1890.	1891.	1892.
Miles operated.....	647	741	821	822
Total gross earnings.....	$3,828,162	$4,226,465	$4,324,905	$4,757,603
Net earnings.....	$1,313,447	$1,367,798	$1,382,527	$1,695,813
Other receipts.....	18,592	43,765	39,074	60,817
Total net income.....	$1,332,039	$1,411,563	$1,421,601	$1,756,630
Rentals paid.....	$233,427	$284,655	$360,093	$480,887
Interest on bonds.....	798,391	821,165	828,189	830,308
Dividends.....	215,616	215,616	215,628	268,485
Balance, surplus.....	$84,605	$90,127	$17,691	$176,950

—(V. 53, p. 820, 920: V. 55, p. 976, 1078; V. 56, p. 164.)

Manchester & Lawrence.—Owns from Manchester, N. H., to Methuen (State Line), 22¼ miles. Boston & Maine owns Methuen Branch, 3¾ miles.

Leased for 50 years from September 1, 1887, to Boston & Maine at a rental paying 10 per cent dividends, at which rate dividends had been paid for many years. Suit has been instituted to recover $1,000,000, said to be due from Concord Railroad. See referee's report Jan., 1893, in V. 56, p. 82, under item as to Boston & Maine.

Manhattan Elevated.—ROAD.—Controls and operates all the elevated railroads in N. Y. City, its main track aggregating 32 miles, besides which it owns and operates the suburban R. T. RR., 3¾ miles.

HISTORY, ETC.—Formed Nov. 24, 1875, to operate elevated railroads in New York City. In June, 1884, all liabilities of the leased lines were assumed and $26,000,000 new stock was authorized to retire old stocks. In May, 1891, $4,000,000 stock was issued to acquire the stock of the Suburban Rapid Transit Railroad, which owned a bridge across the Harlem River, and had a road in operation to near 171st Street, N. Y., 2½ miles. See V. 52, p. 642.

BONDS AND LIABILITIES.—There are considerable claims pending against the elevated roads for damage to property on their lines, and many of these are before the courts. See CHRONICLE V. 56, p. 289. The consolidated mortgage (trustee, Central Trust Company) is limited on present mileage to $40,000,000, and will provide for prior bonds when due. Further amounts may be issued for extensions if desired at the rate of $300,000 per mile of single and $600,000 per mile of double track. (See abstract of mortgage in V. 51, p. 248, and application to New York Stock Exchange in V. 52, p. 353.) On the Stock Exchange on Sept. 13, 1893, $12,080,000 consols had been listed, but the company reported outstanding $11,647,000, also $133,000 held to redeem convertible certificates and $300,000 on "special account."

DIVIDENDS.—In 1884, 3 per cent; in 1885 to 1887, inclusive, 6; in 1888, 5; in 1889, 1 in cash and 4½ in scrip; in 1890, 4½ cash and 1½ scrip; in 1891, 6 cash; in 1892, Jan., 1½; April, 1½; July, 1½; Oct., 1½; in 1893, 6 p. c. paid quarterly.

GENERAL FINANCES, ETC.—Cash dividends were resumed in April, 1890, after four dividends of 1½ per cent each had been paid in scrip.

LATEST EARNINGS.—The report to the New York State Railroad Commissioners for the twelve months ending June 30 was as follows:

12 *mos.*—	*Gross.*	*Net.*	*Other inc.*	*Interest, etc.*	*Bal. surp.*
1892-93..	$11,086,359	$5,000,059	$140,000	$2,668,767	$2,971,292
1891-92..	10,695,977	5,270,629	140,000	2,414,916	2,995,713

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held the second Wednesday in November.

Year ending June 30—	1889-90.	1890-91.	1891-92.
Gross earnings.....	$9,388,681	$9,959,710	$10,835,978
Net over exp. and taxes.....	4,081,552	4,504,080	4,912,765
Interest and rentals.....	1,597,880	1,907,494	1,917,052
Dividends.....	1,560,000	1,620,000	1,800,000
Surplus over dividends.....	$923,672	$976,586	$1,195,713

Number of passengers carried and gross earnings have been:

Year end. Sept. 30.	Passengers.	Earnings.	Year end. Sept. 30.	Passengers.	Earnings.
1882-83...	92,124,943	$6,386,506	1887-88...	171,529,789	$8,673,871
1883-84...	96,702,620	6,723,832	1888-89...	179,497,433	9,080,881
1884-85...	102,354,729	7,000,566	1889-90*..	185,833,632	9,388,681
1885-86...	115,109,591	7,426,216	1890-91* .	196,714,199	9,959,710
1886-87...	158,963,232	8,102,662	1891-92*..	213,692,570	10,835,978

* Year ending June 30.

—(V. 54, p. 203, 243, 846; V. 55, p. 639, 679, 806, 857, 1035; V. 56, p. 127, 206, 289, 621, 835, 836, 1056; V. 57, p. 105, 256, 298, 469.)

Marietta & North Georgia.—Owns road completed in August, 1890, from Knoxville, Tenn., to Marietta, Ga., 217 miles; branch, 7 miles; trackage, Western & Atlantic Railroad, Marietta, Ga., to Atlanta Ga., 20 miles; total operated, 244 miles.

HISTORY, RECEIVERSHIP, &C.—Completed in 1890 and consolidated with Knoxville Southern. Interest defaulted Jan. 1, 1891, and J. B. Glover appointed permanent receiver on Feb. 23. A foreclosure sale ordered for Oct. 19, 1893. See V. 56, p. 1015. The Atlantic Trust reorganization plan was declared operative. See the plan in V. 54, p. 887.

It is proposed to consolidate Marietta & North Georgia, 231 miles; Knoxville Belt, 4 miles; Knoxville Cumberland Gap & Louisville, 103 miles; Morristown & Cumberland Gap, 40 miles; Chattanooga Southern, 96 miles—a total of 474 miles of constructed road. See each company. Extensions to Bristol, Atlanta, Chattanooga and Birmingham involve the construction of 174 miles of road. (V. 55, p. 995.)

OBLIGATIONS.—In addition to bonds in table above the company on June 1, 1892, had the following obligations: Receiver's certificates for rolling stock, $246,000; Mar. & Nor. Ga. old 2ds, $6,000; accrued interest on first and second mortgages to July 1, 1892, about $50,000; do. on consolidated mortgage, $554,630; contractors' claims in litigation, $350,000; cash outlay needed to complete improvements deemed essential, $950,000. Receiver's certificates for $1,000,000 were authorized for putting road in good condition. Stock (including Knoxville Southern), $5,250,000.

EARNINGS.—From April 1, 1892, to Aug. 31 (5 months), gross, $87,449. (V. 54, p. 203, 887, 924; V. 55, p. 857, 995; V. 56, p. 923, 1015.)

Marquette Houghton & Ontonagon.—See DULUTH S. S. & AT.

Mason City & Fort Dodge.—Owns road from Mason City, Ia., to Lehigh, Ia., 88 miles, and branch, 4 miles. Stock authorized, $5,000,000; outstanding, $920,000; par, $100. Interest due and accrued July 1, 1892, $496,800; bills payable, $3,483. In year ending June 30, 1892, gross earnings were $143,199; net over operating expenses and taxes, $28,944. Total deficit to June 30, 1892, $401,734. President, James J. Hill, of St. Paul.

Memphis & Charleston.—ROAD.—Owns from Memphis to Stevenson, Ala., 272 miles; branches –to Somerville and Florence, 20 miles; leases Stevenson to Chattanooga, 38 miles; total operated, 330 miles.

HISTORY, ETC.—The East Tennessee Virginia & Georgia RR. on June 30, 1892, owned $2,774,025 o the stock, but its right to vote on it is contested. (See V. 50, p. 703; V. 52, p. 831.) On July 14, 1892, Henry Fink was appointed receiver, and on July 25 C. M. McGhee joint receiver in interest of the East Tennessee. V. 55, p. 100, 177. Coupons due July 1, 1892, were paid with interest Jan. 3, 1893, but payment of January, 1893, coupons was deferred. See V. 55, p. 21, 1110.

REORGANIZATION.—The Richmond & W. P. Terminal plan of May, 1893, provides that this company's $864,000 consol. 7s shall be exchanged for 50 per cent of the new consolidated company's 5 per cent bonds and 100 per cent of its preferred stock. Also that the general mortgage 6s be exchanged for 130 per cent of the new preferred stock. Large expenditures for renewals and equipment are said to be necessary. Some holders object. See V. 56, p. 882.

BONDS.—The 7 per cent bonds of 1880 are all equally secured by deposit in trust of the entire issue of the company's old first mortgage bonds of 1854, and all but $105,000 of its second mortgage bonds of 1867. The bonds of 1880 have therefore a first lien on the 200 miles of road in Mississippi and Alabama and cover, subject to the Tennessee State loan, the 93 miles in Tennessee. The consols of 1877 cover all the property, subject to the prior liens, and $1,400,000 of them have a first lien on the 93 miles in Tennessee through deposit in Trust therefor of the Tennessee State loan for $1,736,906. The Farmers' Loan & Trust Co. is trustee of the deeds of 1880 and 1877; the Central Trust Co. of deed of 1884. June 30, 1892, car trusts were $105,187; loans and bills payable, $123,297. See also above.

EARNINGS.—Jan. 1 to Aug. 31, 1893 (8 months), gross, $919,312, against $908,035 in 1892.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 in V. 56, p. 537, showed:

Year.	*Gross.*	*Net.*	*Other inc.*	*Charges.*	*Balance.*
1891-92.....	$1,523,037	$350,613	$8,716	$439,918	def.$80,588
1890-91.....	1,740,563	503,049	36,079	442,965	sur. 96,163
1889-90.....	1,774,130	554,325	13,622	438,828	sur.129,119

Charges in 1891-92 included—Interest on bonds, $379,660; taxes, $51,807; other, $8,451. (V. 55, p. 21, 100, 177; V. 56, p. 537, 882.)

Meriden Waterbury & Connecticut.—Owns from Cromwell, Conn., via Meriden to Waterbury, Conn., 30 miles. Leased for 99 years from Sept. 1, 1892, to N. Y. & New England at $22,500 per annum, payable in semi-annual instalments directly to trustee of mortgage (Farmers' Loan & Trust Co.), to be applied to interest on bonds. Stock, $500,000; par, $100. (V. 54, p. 367, 648.)

Metropolitan West Side Elevated (Chicago).—Organized to build an elevated railway in Chicago, running from the Board of Trade Building westerly about 6 miles, with branches; the total length to be 16½ miles; first two miles to be four tracks, the rest two tracks. The right of way is to be bought and owned in fee, and will be mortgaged to secure the bonds. Stock authorized, $15,000,000. Road is being built under contract by the West Side Construction Company, and during construction the voting power on the construction company's stock


MAP OF THE
MEXICAN CENTRAL
RAILWAY
AND ITS CONNECTIONS.
P A C I F I C O C E A N
G U L F O F M E X I C O
SAN FRANCISCO
Oakland
Tehama
Winnemucca
Palisade
Toano
Ogden
SALT LAKE CITY
Grainger
Point of Rocks
Tipton
Medicine Bow
Laramie
CHEYENNE
Norfolk
Sioux City
CHICAGO
Toledo
Cleveland
Ft. Wayne
Lima
Pittsburgh
Logansport
COLUMBUS
Cincinnati
INDIANAPOLIS
FRANKFORT
Ashland
Ohio
LOUISVILLE
June Cy.
Great Salt Lake
Reno
Battle Mountain
CARSON CITY
Austin
Eureka
Silver City
Frisco
Belmont
Bullion V.
Hiko
Lee's Ferry
Wagon Wheel Gap
Leadville
Colorado Jc.
DENVER
Julesburg
Oxford
La Salle
Belleville
Omaha
Lincoln
Ogalalla
Columbus
Fairfield
Quincy
Spring field
Higbee
Florence
Ellinwood
Coolidge
Kinsley
Pueblo
La Junta
Trinidad
Las Vegas
Lanny
Liberal
Halstead
Wichita
Beverly
Oswego
Ft. Scott
Clinton
Springfield
Monett
Poplar Bluff
Cairo
New River
Red Fork
Vinita
Van Buren
Arkansas
Pan Handle
Washburn
Denison
Wichita Falls
Gurdon
Paris
Mt. Pleasant
Camden
Texarkana
Shreveport
Albany
Dallas
Marshall
Red River
Vicksburg
Meridian
Repton
Mobile
Pensacola
Lafayette
Baton Rouge
New Orleans
Houston
Galveston
Ile Pass
Kerr V.
Cuero
Victoria
Kenedy
Eagle Pass
Spofford Jc.
Piedras Negras
Nava
Sabinas
Baroteran
Hermanas
Laredo
Nuevo Laredo
Lampazos
Brownsville
Matamoras
Monterey
Saltillo
Linares
S. Fernando de Presas
Victoria
Tampico
Aransas Pass
Corpus Christi
Kleberg
Cuero
Ballinger
Clyde
Temple Jc.
Lampasas
Nacogdoches
Summit
Lafayette
Albuquerque
Socorro
Rincon
El Paso
Sierra Blanca
Hermosa
Deming
Benson
Tucson
Yuma
Ricacho
Prescott Jc.
Peach Springs
Holbrook
Grants
St. John
Las Vegas
Santa Fe
Lanny
Pan Handle
Wichita Falls
Denison
Paris
Mt. Pleasant
Albany
Shreveport

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Meriden Waterbury & Conn.—1st mortgage	30	1888	$....	$450,000	5	J. & J.	N. Y., Farmers' L. & Tr.	July 1, 1925
Metropolitan West Side Elevated (of Chicago)—Stock	....	....	100	N'ne Sep. '93	....	....	.....	.....
1st M. ($15,000,000) gold	....	1892	1,000	4,000,000	5 g.	F. & A.	N.Y., 32 Nassau & Chic.	Aug. 1, 1942
Mexican Central—Stock, $25,600 per mile	....	....	100	47,841,100	....	.....	.....	.....
1st mortgage (unassented)	....	1881	1,000	734,000	(7) 4	J. & J.	Boston, SafeDep. & Tr. Co	July 1, 1911
Consol. mortgage, $32,000 per mile, gold....c*&r	1,832	1889	1,000	56,929,000	4 g.	J. & J.	do do	July 1, 1911
1st consol. incomes, non-cum. ($9,600p.m.), gold.c*	1,832	1889	1,000	17,228,000	3 g.	July 10	Boston, when earned.	Jan. 10, 1939
2d con.inc.$6,400p.m.red.at 50p.c.till Aug.1929c*	1,832	1889	1,000	11,221,000	3	.....	.....	Jan. 10, 1939
Registered income bonds, unassented .....r	....	1881	1,000	582,200	3	July 1	.....	July 1, 1911
Mexican International—1st M., $30,000 p. m., g.c*&r	573	1892	1,000	14,000,000	4 g.	M. & S.	N. Y., Company's Office	Sept. 1, 1942
Mexican National—Stock	....	....	100	33,350,000	....	.....	.....	.....
1st M., subsidy, gold, subject to call at 100....c*	1,064	1887	1,000	11,876,000	6 g.	J. & D.	N. Y., Nat. City Bank.	June 1, 1927
2d M., ser. "A," g., inc. accum. (for $16,675,000)c*	1,064	1887	500 &c.	12,265,000	6 g.	M. & S.	Paid 2 p. ct. Mar. 1, '93	July 1, 1917
2d M., ser. "B," g., inc. non-ac. (for $16,675,000).r	1,064	1887	500 &c.	12,265,000	6 g.	April 1.	.....	July 1, 1917
3d mortgage, deb. (income not cumulative) gold.r	....	1887	1,000	7,040,000	6 g.	May 1	.....	July 1, 1937
Mexican Northern—Stock	83	....	100	3,000,000	See text.	Q.—M.	N. Y., office, 42 Pine St.	See text.
1st mortgage, U. S. gold coin, s. f. not called....c*	83	1890	1,000	1,660,000	6 g.	J. & D.	do do	Dec. 1, 1910
Michigan Central—Stock	....	....	100	18,738,204	See text.	F. & A.	N. Y. Gr'd Cent. Depot.	Aug. 1, 1893
Consol. mort.—now 1st M. ($2,000,000 are 5s)..c*	270	'72-'82	1,000	10,000,000	7 & 5	M. & N.	N. Y., Union Trust Co.	May 1, 1902
M. C. Michigan Air Line, 1st mortgage.....c&r	115	1890	1,000&c	2,600,000	4	J. & J.	do do	Jan. 1, 1940
M. C. 1st mortgage on Grand River Val. RR....c*	84	'79-'86	1,000	1,500,000	6	M. & S.	do do	Sept. 1, 1909
M. C. 1st mortgage on Kalamazoo & S. Haven...r	39	1889	1,000&c	700,000	5	M. & N.	do do	Nov. 1, 1939
Grand River Valley stock, 5 per cent rental.....	84	....	50	491,200	5 per an.	J. & J.	do do	July 10, 1893
Detroit & Bay City 1st mortgage endorsed....c&r	147	1872	1,000	274,000	8	M. & N.	do do	May 1, 1902
Bridge bonds	....	1873	1,000	150,000	8	M. & N.	do do	May 1, 1903
M. C. 1st M. on Det. & Bay City RR., coupon.....	147	1881	1,000	} 3,576,000	{ 5	M. & S.	do do	Mch. 1, 1931
do do registered....	147	1881	1,000&c		{ 5	Q.—M.	N.Y., Gr'd Cent. Station.	Mch. 1, 1931
Jack. Lans. & Sag. stock, 3½ p.c. y'rly, guar. by end.	295	.....	100	2,000,000	3½ p. an.	M. & S.	N. Y., Union Trust Co.	Sept., 1893
Cons. mortgage, assumed, extended in 1891..c*	295	71&80	1,000	2,234,000	5	M. & S.	do do	Sept. 1, 1901
Bay City & Battle Creek 1st M., gold, gu. p. & i..c	18	1889	1,000	250,000	3 g.	J. & D.	do do	Dec. 1, 1989
Battle Creek & Sturgis 1st M., gold, gu. p. & i...c	41	1889	1,000	421,000	3 g.	J. & D.	do do	Dec. 1, 1989
Joliet & Northern Indiana 1st M., guar. by M. C..c	45	1877	1,000	800,000	7	J. & J.	N. Y., Farm. L. & Tr. Co.	July 10, 1907

will be in the hands of G. C. Clark, of Clark, Dodge & Co., N. Y.; George C. Allen, of Busk & Jevons, N. Y., and H. L. Higginson, of Lee, Higginson & Co., Boston. V. 55, p. 1035; V. 56, p. 206.

Mexican Central (Mexico).—*(See Map)*—Mileage—Main line Mexico City north to Juarez City, 1,224 miles, 412 miles on Tampico Division, 11 miles on Guanajuato Branch, 161 miles on Guadalajara Division and 17 miles on the San Blas Division. 44 miles on Pachuca Division, and branches 7 miles; total Dec. 31, 1892, 1,876 miles.

ORGANIZATION.—Incorporated February 25, 1880, under the general law of Massachusetts, and also holds a charter from the Mexican Government. Debt readjusted in 1889—see V. 48, p. 191, 292, 327.

SUBSIDY.—The total subsidy received to July, 1890, was about $17,800,000 in American money. By the construction of the Pachuca Division the company earned an additional subsidy of $8,000 per mile on 44 miles, payable in Mexican 5 per cents. The company has received under the Tampico Harbor Concession $2,040,000 6 per cent Government Bonds corresponding to a depth of 15 feet in the channel. It will be entitled to the balance of the total amount of $3,060,000 of bonds when the channel reaches a depth of 22 feet.

The $7,000,000 priority bonds were paid off with proceeds of subsidy collections, interest ceasing April 10, 1891. See V. 52, p. 390. On January 1, 1893, there was left of the subsidy in trust $4,311,379, to be used whenever necessary for the payment of principal and interest of the consolidated mortgage bonds. In addition to which were the amounts receivable under the Tampico Harbor concession.

BONDS.—The consolidated mortgage 4 per cents (trustee, Boston Safe Deposit & Trust Company) cover the entire property, all old firsts deposited, and the subsidy earned and to be earned. (See abstract of mortgage in CHRONICLE, V. 49, p. 177.) Both series of incomes are non-cumulative and secured by one indenture to the American Loan & Trust Company. First consolidated incomes received 3 per cent interest July 10, 1890, and 3 per cent in July, 1891 and 1892 respectively; in July, 1893, none was to be paid.

LATEST EARNINGS, &C.—From Jan. 1 to July 31, 1893 (7 months), gross in *Mexican currency* were $4,639,493, against $4,459,772 in 1892; net, $1,560,687, against $1,549,888.

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1892 in V. 56, p. 734, 752, 754, gave a full account of the affairs of the company and its prospects, with earnings, balance sheet, &c. The gross earnings below are *Mexican currency*, all other figures *U. S. currency*. In 1892 the company received an average of only 68·26 cents for its Mexican dollars, against 76·74 cents in 1891, and consequently net earnings in U. S. currency were only $2,021,515, against $2,068,012 in 1891.

INCOME ACCOUNT—(U. S. CURRENCY EXCEPT AS INDICATED).

Year ending Dec. 31—	1889.	1890.	1891.	1892.
Av'ge miles operated	1,462	1,527	1,665	1,825
Gross earnings, Mex. cur.	$6,337,225	$6,425,694	$7,374,539	$7,963,254
Net earns. Mex. cur.	$2,825,398	$2,424,524	$2,694,750	$2,961,467
Do do in U. S. cur.	2,096,056	1,978,157	2,068,013	2,021,515
Subsidy acc't in U. S. cur.	812,912	601,127	300,000	500,000
Miscellaneous in U. S. cur.	22,542	17,953	.....	7,170
Total net income	$2,931,510	$2,597,237	$2,368,013	2,528,685
Interest on bonds	2,039,643	2,434,581	2,321,180	2,667,769
Miscellaneous	105,881	261	39,374	.....
Balance	sr. $785,986	sr. $162,395	$7,459 ¶	df 139,084

¶ Balance to credit of income account Dec. 31, 1892, was $122,620.
—(V. 54, p. 159, 745, **760, 763**; V. 55, p. 938; V. 56, p. **734, 752**, 973.)

Mexican International.—*(See Map Southern Pacific)*—ROAD—Owns in Mexico a standard gauge road from Ciudad Porfirio Diaz, via Torreon, on Mexican Central, to Durango, 540 miles, with branches, 33 miles. Completed in October, 1892. Capital stock Dec. 31, 1892, $16,975,000; unadjusted accounts, $107,598; accrued interest, $186,667. Mortgage trustee, Metropolitan Trust Company of New York.

LATEST EARNINGS.—From Jan. 1 to July 31 (7 months) in 1893 gross, $1,217,612, against $1,042,321 in 1892; net, $357,473, agst. $398,274,

ANNUAL REPORT.—Report for 1892, V. 56, p. 811, 834, showed gross earnings on an average of 464 miles, of $2,095,726 (Mexican currency); net, $766,815; exchange on purchases in United States, $63,621; total, $830,436, equal in U. S. currency to $553,624; other income, $12,282, deduct interest accrued Sept. 1 to Dec. 31, 1892, $186,667; miscellaneous, $23,485. President, C. P. Huntington, N. Y. City. New York office, 35 Wall Street. (V. 56, p. **811, 834**; V. 57, p, 179, 181.)

Mexican National Railroad (Mexico).—Owns from Laredo to City of Mexico, 842 miles; Acambaro to Patzuaro, 96 miles; El Salto branch, 45 miles; Matamoras to San Miguel, 76 miles; small branches, 5 miles; total owned, 1,064 miles; controls through ownership of stock, Texas Mexican Railway, Corpus Christi to Laredo, Texas, and branch, 163 miles; other lines, 5 miles; total 1,232 miles.

ORGANIZATION.—Successor of the Mexican National Railway, sold in foreclosure May 23, 1887. Also owns all the Texas Mexican R'y first and second mort. bonds and $2,453,750 of its $2,500,000 capital stock.

SUBSIDY.—As to subsidy, see full particulars in Supplement for January, 1893. Total subsidy applicable to the new first mortgage bonds was $6,003,120, Mexican money, of which $2,596,000 has been paid. Receipts are applied to interest on bonds, in case of deficiency from earnings, or to their payment when drawn by lot. Annual Payments on subsidy from Mex. Gov. were 6 per cent of customs receipts, but for three years from Sept. 1, 1893, this has been reduced to 2 per cent, the remaining 4 per cent to be deferred and bear 6 per cent interest.

STOCK.—Stock, $33,350,000 (par $100), placed in trust with the Farmers' Loan & Trust Company, leaving the road in control of 1st and 2d mortgage bondholders until it earns and pays interest on both classes of bonds for two consecutive years, in which event the control reverts to the stockholders. The first mortgage bonds have two votes, the 2d M., A. & B., bonds one vote each at stockholders' meetings. The Mexican National Construction Company owns over $17,000,000 of the capital stock and $7,000,000 of the incomes.

BONDS.—The *first mortgage* of 1887 is a prior lien upon all the lines in Mexico, constructed or to be constructed, and upon the Texas Mexican securities. The bonds are redeemable on notice at par. Trustees Hugh M. Matheson and Capt. W. G. Raoul. On Jan. 1, 1893, $783,699 raised by sale of first mortgage bonds remained unexpended; $734,786 of this being in capital reserve fund, and $48,913 held for debts of old company. The authorized issue of first mortgage bonds was $12,500,000, and the amount outstanding has been reduced to present figure by redemption with subsidy of $319,000 in 1891 and of $305,000 in 1892 and $298,000 in 1893.

The *2d mortgage* bonds, series "A," are strictly cumulative, and not foreclosable while stock remains in trust as above stated; the 2d mortgage bonds, series "B," are non-cumulative; trustees, W. G. Raoul and J. A. Horsey. Third mortgage trustees, C. J. Canda and H. A. Risley.

On *series "A"* bonds from earnings of 1892 2 per cent was paid March 1, 1893. Loans and bills payable Jan. 1, 1893, $119,132.

Of the 2d mortgage bonds, $5,000,000 [one-half each series A and B] entered into a special trust arrangement by which they are drawn for payment with proceeds of certain subsidy certificates. See V. 56, p. 20, and FINANCIAL REVIEW for 1890, page 59.

LATEST EARNINGS.—From Jan. 1 to July 31, 1893 (7 months), gross $2,533,928, agst. $2,381,493 in 1892; net, $916,433, against $792,572. Applicable to int. on bonds in 1892, $359,472, agst. $361,305 in 1891.

ANNUAL REPORT—Fiscal year ends Dec. 31. Report for 1892, with the balance sheet, etc., was given in V. 56, p. 499. Gross earnings below are in *Mexican currency*, all other figures in *U. S. currency*.

INCOME ACCOUNT—(U. S. CURRENCY EXCEPT GROSS EARNINGS).

Year end'g Dec. 31—	1889.	1890.	1891.	1892.
Miles operated	1,218	1,218	1,218	1,218
Gross earnings	$3,660,124	$3,754,966	$4,206,422	$4,756,030
Net earnings	$533,354	$661,604	$892,788	$1,346,898
Interest and discount	9,109	14,671	.....	.....
Subsidy receipts	194,425	305,314	112,500	.....
Total net income..	$736,888	$981,589	$1,005,288	$1,346,898
Int. on 1st M. bonds..	$753,880	$809,500	$738,835	$720,185
Misc., bet'm'ts, etc....	32,119	135,654	412,137	381,220
Balance	df. $49,111	sr. $36,435	df ¶ $145,684	sr. $245,493

—(V. 55, p. 256; V. 56, p. 206, **499**, 501, 625; V. 57, p. 11.)

Mexican Northern.—Owns from Escalon, Mexico, on the Mexican Central Railway, to Sierra Mojada, 83 miles, all steel, completed in July 1891. THE MORTGAGE, of which the State Trust Co. of New York is trustee, is for $1,660,000, of which $58,000 bonds have been purchased for the sinking fund. None of the bonds are subject to call before maturity. DIVIDENDS from February, 1892, to November, 1892, both inclusive, 1½ per cent quarterly (6 per annum.) In February, 1892, an extra dividend of ½ per cent was paid. In 1893 paid in March 1½ per cent and in June, 1½ per cent.

Michigan Central.—*(See Map adjoining New York Central page.)*—LINE OF ROAD.—Main line—Kensington to Detroit, 270 miles, and Windsor to Suspension Bridge (Canada Southern), 226 miles; total main line, 496 miles. Branches owned and leased 1,128 miles; trackage Ill. Cen., 14 miles; total January 1, 1893, 1,638 miles. There are 244 miles of second track and 810 miles of side tracks.

ORGANIZATION, LEASES, &C.—The Michigan Central was chartered in 1846; the whole line, Detroit to Kensington, was opened in 1852. The lines described above as leased are all held by the Michigan Central nominally under leases at fixed rentals, but are practically owned.

In November, 1882, a close contract was made with Canada Southern for working its road by the Michigan Central and for the division of net profits over all charges as follows—one-third to Canada Southern and two-thirds to Michigan Central; but the Michigan Central was entitled to an increase on this proportion as it diminishes its interest charge by payment of bonds or otherwise, and hence latterly obtained more than two-thirds of the net income. The contract provided for a re-apportionment every five years and in the re-apportionment December, 1892, it was agreed that the Canada Southern should thereafter receive 40 per cent and the Michigan Central 60 per cent of the first $1,000,000 of net earnings, any amount over that to be divided as theretofore—one-third to C. S. and two-thirds to M. C. V. 55, p. 1078.

CAPITAL STOCK.—The stock has remained at same amount since 1873

DIVIDENDS since 1882—In 1883, 5; in 1884, 3; in 1885 and 1886, nil; in 1887 and 1888, 4; in 1889, 4; in 1890, 5; in 1891, 5; in 1892, 5½; in 1893, February, 3½ per cent, of which 1½ extra; Aug., 2 p. c.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Middlesborough Belt—1st mort. for $1,000,000....c	16	1890	$1,000	$424,000	6	J. & J.	N.Y., Atlantic Trust Co.	July 1, 1930
Middlesex Valley—Stock	22	....	.....	500,000	....	.....	.....	.....
1st mort., $600,000, gold, ($20,000 per mile)..c*	22	1892	1,000	440,000	5 g.	M. & N.	N. Y., Central Trust Co.	Nov. 1, 1942
Middletown Un. & W. Gap—1st M., ext. in '86.....c*	13	1866	100 &c.	150,000	5 g.	M. & N.	N. Y., N. Y. Susq. & W.	Nov. 1, 1911
2d mort. guar. interest, reduced to 5 per cent...c*	....	1871	500 &c.	250,000	5	J. & D.	do do	Dec. 1, 1896
Milwaukee Lake Shore & Western—See CHICAGO & NORTH-WESTERN.								
Milwaukee & Lake Winnebago—Common stock.....	100	....	.....	520,000	....	.....	.....	.....
Preferred stock, 6 per cent, cumulative.....	....	....	100	780,000	9 per an.	F. & A.	.....	Aug., 1893
1st mortgage, gold.....c*	66	1882	1,000	1,430,000	6 g.	J. & J.	N.Y., 36 Wall St. & Bost.	July 1, 1912
Income mort. (cumulative), gold, interest paid.c*	66	1882	1,000	520,000	5 g.	J. & J.	do do	July 1, 1912
Debentures, convert., gold, see remarks.....c*	....	1884	1,000	244,000	6 g.	A. & O.	do do	Apr. 1, 1904
Milwaukee & Northern—See Chicago Milwaukee & St. Paul.								
Mine Hill & Schuylkill Haven—Stock.....	53	....	50	4,210,200	See text.	J. & J.	Phila., Office, 119 S. 4th.	July 15, 1893
Mineral Range—New consol. M., gold, red. at 105..c	17	1891	500	600,000	5 g.	J. & J.	N. Y., Third Nat. Bank.	Jan. 1, 1931
Minneapolis & St. Louis—								
Common stock.....	....	....	100	5,769,700	....	.....	.....	.....
Preferred stock.....	....	....	100	4,000,000	....	.....	.....	.....
1st M., Minn. to Merriam Jc.....c*	27	1877	1,000	455,000	7 g.	J. & J.	Last paid July, 1893.	Jan. 1, 1907
1st mort., Merriam Junction to State Line, gold..c*	93	1877	500&c.	950,000	7 g.	J. & D.	Last paid Dec., 1892.	June 1, 1927
1st M. Minn. & Dul., Minn. to White B. Lake.....*	15	1877	1,000	280,000	7 g.	M. & N.	Last paid May, 1893.	May 1, 1907
Iowa exten. 1st M., g. (Al. Lea to Fort Dodge)..c*	102	1879	1,000	1,015,000	7 g.	J. & D.	Last paid Dec., 1889.	June 1, 1909
Consolidated mortgage.....	....	.....	.....	108,000	6	J. & J.	Last paid Jan., 1889.	Jan. 1, 1922
Imp. & equip. M., 1st & 2d ser., jun. lien on road.c*	360	1882-7	1,000	3,887,000	6	J. & J.	Last paid Jan., 1889.	July 1, 1922
Mort. on Southwestern extension ($12,000 p.m.)c*	53	1880	1,000	636,000	7 g.	J. & D.	Last paid Dec., 1887.	Dec. 1, 1910
2d, M., income, gold (White B'r to Ft. Dodge)...c*	224	1880	1,000	500,000	7 g.	J. & J.	Last paid Jan., 1888.	Jan. 1, 1891
Pacific extension, 1st mortgage, gold.....c*	92	1881	1.000	1,382,000	6 g.	A. & O.	Last paid Apr. 1, 1893.	Apr. 1, 1921

BONDS.—The Jackson Lansing & Saginaw bonds were assumed by Michigan Central, which also guarantees in perpetuity 3½ per cent on the stock. The total issue of Battle Creek & Sturgis bonds is $500,000, but of this $79,000 was sub-guaranteed by the Lake Shore & Michigan Southern, 7 miles of the B. C. & S. being operated by that company. The Bay City & Battle Creek and the Battle Creek & Sturgis issues both carry the guaranty, endorsed on the bonds, of the Michigan Central.

OPERATIONS, FINANCES, &C.—The road is operated under a close contract with Canada Southern, and the earnings of both roads are included in the statistics below. Nothing has been charged to either the construction or equipment account since 1883, with the exception of land for right of way and terminals. All betterments and improvements to the road have been charged to operating expenses.

LATEST EARNINGS.—For the 6 months ending June 30th approximate earnings were as follows, the surplus over 2 per cent dividend [$374,764] being $28,236 in 1893 against $151,236 in 1892. See V. 57, p. 6.

6 *mos.*	*Gross.*	*Net.*	*Int. & rent'ls.*	*To Can. So.*	*Bal. sur*
1893.....	$7,550,000	$1,765,000	$1,200,000	$162,000	$403,000
1892.....	7,642,000	1,910,000	1,200,000	184,000	526,000

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held on the Thursday following the first Wednesday in May. Report for 1892 was in V. 56, p. 752.

Year ending Dec, 31—	1889.	1890.	1891.	1892.
Miles operated.....	1,540	1,609	1,609	1,639
Gross earnings.....	$13,786,925	$14,490,711	$15,162,960	$15,908,292
Operating expenses..	9,895,158	10,731,754	11,107,569	12,046,095
Net earnings.....	$3,891,767	$3,758,957	$4,055,391	$3,862,197
P. c. op. ex. to earns..	71·77	74·06	73·25	75·72
Net, incl'g other inc..	$3,938,433	$3,816,450	$4,114,019	$3,908,995
Rentals paid.....	$184,310	$184,310	$184,310	$184,310
Interest on debt.....	2,328,216	2,270,022	2,254,977	2,220,054
Miscellaneous.....	7,731	134,723	.....	.....
Can. Southern share.	407,444	355,633	446,776	380,712
Dividends.....	(5) 936,910	(5) 936,910	(5½) 1030601	(5½) 1030601
Surplus.....	$73,822	def. $65,148	$197,355	$93,318

* Balance to credit of income account Dec. 31, 1892, was $2,390,067.

—(V. 54, p. 742, 760; V. 55, p. 4, 21, 1078; V. 56, p. 403, 500, **752**, 1057; V. 57, p. 6.)

Middle Georgia & Atlantic—In operation from Eatonton, Ga., to Newbern, 30 miles, of which 16 miles completed in 1893. Projected from Savannah to Atlanta, about 236 miles. Construction undertaken by the Seaboard Construction Company, which owns most of the stock, J. D. Weed, President, and in November, 1892, it was reported that the line would be at once completed to Covington, making 44 miles in all. —(V. 53, p. 126.)

Middlesex Valley.—Opened for business in October, 1892, from Naples, N. Y., north to Stanley, N. Y., 22 miles extension projected.

Milwaukee Lake Shore & Western.—Owns Lake Shore Junction to Ashland, Wis., 387 miles; Monico to Hurley, 88 miles; branches in (seven number) to Oshkosh, Wausau, &c., 175 miles; branches to mines, 34 miles; spurs to mills, &c., 49 miles; total owned, 733 miles; leases, Milwaukee to Lake Shore Junction, 4 miles; St. P. E. G. T., Clinton to Oconto, 56 miles, and spurs, 4 miles; total leased, 64 miles; total owned and leased Jan. 1, 1893, 797 miles; but only 761 miles operated, 36 miles of spurs being leased to various manufacturers.

STOCK.—In December, 1891, the stock was exchanged for stock of the Chicago & Northwestern RR. Co. on terms mentioned in V. 55, p. 218. Formal merger effected Sept. 1, 1893; V. 57, p. 375. See V. 56, p. 792.

ANNUAL REPORT.—The annual report for 1892 was in V. 57, p. 59, showing gross earnings, $4,209,465; other receipts, $12,479; net, $1,630,654; interest paid, $769,488; rentals and miscellaneous, $41,164; dividends (7 on pref.), $350,000..—(V. 54, p. 119, 328, **596**; V. 55, p. 218, 894; V. 56, p. 331, 373, 792; V. 57, p. **59**, 375.)

Milwaukee & Lake Winnebago.—Owns Neenah to Schleisingerville, Wis., 65 miles. Leased for 99 years to Wis. Cent. 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.

DIVIDENDS.—Preferred has paid regularly 9 per cent per annum, being regular preference of 6 per cent, and on account of accrued back dividend an additional 3 per cent. In February, 1893, an extra dividend of 10 per cent.

BONDS.—Debentures Nos. 1 to 200 are convertible on any coupon day into preferred stock, and Nos. 201 up into common; the lessee pays interest on them during first ten years after issue.

RENTAL, ETC.—Rental in 1892-93, $204,324; in 1891-92, $200,843; in 1890-91, $198,591. In 1892-93 gross receipts were $207,759; net over expenses and taxes, $200,465; interest on bonds, $111,800. Dividends of 19 per cent were paid, partly from treasury assets.

Milwaukee & Northern.—Schwartzburg, Wis., to Champion, 254 miles; branches—Sidnaw to Ontonagon, 47 miles; branches, 61 miles; total, 362 miles, under construction from Channing, on its main line, to Sidnaw, about 44 miles to be completed in 1893. In September, 1890, the Chicago Milwaukee & St. Paul gave one share of its common stock for each share of the Milwaukee & Northern. Arrangements for combining the two properties are being made and on July 1, 1893, the M. & N. became a division of the St. Paul system. See V. 57, p. 22.

From Jan. 1 to June 30, 1893 (6 months), gross earnings were $854,449, agst. $796,668 in 1892. In year 1892-93, gross earnings were $1,768,374; net, $543,538. In year 1891-92, gross, $1,765,367; net, $642,904, against $619,803 in 1890-91; interest, $369,678; balance, surplus, $273,226.—(V. 51, p. 240, 275, 383, 416; V. 57, p. 22.)

Mineral Range.—Houghton, Mich., to Calumet, Mich., 15 miles; branch, Franklin Station to Franklin, 2 m.; total, 17 miles (3-foot gauge.

HISTORY, ETC.—Operated in close connection with Hancock & Calumet (which see.) Receiver appointed in June, 1888, was discharged Nov. 30, 1889; company reorganized in 1891. In December, 1892, a controlling interest in the stock (whole issue, $400,000—par $100) was purchased by parties interested in the Duluth South Shore & Atlantic. V. 55, p. 110.

BONDS.—The consolidated mortgage covers all the property, including $250,000 of Hancock & Calumet stock, which is five-sevenths of the whole issue. On January 1, 1892, old bonds outstanding were $65,600; equipment notes, $142,500.

LATEST EARNINGS—From Jan. 1 to August 31, 1893 (8 months), gross $76,979, against $87,893.

In 1892 gross earnings, $129,163. Gross earnings in 1891, $146,505; net, $71,556. President, Charles Bard; Secretary, John Tully, 40 Wall Street. (V. 54, p. 557; V. 55, p. 1110.)

Minneapolis & St. Louis.—Owns main line, Minneapolis to Angus, Ia., 259 miles; Pacific Division, Hopkins to Morton, 92 miles; Kalo Branch, 2 miles; Lake Park Branch, 1½ miles; total operated, 354½ miles. Leases trackage from Minneapolis to St. Paul over St. Paul & Northern Pacific Railroad; also owns from Minneapolis to White Bear, 12 miles, which is leased to the St. Paul & Duluth Railroad. Also operates separately the Wisconsin Minnesota & Pacific, which is owned by the Chicago R. I. & P. See V. 57, p. 181.

HISTORY, DEFAULT, ETC.—This company was organized in 1870. The Jan., 1888, coupon on equipment bonds went to default. W. H. Truesdale, President, was appointed receiver in June, 1888, in the foreclosure suit under improvement and equipment mortgage. See V. 56, p. 538.

In August, 1892, the stockholders appointed a committee consisting of F. P. Olcott, August Belmont, W. A. Read, W. L. Bull and J. Kennedy Tod to protect their interests. A majority of the stock is deposited with the Central Trust Company, assuring the success of the reorganization. In October, 1892, the stockholders' committee were given a majority of the board of directors; the plan of reorganization is about ready. See V. 55, p. 256, 289, 590. As to status of affairs June 30, 1893, see V. 57, p. 217. See also V. 56, p. 792.

BONDS, ETC.—Total annual fixed interest charge is $556,140, and $35,000 is accruing yearly on the income bonds which matured Jan. 1, 1891. The Chicago Rock Island & Pacific is understood to own a large block of the improvement and equipment bonds.

Bonds issued under the mortgage due June, 1927, numbered from 1,101 to 1,400, for $500 each, additional to those above, were assumed by the Burl. Cedar Rapids & Northern RR.

The rental from the St. Paul & Duluth RR. Co. is applicable by order of court to coupons on Minn. & Dulut n bonds, due May 1, 1907.

PAYMENT OF COUPONS.—In May, 1893, all coupons due were paid on Minn. to Merriam Junction, Merriam Junction to State Line. Minn. & Duluth and Pacific Extension issues of bonds. On May 1 two coupons on Iowa Extension and one each on Improvement and Equipment and Consolidated issues were paid at the National Bank of North America, New York City. See V. 56, p. 164, 753; also table above for last coupon paid. The coupons due and unpaid July 1, 1893, amounted to $1,801,360.

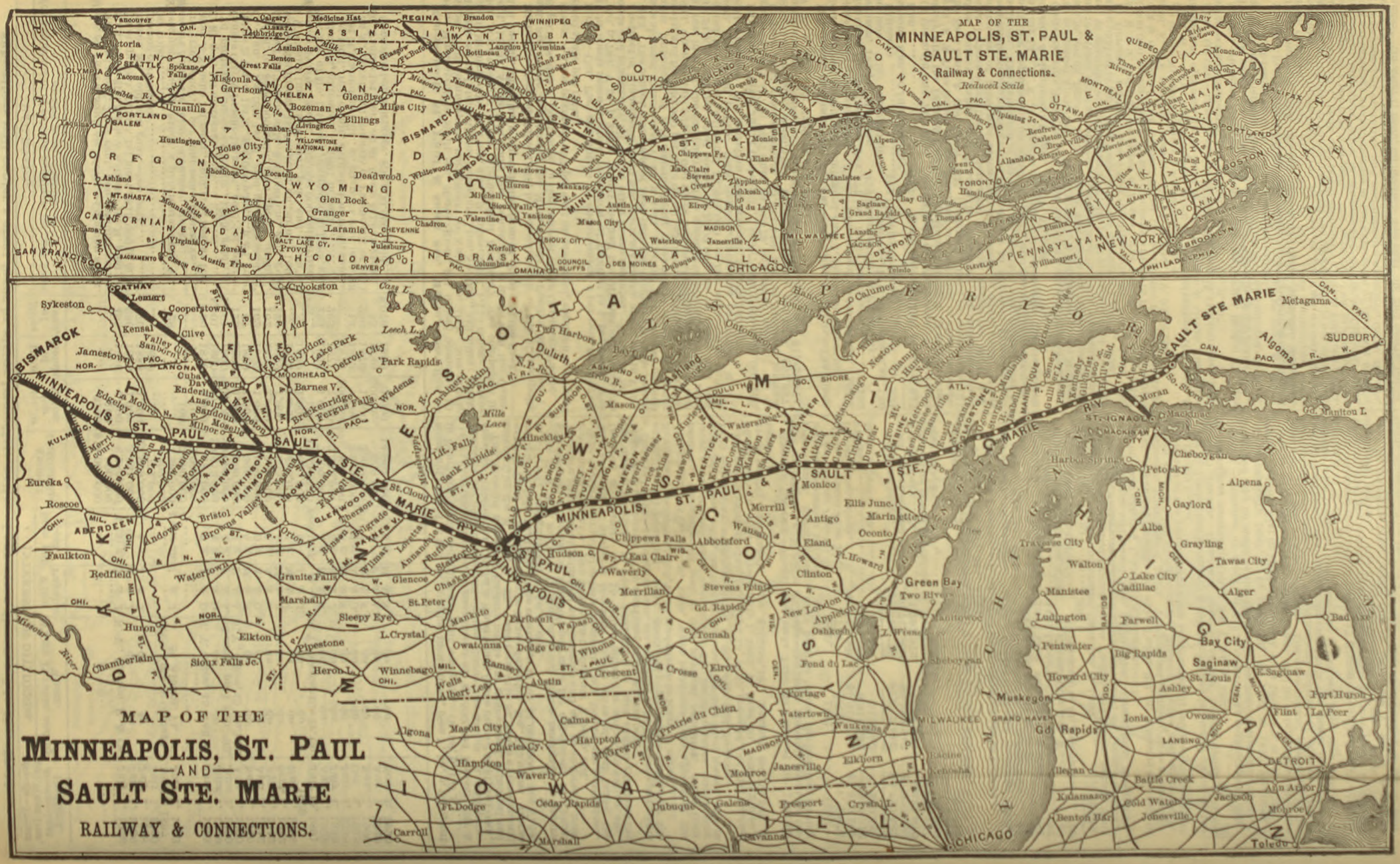
LATEST EARNINGS.—July 1, 1893, to July 31, 1893 (1 month), gross $140,025, against $178,483 in 1892; net, $46,134, against $77,032.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was given in CHRONICLE, V. 55, p. 296. Advance statement for 1893 as below.

Year ending June 30—	1890.	1891.	1892.	1893.
Gross earnings.....	$1,507,124	$1,605,364	$1,985,033	$1,974,498
Oper. exp. and taxes.....	1,001,950	1,069,146	1,186,601	1,267,685
Net earnings.....	$505,174	$536,218	$798,432	$706,813
Total net income.....	$612,041	$651,477	$925,724	$845,174
Rentals paid.....	$62,281	$65,025	$61,797	$62,554
Interest paid during year	313,473	217,860	35,525	.....
Total.....	$375,754	$282,885	$97,322	.....
Balance, surplus.....	$236,287	*$368,592	*$828,402	*$782,620

* Additional expenditures for improvements, equipment, &c., $269,294 in 1890-91, $247,230 in 1891-92 and $302,776 in 1893. In 1892-93 there was paid as interest on bonds $1,136,229 from accumulated surplus in receiver's hands.

—(V. 54, p. 443, 721, 762, 964; V. 55, p. 256, **296**, 298, 373, 590, 806 V. 56, p. 127, 164, 502, 538, 668, 753, 792; V. 57, p. 217, 255.)


MAP OF THE
MINNEAPOLIS, ST. PAUL &
SAULT STE. MARIE
Railway & Connections.
Reduced Scale
MAP OF THE
MINNEAPOLIS, ST. PAUL
—AND—
SAULT STE. MARIE
RAILWAY & CONNECTIONS.
CHICAGO
MINNEAPOLIS
ST. PAUL
SAULT STE MARIE
BISMARCK
DULUTH
MILWAUKEE
DETROIT
TORONTO
MONTREAL
BOSTON
NEW YORK
PHILADELPHIA
SUDBURY
Algoma
Metagama

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Minn. St. Paul & Sault Ste. Marie.—Common stock.	....	....	$100	$14,000,000	....	.....	.....	.....
Preferred stock, 7 per cent, non-cumulative.....	....	....	100	7,000,000	....	.....	.....	.....
Minn. Sault Ste. Marie & Atlantic 1st M. gold..c*	495	1886	1,000	8,280,000	4 (5) g.	J. & J.	N. Y., Morton, B. & Co.	July 1, 1926
Minneapolis & Pacific. 1st mort., $15,000 p. m..c*	286	1886	1,000	3,231,000	4 (5)	J. & J.	do do	Jan. 1, 1936
Consol. M., gold, int. guar.—See text.....c*	970	1888	1,000	12,909,000	4 g.	J. & J.	do do	July 1, 1938
Income certificates	....	1890	.....	771,000	....	.....	.....	July 1, 1900
Car trusts.....	....	....	.....	303,905	....	.....	New York & Chicago.	1896 & 1897
Mississquoi Valley—Stock, 4 p. c. rental Cent. Vt..	28	....	....	500,000	4 per an.	J. & J.	St. Albans, Vt.	July 1, 1893
Missouri Kansas & Texas.—Common stock.....	....	....	100	47,000,000	....	.....	.....	.....
Preferred stock, 4 per cent non-cumulative.....	....	....	100	13,000,000	....	.....	.....	.....
Tebo. & Neosho 1st mort., gold, s. f., red. at 100..	100	1870	1,000	187,000	7 g.	J. & D.	N. Y. Office, 45 Wall St.	June 1, 1903
M. K. & T. 1st mortgage, gold	1,601	1890	500 &c.	39,813,000	4 g.	J. & D.	do do	June 1, 1990
2d mortgage, (income till Aug., 1895) gold.....	1,601	1890	500 &c.	20,000,000	4 g.	F. & A.	2d coup. paid Feb. '93.	June 1, 1990
Kansas City & Pacific 1st mort., gold, int. guar.c*	125	1890	1,000	2,500,000	4 g.	F. & A.	N. Y., Office, 45 Wall St.	Aug. 1, 1990
Dallas & Waco 1st M.,$20,000 p.m., g.,p.&i. gu.c*	67	1890	1,000	1,340,000	5 g.	M. & N.	do do	Nov. 1, 1940
Mo. Kan. & Eastern 1st M., gold, gu. p.&i. (end.).c*	162	1892	1,000	4,000,000	5 g.	A. & O.	do do	Apr. 1, 1942
2d M. for $500,000 gold, guar., p. & i. (end.)...	162	1892	1,000	500,000	5 g.	A. & O.	do do	Apr. 1, 1942
M. K. & T. in Texas 1st M., $20,000 p.m., gold, gu.c*	128	1892	1,000	635,000	5 g.	M. & S.	do do	Sept. 1, 1942
Booneville Bridge,1st M., gold., gu., dr'n at 100.c*	....	1873	$ & £	666,000	7 g.	M. & N.	do do	May 1, 1906
S. W. Coal & Imp 1st M. guar. p. & i. end. s. f. in '99.	....	1889	1,000	600,000	6	J. & J.	do do	1929
Missouri Pacific—Stock, $55,000,000 authorized.	....	....	100	47,436,575	See text.	Q.—J.	N. Y., Mercantile Tr. Co.	July 15, 1891
Pac. RR. of Mo. 1st mort., extended in 1888, gold	283	1868	1,000	7,000,000	4 g.	F. & A.	do do	Aug. 1, 1938
2d mort., extended in 1891 in gold.....c*	283	1871	1,000	2,573,000	5 g.	J. & J.	do do	July 1, 1938
1st mort., real estate, extended in 1892, gold..	....	1872	500 &c.	800,000	5 g.	M. & N.	do do	July 1, 1938
1st M. Carondelet Br., g., gu. p.& i.(end.)ext.'93	13	1873	500	245,000	6 g.	A. & O.	do do	Oct. 1, 1938
3d M. (cover'g all property of Pacific RR. of Mo.)	296	1876	1,000	3,828,000	7	M. & N.	do do	Nov. 1, 1906
Mo. Pacific 1st mort. on St. Louis & Lexington...	55	1880	500 &c.	650,000	5	F. & A.	do do	Aug. 1, 1920
Consolidated mortgage, $30,000,000, gold...c*	1,076	1880	1,000	14,904,000	6 g.	M. & N.	do do	Nov. 1, 1920

Minneapolis St. Paul & Sault Ste. Marie.—*(See Map.)*—Owns Minneapolis to Sault Ste. Marie, Mich., 491 miles; branches, 15 miles; from Minneapolis northwest to Kulm, No. Dak., 308 miles; Hankinson to International Boundary Line, No. Dak., 342 miles; trackage in Minneapolis, St. Paul, etc., 19 miles; total, 1,175 miles. Extension northwesterly to the International Boundary was completed in Sept., 1893. At the Boundary line connection is made with the Canadian Pacific, affording a through line from St. Paul and the East.

HISTORY.—Formed June, 1888, by consolidation of the Minneapolis Sault Ste. Marie & Atlantic, the Minneapolis & Pacific, etc. (See V. 46, pp. 538, 609.) Controlled in the interest of the Canadian Pacific.

STOCK.—After payment of 7 per cent on preferred, common and preferred share pro rata.

BONDS.—Can. Pac. guarantees by endorsement 4 per cent interest on all the bonds assenting to a reduction of interest to 4 per cent. (See V. 50, p. 784; V. 51, p. 239.) About one-half the Minneapolis & Pacific bonds and practically all of the other issues assented. V. 54, p. 799.

Abstract of Minneapolis Sault Ste. Marie & Atlantic mortgage in V. 45, p. 243. The consol. mortgage of 1888 (trustee, Central Trust Co., mortgage abstract CHRONICLE, V. 47, p. 142), was for $21,000,000 on 800 miles (sufficient of this amount being reserved to retire the prior bonds) and for $20,000 per mile on all additional mileage. In April, 1893, when of this $21,000,000 there was outstanding $9,489,000 and the rest in trust, the company sold on account of 170 miles of new road $3,420,000, making total issued $12,909,000 as in table, and contracted to sell an additional $3,888,000 on 194 miles to be built in 1893. See V. 56, p. 710. Bills payable, including car trusts May 1, 1893, $424,439; due Canadian loan account, $3,289,287.

EARNINGS.—From Jan. 1 to July 31, 1893 (7 mos.), gross, $1,901,196, against $1,699,487 in 1892; net, $438,573, against $571,749.

In year 1892 gross earnings, $3,314,149; net, $1,240,946; interest, $866,710; rentals, $166,318; taxes, $81,310; sundries, $67,627; balance, surplus, 108,981. In 1891 gross, $2,586,821; net, $1,026,174. (V. 55, p. 723, 995; V. 56, p. 414, 710.)

Missouri Kansas & Texas.—*(See Map.)* ROAD.—The lines, clearly shown on the map, embraced Jan. 1, 1893, the following:

Lines owned and controlled.	*Miles.*	*Lines owned and controlled.*	*Miles.*
Hannibal, Mo., to Denison, Tex.	577	St. Louis Extension	162
Denison, Tex., to Houston.....	428	Kansas City & Pacific Ry.—	
Denison via Greenville to Hillsboro	172	Stevens, I. T., to Paola, Kan.	130
Parsons, Kan., to Junction City, Kan.....	157	Sundry branches	324
		Total operated July 14, '93	1,945

Of the main line, 71 miles, Fort Worth to Whitesboro, is operated jointly with the Texas & Pacific. The Holden Branch, 54 miles, owned by M. K. & T., is leased to Mo. Pac., and not included in above mileage. The East Line & Red River RR. [Jefferson, Tex., to Greenville, 121 miles, narrow gauge and branch to McKinney, 32 miles standard gauge] whose securities are deposited in trust under the M. K. & T. mortgages of 1890 was taken out of system in April, 1891. It has been made standard gauge and turned over to Sherman Shreveport & Southern. The extension of 80 miles to Houston was turned over to operating department on April 10, 1893, and the St. Louis extension on July 14. M. K. & T. trains run into Galveston over the Galveston Houston & Henderson tracks. See V. 57, p. 91.

ORGANIZATION, HISTORY, &C.—The Missouri Kansas & Texas Company was organized April, 1870. In May, 1881, it was leased to the Missouri Pacific, but on June 1, 1888, default was made on interest payments, and receivers were appointed. Reorganized in 1890, without foreclosure, in accordance with plan in V. 49, p. 719, the old first mortgage being paid off at par. The receivers were discharged July 1, 1890.

In October, 1891, to meet the requirements of Texas laws, the "M. K. & T. Railway Company of Texas" was formed, with a capital of $8,000,000 to consolidate all this company's roads in Texas. The entire stock is deposited with Central Trust Co. as trustee for the benefit of the M. K. & T. security holders. (V. 54, p. 1047; V. 55, p. 298.)

As to the Missouri Kansas & Eastern see below.

M. K. & T. owns entire capital stock of the Galveston Houston & Henderson, operated under lease by International & Great Northern.

LAND GRANT.—Land grant in Indian Territory 3,110,400 acres, subject to extinguishment of the Indian title. (V. 55, p. 937.)

STOCK.—Besides stock as above the Boonville RR. Bridge Co. has $1,000,000 stock—par $100; the Dallas & Waco has $670,000 stock—par $100, and Sherman Den. & Dallas $100,000; all included by M. K. & T. in its balance sheet in the outstanding capital.

BONDS.—Full abstracts of the first mortgage of 1890 (trustee Central Trust Company) and of the second mortgage (trustee Mercantile Trust Company) were in V. 51, p. 495. Both mortgages cover securities of proprietary lines, as well as the lines owned directly. Payment of interest on the new second mortgage bonds is not obligatory till after August 1, 1895, and is not cumulative, but in February, 1892, the coupon of 2 per cent was paid. The agreement to pay coupons on the second mortgage prior to August 1, 1895, is conditioned "upon such net earnings as shall remain at the expiration of each six months after payment of operating and maintenance expenses, taxes, repairs, renewals, replacements, insurance and interest on the first mortgage bonds." On Aug. 1, 1892, no interest was paid on 2nd mortg. bonds, since not earned in the six months then ended, (See V. 55, p. 937), but in February, 1893, the full 2 per cent was paid. (V. 56, p. 127.)

GUARANTIES.—Interest is guaranteed on $2,500,000 Kansas City & Pacific 4 per cent bonds and on the Booneville Bridge 7s, and principal and interest on Dallas & Waco bonds (issue limited to $1,340,000).

The Missouri Kansas & Eastern bonds are guaranteed, principal and interest, by the M. K. & T. The road forms the St. Louis extension and extends from Franklin, Mo., to Texas Junction, Mo., 162 miles. It was completed July 14, 1893. The mortgage is for $4,000,000. See V. 54, p. 433, 887, and guaranty V. 56, p. 604.

The M. K. & T. in Texas in August, 1892, filed a mortgage to secure $10,000,000 of bonds at $20,000 per mile for extensions in Texas. They are guaranteed principal and interest and are so endorsed; trustee Central Trust Co. See above, and guaranty V. 56, p. 604.

The Southeastern Coal & Improvement Co.'s bonds are guaranteed. The company's property includes 15,000 acres of coal lands, the Denison & Washita Ry., 15 miles, mines in active operation, etc., the direct revenues in year 1891-92, it is said sufficing to meet the interest on the bonds. The mortgage is for $1,000,000.

Deferred payments due for cars, etc., on July 1, 1892, were—payments extending till February, 1898, $605,388; payments extending till November, 1905, $302,396, to be made from mileage of cars.

GENERAL FINANCES.—In 1888, when receivers were appointed, the road was dismembered and in bad physical condition. Since then large expenditures have been made for improvements, connecting links have been built, the line to Kansas City has been leased, and in 1893 extensions were completed to St. Louis and Houston.

LATEST EARNINGS.—Jan. 1 to Sept. 15, 1893, gross $6,488,710, against $6,304,885 in 1892. From July 1, 1892, to June 30, 1893 (12 mos.), gross (partly estimated) were $10,388,191, against $9,750,563 in 1891-92.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was in CHRONICLE, V. 55, p. 937, showing large amounts spent for improvements. Earnings, etc., have been as below, the Receiver having been in possession till July 1, 1891.

Year ending June 30.—	1890.	1891.	1892.
Miles operated June 30	1,774	1,724	Av. 1,674
Passenger earnings.....	$1,757,666	$1,918,884	$1,870,269
Freight.....	6,201,562	6,918,355	7,319,912
Mail, express, etc.....	586,547	515,252	560,382
Gross earnings.....	$8,545,775	$9,352,491	$9,750,563
Oper. expenses and taxes....	$6,747,803	$6,583,842	$7,317,493
Net earnings.....	1,797,972	2,768,649	2,433,070
Interest on bonds & rentals. } Renewals, &c..... }	Road operated by receiver.		2,259,827 94,300
Balance, surplus.....			$78,943

—(V. 55, p. 146, 177, 298, 590, **937**; V. 56, p. 42, 373, 579, 819; V. 57, p. 91; V. 57, p. 256, 298, 341, 375.)

Missouri Pacific.—ROAD—The lines operated are as follows:

Lines owned and controlled.	*Miles.*	*Leased lines and trackage.*	*Miles.*
St. Louis, Mo., to Omaha, Neb.....	495	Boonville St. L. & Southern...	44
Pleasant Hill to Joplin, Mo..	133	Osage Div. M. K. & T.....	54
14 branches owned.....	445	Verd. Valley Ind. & West.....	81
Proprietary lines [entire st'ck own'd] form'g line to Pueblo, Col., etc.....	1,833	Leroy & Caney Valley.....	52
		Kansas City & S. W.....	48
		Trackage to St. Joseph, etc....	29
		Total Mo. Pacific and branch lines Jan. 1, 1893.....	3,214

Also operates Central Branch Union Pacific, 388 miles; Sedalia Warsaw & Southwestern, Sedalia to Warsaw, 43 miles; St. Louis Iron Mountain & Southern and leased lines, 1,770 miles. Grand total Missouri Pacific mileage January 1, 1893, 5,415 miles.

ORGANIZATION, LEASES, &C.—The Pacific RR. of Missouri was sold in foreclosure September 6, 1876. The present company was a consolidation in August, 1880, embracing the Missouri Pacific and minor roads. The bonds of the proprietary lines are practically all pledged to secure Mo. Pacific issues.

The St. Louis Iron Mountain & Southern stock is mostly owned by the Missouri Pacific. Complete control of the International & Great Northern was secured in 1892. See V. 54, p. 366.

STOCK.—Increase of stock to $55,000,000 was authorized in July, 1890, and may be made as stockholders from time to time determine.

DIVIDENDS—In 1881, 6; in 1882, 6¼; in 1883 to 1887, inclusive, 7 yearly; in 1888, 5¼; in 1889, 4; in 1890, 4; in 1891, 3 p. c; none since.

BONDS—The Carondelet branch bonds will be extended for 45 years from Oct. 1, 1893, at 4½ per cent. The consolidated mortgage is for $30,000,000—trustees John F. Dillon and Edward D. Adams. Of the consolidated bonds the balance unissued is in the hands of trustees to redeem prior bonds as they fall due if deemed best. See abstract of mortgage in V. 47, p. 287.

The collateral trust bonds due 1917 (Union Trust Company of New York, trustee) are secured by mortgage bonds of new roads at $12,000 or $15,000 per mile. For securities pledged, &c., see V. 46, p. 678.

As to collateral trust bonds due in 1920, see V. 50, p. 669, 874. The Leroy & Caney Valley Railroad in Kansas, 80 miles, is leased and bonds guaranteed by Missouri Pacific as also the Verdigris Valley Inde-


MAP OF THE
MISSOURI,
KANSAS & TEXAS
RAILWAY.
CHICAGO
JOLIET
OMAHA
COUNCIL BLUFFS
DES MOINES
BURLINGTON
KANSAS CITY
HANNIBAL
ST. LOUIS
E. St. Louis
JUNCTION CY.
TOPEKA
EMPORIA
PARSONS
FT. SCOTT
SEDALIA
HOLDEN
TEXARKANA
LITTLE ROCK
MEMPHIS
VICKSBURG
NEW ORLEANS
GALVESTON
HENRIETTA
DENTON
FT. WORTH
DALLAS
WACO
TEMPLE
AUSTIN
SAN ANTONIO
SAN MARCOS
HOUSTON
DENISON
McALLISTER
VINITA
WAGONER
MINEOLA
JEFFERSON
NEBRASKA
KANSAS
INDIAN TERRITORY
TEXAS
ARKANSAS
LOUISIANA
MISSISSIPPI
TENN.
KY.
MEXICO
GULF OF MEXICO
RIO GRANDE
MONTEREY
LAREDO
Matamoras
Corpus Christi
Brownwood
Waco
Temple
Belton
Hillsboro
Waxahachie
Corsicana
Ennis
Terrell
Greenville
Sherman
Gainesville
Whitesboro
Wichita Falls
Quanah
Clarendon
Amarillo
Canadian
Guthrie
Oklahoma
Muskogee
Eufaula
Wharton
Enid
Pond Creek
Arkansas City
Winfield
Wellington
Caldwell
Hutchinson
Salina
Abilene
Ellsworth
Lyons
Great Bend
Larned
Dodge City
Kinsley
Jetmore
Hastings
Grand Island
Kearney
Fairmont
Fremont
Norfolk
Harrington
Norway
Oakdale
Harlington
Emerson
Sioux City
Onawa
Manning
Jefferson
Ames
Marshall
Cedar Falls
Dubuque
Freeport
Sabula
Clinton
Savanna
Cedar Rapids
Davenport
Mendota
Rock Id.
Galva
Galesburg
Monmouth
Oskaloosa
Ottumwa
Albia
Chariton
Creston
Osceola
Atlantic
Glenwood
Keokuk
Carthage
Bushnell
Pekin
Peoria
Bloomington
Havana
Springfield
Decatur
Tuscola
Bement
Quincy
Chaplin
Roodhouse
Litchfield
Vandalia
Effingham
Centralia
Pana
Ashley
Du Quoin
Eldorado
Gd. Tower
Cairo
C. Girardeau
Delta
Bismarck
Potosi
Cuba
Pacific
Jefferson City
Windsor
Calhoun
Sedalia
Holden
Paola
Lexington
Chillicothe
Trenton
Macon
Milan
Rosberry
Maryville
Napier
Saundia
Irving
Holton
Valley Falls
Lawrence
Ottawa
Lebanon
Springfield
Carthage
Joplin
Neosho
Monett
Ash Grove
Williamsville
Poplar Bluff
Willow Sprs.
Eureka Sprs.
Fayette V.
St. Paul
Van Buren
Ft. Gibson
Ft. Smith
Mansfield
Russellville
Conway
Bald Knob
Newport
Jonesboro
Hoxie
Cushman
Knobel
Rives
Troy
Humboldt
Milan
Martin
Fulton
Jackson
Somerville
Grand Junc.
Corinth
Holly Sprs.
Tupelo
N. Albany
Clarksdale
Grenada
West Point
Greenwood
Tchula
Durant
Lauderdale
Meridian
Vicksburg
Delta
Monroe
Rayville
Gibsland
Homer
Shreveport
Natchitoches
Trinity
Alexandria
Cheneyville
Baton Rouge
La Fayette
Lake Charles
Houma
Albany
Harrison
Natchez
Hattiesburg
Clinton
Covington
Biloxi
Vosburg
Arkansas Cy.
Camden
Hope
Texarkana
Nash V.
Gurdon
Arkadelphia
Hot Springs
Malvern
Pine Bluff
Helena
Clarendon
Brinkley
Folsom
Butler
Antlers
Durant
Caddo
Peck
Atoka
Lehigh
Coalgate
Parcell
Sylvania
Ft. Cobb
Clarendon
Kirkland
Quanah
Ft. Sill
Dougherty
Albany
Abilene
Colorado
Cisco
Dublin
Coleman
Brownwood
Stephenville
Morgan
Meridian
Clifton
Waxahachie
Palestine
Jacksonville
Tyler
Troup
Longview
Marshall
Pittsburg
Avinger
Lassater
Sulphur Spgs.
Greenville
Whitewright
Paris
Honey Grove
Bonham
Red River
Wichita Falls
Gainesville
Whitesboro
Denison
Durant
Caddo
Peck
Atoka
Lehigh
Coalgate
Parcell
Sylvania
Ft. Cobb
Clarendon
Kirkland
Quanah
Ft. Sill
Dougherty
Albany
Abilene
Colorado
Cisco
Dublin
Coleman
Brownwood
Stephenville
Morgan
Meridian
Clifton
Waxahachie
Palestine
Jacksonville
Tyler
Troup
Longview
Marshall
Pittsburg
Avinger
Lassater
Sulphur Spgs.
Greenville
Whitewright
Paris
Honey Grove
Bonham
Red River
Wichita Falls
Gainesville
Whitesboro
Denison
Durant
Caddo
Peck
Atoka
Lehigh
Coalgate
Parcell
Sylvania
Ft. Cobb
Clarendon
Kirkland
Quanah
Ft. Sill
Dougherty
Albany
Abilene
Colorado
Cisco
Dublin
Coleman
Brownwood
Stephenville
Morgan
Meridian
Clifton
Waxahachie
Palestine
Jacksonville
Tyler
Troup
Longview
Marshall
Pittsburg
Avinger
Lassater
Sulphur Spgs.
Greenville
Whitewright
Paris
Honey Grove
Bonham
Red River
Wichita Falls
Gainesville
Whitesboro
Denison

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Missouri Pacific—(Concluded.)—								
Gold collateral trust bonds ($15,000,000)...c*&r	1,120	1887	$1,000	$14,376,000	5 g.	M. & S.	N. Y., Mercantile Tr. Co.	Jan. 1, 1917
1st collateral mort. bonds for $10,000,000 gold.c*	470	1890	1,000	9,636,000	5 g.	F. & A.	do do	Aug. 1, 1920
Booneville St. Louis & Southern RR. 1st mort.....	44	1886	1,000	400,000	6	F. & A.	N. Y., Am. Ex. Bank.	Aug. 1, 1911
Ler. & Caney Val. 1st M. ($10,000 p.m.),gold.,gu.c*	52	1886	1,000	520,000	5 g.	J. & J.	N.Y., Mercantile Tr. Co.	July 1, 1926
Verdigris Val. Independence & W. 1st M.,g.,guar.	81	1886	1,000	806,000	5 g.	M. & S.	do do	Feb. 1, 1926
Missouri Pacific System—St. Louis Iron. Mt. & So...								
St. L. Iron Mt. & So. 1st M., extended at 5 p.c. in '92.c	210	1867	1,000	4,000,000	5	F. & A.	N.Y. Mercantile Tst Co.	May 1, 1897
2d mort., gold, $1,000 or £200, at hold. opt'n.c*	310	1872	$ & £	6,000,000	7 g.	M. & N.	New York or London.	May 1, 1897
Arkansas Branch 1st mort., land grant, gold.c	99	1870	1,000	2,500,000	7 g.	J. & D.	N. Y., Mercantile Tr. Co.	June 1, 1895
Cairo Arkansas & Texas 1st mortgage,gold.c*&r	71	1872	1,000	1,450,000	7 g.	J. & D.	do do	June 1, 1897
Gen. consol. & land gr. M. ($45,000,000). gold.c*	1,272	'81 to '7	1,000	18,683,000	5 g.	A. & O.	do do	Apr. 1, 1931
Do do gold, stamped, guar. p. & i..c*	1,272	....	1,000	7,403,000	5 g.	A. & O.	do do	Apr. 1, 1931
Car trusts, due 10 per cent yearly.....	....	....	....	2,260,000	6	Quar'ly.	do do	1893-1902
Kansas & Ark. Val. 1st M. $20,000 per m., gold..	165	1887	1,000	3,400,000	5 g.	J. & J.	do do	Jan. 1, 1937
Little Rock & Ft. Smith 1st M.,land gr. sink.fund..	165	1875	500 &c.	2,342,500	7	J. & J.	do do	Jan. 1, 1905
10-year coupon notes.....	....	....	....	41,086	7	J. & J.	Boston, E. Atkins & Co.	Jan., 1894
Little Rock Junc. 1st M., guar. p. & i. by Iron Mt..c*	2	1891	1,000	435,000	6	A. & O.	N.Y., Mercantile Tr. Co.	Apr. 1, 1916
Mobile & Birmingham.—Stock..	....	....	100	3,000,000	....	....	.....	.....
Receivers' certificates.....	....	1893	....	abt. 200,000	....	....	.....	.....
1st, ($20.000 per mile) gold, guar. p. & i.....c&r	146	1887	1,000	3,000,000	5 g.	J. & J.	Jan.,'92,coup. last paid.	Jan. 1, 1937
2d mortgage for $1,500,000, gold.....	146	1890	....	1,100,000	5 g.	J. & J.	.....	Jan. 1, 1937
Mobile & Girard—1st mortgage ($200,000 are 6s).c	85	1877	1,000	1,000,000	4 & 6	J. & D.	June, '92, last paid.	June 1, 1897
Consol. mortgage for $4,000,000.....	122	1890	1,000	590,000	5	J. & D.	.....	1940
Mobile & Ohio—Stock ($10,000,000 authorized) gold	....	....	100	5,320,600	....	....	.....	.....
1st M., Mob. to Col. (prin. gold, int. lawful money).c*	472	1879	500 &c.	7,000,000	6	J. & D.	N. Y., Farm. L. & Tr. Co.	Dec. 1, 1927
1st mort., exten., Colum. to Cairo & branch, gold.c*	55	1883	1,000	1,000,000	6 g.	Q.—Jan.	do do	July 1, 1927
General mort. for $10,500,000, land grant, s. f..c	527	1888	500 &c.	7,952,000	4	M. & S.	N. Y., Gallatin Nat. Bk.	Sept. 1, 1938
Equipment bonds.....	....	'84-'90	1,000	518,727	6	Vario's.	New York City.	Var., '94-1899
Moh. & Malone—1st M., $15,000 p.m.,g.,gu.p.&i.(en.)c*	215	1892	1,000	2,500,000	4 g.	M. & S.	N. Y., Knickerb. Tr. Co.	Sept. 1, 1991
Income bonds non-cum., 5 per cent (see text)....	....	1892	....	3,900,000	Up to 5	Aug. 29	N. Y. Of., when earned.	Sept. 1, 1992
Monongahela River—SEE BALTIMORE & OHIO.								
Montana Central—SEE GREAT NORTHERN.								

pendence & Western. The Booneville St. Louis & Southern RR. (Booneville to Versailles, Mo., 44 miles) is leased at $25,000 per annum.

GENERAL FINANCES.—Dividends were discontinued in October, 1891

The report for 1892 says that "during the year 1892 $800,000 of 8 per cent St. Louis City real estate mortgage bonds of the Missouri Pacific Railway Company were extended at 5 per cent, effecting a saving in interest charges of $24,000 per annum; and $4,000,000 of 7 per cent first mortgage bonds of the St. Louis Iron Mountain & Southern Railway Company were extended at 5 per cent, effecting a saving in interest charg s of $80,000 per annum; the aggregate reduction of interest charges amounting to $104,000 per annum. The cost of the funding of these securities, amounting to $101,125, was paid from current income. The total amount of Missouri Pacific and Iron Mountain securities funded from 7 and 8 per cent into 5 per cent bonds during the past two years amounts to $14,373,000, effecting an annual reduction in interest charges of $294,000,"

Advances by directors Dec. 31, 1892, were $4,100,658, against which it is said the company has in its treasury the following securities: $1,000,000 Iron Mountain 5 per cents, $3,000,000 Missouri Pacific first collateral trust 5s, $5,500,000 Wabash debenture B bonds—total, $9,500,000. It has been thought wise not to sell these bonds at the prices quoted for them in the general market. See V. 56, p. 668. The first collateral bonds of 1890 increased $2,636,000 in year 1892.

EARNINGS.—Jan. 1 to June 30, 1893 (6 months), gross of Mo. Pacific and St. L. I. M. & So. combined, $12,740,284, against $12,419,262 in 1892; net, $2,376,665, against $2,688,147.

ANNUAL REPORT.—The fiscal year ends Dec. 31. Annual meeting is held at St. Louis in March. The annual report of Missouri Pacific for 1892 was in the CHRONICLE V. 56, p. 498—see also editorial p. 484. The earnings *of all lines operated* have been as follows:

All lines—	1889.	1890.	1891.	1892.
Av. miles oper'd.	5,019	5,109	5,283	5,388
Total earnings	$23,493,467	$25,370,344	$25,918,106	$27,700,992
Total expenses	15,532,883	18,002,729	18,495,357	20,100,239
Surplus earn'gs	$7,960,584	$7,367,615	$7,422,749	$7,600,752
Rat. exp. to earn's	66·12 p. c.	70·96 p. c.	71·36 p. c.	72·56 p. c.

For the Missouri Pacific proper and branches (3,191 miles), not including Iron Mountain and other auxiliaries, the report was as follows:

Year ending Dec. 31—	1890.	1891.	1892.
Miles operated December 31	3,145	3,191	3,213
Passenger earnings	$2,742,808	$2,663,798	$2,641,684
Freight	9,174,427	8,865,315	10,301,205
Mail, express and miscellaneous..	1,589,294	1,691,984	1,712,111
Total earnings	$13,506,529	$13,221,097	$14,655,000
Total operating expenses	10,224,706	9,920,148	10,837,725
Net earnings	$3,281,823	$3,300,949	$3,817,275
Dividends, interest, &c., received.	2,223,951	634,054	664,287
Total net income	$5,505,774	$3,935,003	$4,481,562
Interest on bonds	$2,598,143	$2,776,580	$2,734,850
Dividends	1,823,498	1,422,859	.....
Taxes, rentals, &c.	588,187	1,824,796	†1,028,095
Balance for year	+$495,946	−$2,089,232	+$718,617

† This item includes: Interest and exchange, discount and premium, $593,427; extending second mortgage, etc., $294,985; taxes, rentals, $139,682. (V. 56, p. 463, 484, 498, 501, 668; V. 57, p. 469.)

Missouri Pacific System—St. Louis Iron Mountain & Southern.—Owns St. Louis to Texarkana, Texas Line, 490 miles; branches to Belmont, Mo., Bird's Point, Mo. (Cairo), Camden, Ark., Helena, Ark., Cushman, Ark., Arkansas City, Ark., Warren, Ark., Memphis, Tenn., &c., 714 miles; total owned January 1, 1893, 1,237 miles. Leases Little Rock & Fort Smith and Little Rock Junction railroads, 172 miles; Kansas & Arkansas Valley RR., 170 miles. Houston Central Arkansas & Northern Railway, McGehee, Ark., to Alexandria, La., 190 miles Total operated January 1, 1893, 1,770 miles.

STOCK.—Stock $25,788,925, of which $25,716,105 July 1, 1892, was held by the Missouri Pacific Railway, most of it having been retired in May, 1881, by the issue of three shares of Missouri Pacific stock for four of Iron Mountain. Little Rock & Fort Smith was acquired by exchange of its stock in 1887 (4 shares for 3 of St. Louis & Iron Mountain.) See title of that company in SUPPLEMENT of May, 1888, and previously.

LANDS.—The sales of land in Arkansas for 1892 were 19,384 acres at $3·18 per acre, the total sales, including town lots, being $65,761; in Missouri were 2,606 acres for $3·61 per acre, the total sales including town lots, being $9,850; from Little Rock & Fort Smith grant 8,764 acres for $3·07 per acre. Lands in Arkansas unsold Dec. 31, 1892, 669,839 acres; in Missouri, 78,055 acres; of Little Rock & F. S., 520,436 acres.

BONDS.—The general consolidated mortgage is for $45,000,000, bonds being reserved to retire all prior issues, these covering only 485 miles. The mortgage is a *first* lien on the 787 miles in Arkansas and on all unsold lands, amounting to 747,894 acres on January 1, 1893. Trustee of mortgage, Mercantile Trust Company of New York. As indicated in the table above, part of the general mortgage 5s are endorsed with the Missouri Pacific's guaranty of principal and interest; form of guaranty was in V. 56, p. 650. January 1, 1893, there were still $153,560 old incomes of various issues outstanding. "Advances by directors" Jan. 1, 1893. $776,447—sundry accounts payable, $1,382,479. In 1892 car trusts increased $1,477,500.

The $4,000,000 first mortgage bonds maturing August 1, 1892, were extended at 5 per cent per annum until May 1, 1897. V. 55, p. 100.

ANNUAL REPORT.—Report for 1892, in V. 56, p. 499, showed:

Year ending Dec. 31—	1890.	1891.	1892.
Miles operated Dec. 31	1,550	1,547	1,770
Gross earnings	$10,859,173	$11,581,034	$11,689,789
Net earnings	$3,889,487	$3,877,034	$3,289,327
Other receipts	27,356	20,413	32,511
Total net income	$3,916,843	$3,897,447	$3,321,838
Interest on bonds	$2,414,506	$2,271,471	$2,259,103
Taxes, bridge exp., rent'ls, &c.	798,979	1,586,229	†977,535
Dividends	773,294	.....	.....
Balance for year	def. $69,936	sur. $39,747	sur. $85,200

† This item includes: Taxes, $245,425; rentals, $392,968; commission for extending bonds, car trust expenses, etc., $339,142.

—(V. 53, p.474; V. 54, p. 442, 762; V. 55, p.100, 551; V. 56, p.465, 499.)

Mobile & Birmingham.—ROAD.—Owns from Mobile to Marion Junction, Ala., 147 miles; trackage to Selma, 15 miles; opened in July, 1888. Line of 2½ miles into Mobile completed in September, 1893.

HISTORY, ETC.—East Tennessee Virginia & Georgia guaranteed first mortgage, but in June, 1892, went into receiver's hands, and T. C. Bush, was appointed receiver of Mobile & Birm. Coupons due July 1, 1892, were not paid. See V. 55, p. 21, 59. Net current liabilities June 30, 1892, were $326,273. The Richmond & West Point Terminal reorganization plan issued in May, 1893, provided for the exchange of the M. & B. bonds for 50 per cent of the new consolidated company's preferred and the same amount of its common stock. Some holders object. (See Richmond Terminal and V. 56, p. 882.) In September, 1893, about $200,000 receiver's certificates had been issued. See mortgage abstract in V. 57, p. 274.

EARNINGS.—In year ending June 30, 1893, gross receipts, $281,375; net, $22,810. In 1892, gross receipts, $274,664, against $286,714 in 1890-91; deficit under operating expenses, $1,914; interest on bonds, $205,000; taxes, $11,895; other payments, $1,137; total deficit for year, $219,748. In 1889-90 net, $61,199; taxes, $11,562. (V. 51, p. 612; V. 55, p. 21, 59; V. 56, p. 882.)

Mobile & Girard.—Owns from Columbus, Ga., to Searight, Ala., 122 miles. A receiver was appointed on Nov. 11, '92, and in July, '93, the mortgage trustee brought suit to foreclose the mortgage of 1877.

LEASE.—From June 1, 1886, leased to Central of Georgia (which July 1, 1892, owned $816,200 stock) for 99 years, with a guaranty of 1½ per cent per annum on $473,400 stock. The lessee is in receiver's hands, and in June, 1893, the U. S. Circuit Court decided that if the M. & G. stockholders were not willing to accept net earnings in lieu of rental that their property should be returned to them. In September, 1893, the directors declined to accept surrender of the road. V. 57, p. 21, 423.

STOCK.—Common stock, $1,251,208; preferred stock, $11,344, and $2,530 Pike County stock; par, $100.

BONDS.—The first mortgage bonds, of which $200,000 are 6s and $800,000 4s, are guaranteed, principal and interest. Consols. at $12,600 per mile for extensions were authorized, the total issue not to exceed $4,000,000. The Central of Georgia owns the $590,000 consols issued. Default on dividends and 1st mortgage interest occurred Dec. 1, 1892.

EARNINGS.—From March 4, 1892, to June 30, 1893, gross earnings, $253,249; net, $5,240. In 1891-92 gross, $182,532; net, $5,130; in 1890-91 gross $205,145; net, $4,815. In 1889-90 gross, $274,082; net, $68,017, against $93,564 in 1888-89.

Mobile & Ohio.—*(See Map.)*—Owns from Mobile, Ala., to Columbus, Ky., 472 miles, proprietary line, Kentucky & Tennessee Railroad to Cairo, 21 miles; also branches to Starkville, &c., 34 miles; total owned, 527 miles; leases St. Louis & Cairo (which see), Cairo to St. L., 152 miles, and track to Millstadt, 9 miles; total operated, 687 miles.

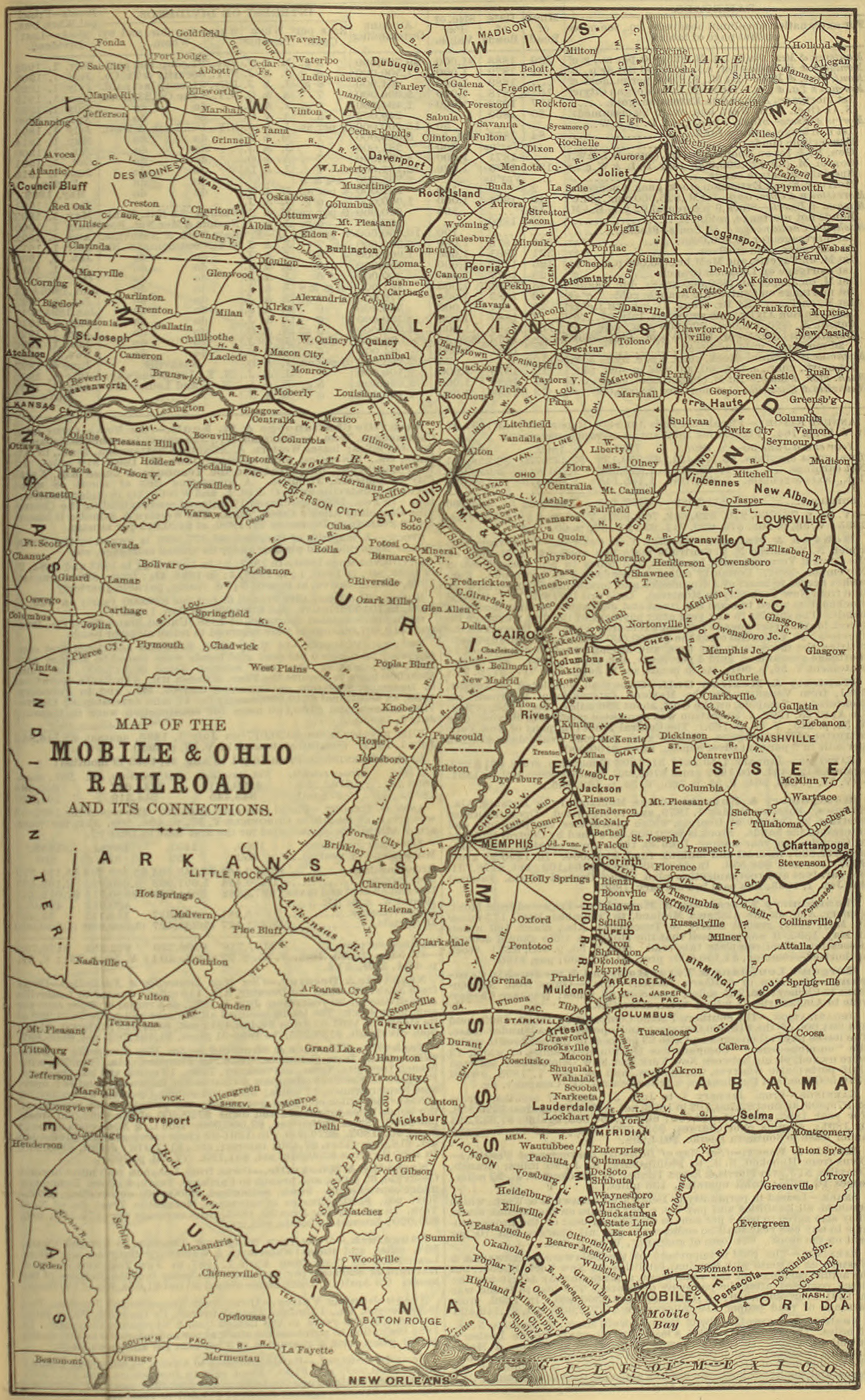
HISTORY, ETC.—Opened in 1861, reorganized in 1879 without foreclosure. On May 29, 1893, stockholders voted to extend road to Montgomery, Ala. See V. 56, p. 711, 835, 923.

LANDS.—Lands June 30, 1893, were 567,968 acres, valued at $298,619.

STOCK.—Stock authorized, $10,000,000; outstanding, $5,320,600; par, $100. The voting power on a majority of the stock is exercised by the general mortgage bondholders by virtue of the deposit in trust under the general mortgage of the old debentures of 1879, upon which this voting power was conferred. The Supreme Court of Alabama in April, 1893, decided that the voting trust is still in force and valid. See V. 56, p. 579, 623; V. 54, p. 329, 683, 762, 800, 1035.

BONDS.—Under the general mortgage of 1888 (trustee, Farmers' Loan & Trust Co.) there can be no foreclosure till four coupons are in default.

Of the $10,500,000 authorized there have been canceled by sinking fund $708,500, there are held to exchange for debentures not exchanged $40,570, and the company holds in reserve in its treasury $1,839,500. See mortgage abstract, V. 47, p. 83.


MAP OF THE
MOBILE & OHIO
RAILROAD
AND ITS CONNECTIONS.
CHICAGO
LAKE MICHIGAN
ILLINOIS
INDIANA
IOWA
MISSOURI
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
ARKANSAS
LOUISIANA
TEXAS
INDIAN TERR.
KANSAS
ST. LOUIS
CAIRO
MEMPHIS
NEW ORLEANS
MOBILE
Mobile Bay
GULF OF MEXICO
Missouri R.
Mississippi R.
Ohio R.
Red River
Arkansas R.
Tennessee R.
Alabama R.
Tombigbee R.
Pearl R.
Pascagoula R.
Pensacola
Evansville
LOUISVILLE
NASHVILLE
Chattanooga
Corinth
Jackson
Columbus
MERIDIAN
Lauderdale
Vicksburg
Shreveport
Selma
Montgomery
Atlanta
Birmingham
Decatur
Florence
Huntsville
Memphis Jc.
Owensboro
Elizabeth T.
Glasgow
Glasgow Jc.
Madison
Indianapolis
Logansport
Peoria
Rock Island
Davenport
Dubuque
Milwaukee
Chicago
Joliet
Aurora
Galesburg
Quincy
Hannibal
St. Joseph
Council Bluff
Des Moines
Kansas City
Atchison
Leavenworth
Jefferson City
Sedalia
Springfield
Joplin
Little Rock
Hot Springs
Pine Bluff
Texarkana
Shreveport
Monroe
Vicksburg
Natchez
Baton Rouge
New Orleans
Mobile
Pensacola
Montgomery
Selma
Meridian
Columbus
Aberdeen
Tupelo
Corinth
Memphis
Jackson
Grenada
Greenville
Yazoo City
Hattiesburg
Laurel
Gulfport
Biloxi
Ocean Springs
Shieldsboro
Pascagoula
Evergreen
Greenville
Troy
Union Springs
Tuscaloosa
Birmingham
Gadsden
Attalla
Collinsville
Sprugville
Stevenson
Chattanooga
Cleveland
Dalton
Rome
Knoxville
Bristol
Lynchburg
Danville
Richmond
Washington
Baltimore
Philadelphia
New York
Boston
Buffalo
Cleveland
Toledo
Detroit
Grand Rapids
Kalamazoo
Niles
South Bend
Fort Wayne
Plymouth
Logansport
Lafayette
Terre Haute
Vincennes
New Albany
Jeffersonville
Madison
Seymour
Columbus
Greensburg
Rushville
Muncie
Anderson
Kokomo
Peru
Wabash
Plymouth
Elkhart
Michigan City
Gary
Hammond
Joliet
Streator
Ottawa
La Salle
Peru
Bloomington
Decatur
Springfield
Jacksonville
Quincy
Hannibal
Keokuk
Burlington
Fort Madison
Mount Pleasant
Ottumwa
Oskaloosa
Grinnell
Marshalltown
Waterloo
Cedar Rapids
Clinton
Fulton
Rock Island
Moline
Davenport
Muscatine
Iowa City
Des Moines
Council Bluffs
Omaha
Lincoln
Nebraska City
St. Joseph
Atchison
Leavenworth
Kansas City
Sedalia
Jefferson City
Hermann
St. Peters
St. Louis
Alton
Litchfield
Vandalia
Effingham
Mattoon
Charleston
Paris
Danville
Champaign
Urbana
Bloomington
Pontiac
Kankakee
Aurora
Elgin
Rockford
Freeport
Beloit
Janesville
Madison
Milwaukee
Racine
Kenosha
Waukegan
Evanston
Chicago
Hammond
Gary
Michigan City
South Bend
Elkhart
Goshen
Fort Wayne
Kendallville
Auburn
Angola
Toledo
Fremont
Sandusky
Cleveland
Akron
Canton
Alliance
Orrville
Wooster
Mansfield
Crestline
Galion
Marion
Bucyrus
Columbus
Springfield
Dayton
Xenia
Zanesville
Cambridge
Wheeling
Parkersburg
Charleston
Huntington
Ashland
Portsmouth
Maysville
Cincinnati
Hamilton
Middletown
Lebanon
Loveland
Batavia
Milford
Cincinnati
Covington
Newport
Ludlow
Erlanger
Florence
Walton
Williamstown
Dry Ridge
Crittenden
Corinth
Falmouth
Cynthiana
Paris
Lexington
Versailles
Frankfort
Shelbyville
Louisville
Jeffersonville
New Albany
Seymour
Vincennes
Terre Haute
Brazil
Clinton
Danville
Champaign
Urbana
Springfield
Jacksonville
Quincy
Hannibal
Keokuk
Burlington
Fort Madison
Mount Pleasant
Ottumwa
Oskaloosa
Grinnell
Marshalltown
Waterloo
Cedar Rapids
Clinton
Fulton
Rock Island
Moline
Davenport
Muscatine
Iowa City
Des Moines
Council Bluffs
Omaha
Lincoln
Nebraska City
St. Joseph
Atchison
Leavenworth
Kansas City
Sedalia
Jefferson City
Hermann
St. Peters
St. Louis
Alton
Litchfield
Vandalia
Effingham
Mattoon
Charleston
Paris
Danville
Champaign
Urbana
Bloomington
Pontiac
Kankakee
Aurora
Elgin
Rockford
Freeport
Beloit
Janesville
Madison
Milwaukee
Racine
Kenosha
Waukegan
Evanston
Chicago
Hammond
Gary
Michigan City
South Bend
Elkhart
Goshen
Fort Wayne
Kendallville
Auburn
Angola
Toledo
Fremont
Sandusky
Cleveland
Akron
Canton
Alliance
Orrville
Wooster
Mansfield
Crestline
Galion
Marion
Bucyrus
Columbus
Springfield
Dayton
Xenia
Zanesville
Cambridge
Wheeling
Parkersburg
Charleston
Huntington
Ashland
Portsmouth
Maysville
Cincinnati
Hamilton
Middletown
Lebanon
Loveland
Batavia
Milford
Cincinnati
Covington
Newport
Ludlow
Erlanger
Florence
Walton
Williamstown
Dry Ridge
Crittenden
Corinth
Falmouth
Cynthiana
Paris
Lexington
Versailles
Frankfort
Shelbyville
Louisville
Jeffersonville
New Albany
Seymour
Vincennes
Terre Haute
Brazil
Clinton

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Monterey & Mex. Gulf—1st. M. $25,000 per m., g.c*	389	1888	$1,000	$9,727,000	5 g.	M. & N.	Nov.,'91,coup. last paid.	Nov. 1, 1938
Monigom & Eufaula—1st, s. f., $15,000 not dr'n..c*	81	1879	1,000	1,500,000	6	J. & J.	N. Y., Security & Tr. Co.	July 1, 1909
Mont. Tusc. & Mem.—1st M., $18,000 per m.,gold..c*	...	1889	1,000	864,000	6 g.	J. & J.	July,'91, coup last paid.	July 1, 1929
Morgan's La. & Tex.—1st M. (N. O. to Morgan City)c*	102	1878	1,000	5,000,000	7	A. & O.	N.Y.,S.Pac.Co.,23Broad	Apr. 1, 1918
1st mortgage, Alexandria Extension, gold.....	157	1880	1,000	1,494,000	6 g.	J. & J.	do do	July 1, 1920
N. O. Opel. & Gt. West. bds. ex. in'89 (assumed).	80	1859	...	249,002	5	A. & O.	do do	Apr. 1, 1899
Morris & Essex—Stock, 7 p. c. guar. D. L. & W.....	....	....	50	15,000,000	7 per an.	J. & J.	N.Y., Del. Lack. & West.	July 1, 1893
1st mortgage, sinking fund.....	84	1864	500 &c.	5,000,000	7	M. & N.	do do	May 1, 1914
Convertible bonds.....	....	Var'us	1,000	281,000	7	J. & J.	do do	Jan. 1, 1900
Gen. M. & 1st on Boonton Br. &c. (guar. D.L.&W.)	....	1871	1,000	4,991,000	7	A. & O.	do do	Oct. 1, 1901
Consol. M. (for $25,000,000) guar. D. L. & W.c*&r	137	1875	1,000	12,151,000	7	J. & D.	do do	June 1, 1915
Special real estate bonds.....	....	Var'us	....	2,795,000	4½ & 5	.....	do do	Various.
Morris & Essex Extension stock, guar. 4 per cent.	2	....	100	221,000	4 per an.	M. & N.	do do	May, 1893
Morristown & Cum. Gap—1st M.,$25,000 p.m., gld.c*	40	1891	1,000	1,000,000	6 g.	J. & J.	.....	Jan. 1, 1921
Nashua & Lowell—Stock,9 p.c. rental,92 yrs. B.&M.	15	....	100	800,000	9 per an.	M. & N.	Nashua, 2d Nat. Bank.	May 1, 1893
Bonds not mortgage, gold.....	....	1880	....	100,000	5 g.	J. & J.	Nashua & Mer.Nat.,Bos.	July 1, 1900
Nashville Chattanooga & St. Louis—Stock.....	....	....	100	10,000,000	5 per an.	Q.—F.	New York & Nashville.	Aug. 1, 1893
1st mortgage (for $6,800,000)..... c*&r	340	1873	1,000	6,300,000	7	J. & J.	N.Y., Continental N. Bk.	July 1, 1913
2d mortgage, gold or silver..... c*&r	321	1881	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1901
1st M. on Fayette. and McM.brs.($6,000 p.m.)c*&r	125	1877	1,000	750,000	6	J. & J.	do do	Jan. 1, 1917
1st mortgage on Lebanon Branch..... c*	29	1877	1,000	300,000	6	J. & J.	do do	Oct. 1, 1917
1st M. on Jasper Br. ($90,000 are 8s, due 1906)c*	43	'77-'83	1,000	461,000	6 g. & 8	J. & J.	do do	Jan.,1906&'23
1st mortgage on Centreville Branch, gold....c*&r	46	1883	1,000	376,000	6 g.	J. & J.	do do	Jan. 1, 1923
1st M. on Tracy City Br. (Tenn. C. & I. RR.).c*&r	20	1887	1,000	560,000	6	J. & J.	do do	Jan.1894 to'17
1st M. on Bon Air Br., red. at par aft. July '97,...c*	7	1887	1,000	130,000	6	J. & J.	do do	July 1, 1917
Consol. M. ($20,000,000), $20,000 p. m., gold...c*	710	1888	1,000	4,696,000	5 g.	A. & O.	do do	Apr. 1, 1928
Duck River RR. 1st M., $6,000 p. m., assumed.c*	48	1876	500 &c.	86,000	6 & 8	J. & J.	do do	Jan. 1, 1896
2d mortgage, gold, assumed..... c*	48	1881	1,000	24,000	6 g.	M. & N.	do do	Nov. 1, 1909
Nashville & Decatur—Stock, guar. 6 p. c. by L. & N.	119	....	25	2,265,582	6 per an.	J. & D.	Nashville.	June 6, 1893
1st mort., guar., s. f. ($200,000 held in sink. fd.).	119	1870	1,000	2,100,000	7	J. & J.	N. Y., 120 Broadway.	July 1, 1900
Nash. Flor. & Sheff.—1st M. ($2,500,000), gold, gu.c	91	1887	1,000	2,096,000	5 g.	F. & A.	N. Y. and Louisville.	Aug. 1, 1937
Nashville & Knoxville—1st mort. for $2,000,000..c*	73	1888	1,000	1,170,000	6	M. & N.	.....	1918

ANNUAL REPORT.—Fiscal year ends June 30. Report for year 1891-92 in V. 55, p. 764. Figures for 1893 are an advance statement.

Year end'g June 30—	1890.	1891.	1892.	1893.
Total gross earnings.	$3,173,431	$3,559,138	$3,443,760	$3,358,471
Net earnings.....	1,172,297	1,322,596	1,201,841	1,213,952
Int., taxes & rentals.	1,055,708	1,165,148	1,159,679	1,159,052
Surplus.....	$116,589	$157,448	$42,162	$54,900

—(V. 54, p. 78, 266, 276, 329, 683, 762, 800; V. 55, p. **233, 253, 764,** 1035; V. 56, p. 206, 579, 622, 711, 835; V. 57, p. 60.)

Mohawk & Malone.—*(See Map N. Y. Central.)*—Owns from Herkimer, N. Y., on the N. Y. Central's main line northerly to Malone, on the Central Vermont, with branches, 215 miles in all. Completed in November, 1892. Formerly called Adirondack & St. Lawrence. Furnishes access to heart of Adirondacks and forms link in a new through line from New York City to Montreal. On April 19, 1893, N. Y. Central stockholders voted to lease this road and guarantee its first mortgage bonds. The surplus in any year after payment of the first mortgage interest for that year goes to pay not exceeding 5 per cent interest on the incomes. N. Y. Central owns the $4,500,000 stock, and has the option of retiring the incomes at any time, and having issued in lieu thereof 2d mortgage guaranteed gold 4 per cents, due Sept. 1, 1991. See official statement V. 56, p. 501. As to bonds, see V. 56, p. 782. (V. 57, p. 22.)

Monterey & Mexican Gulf.—Owns road completed in August, 1891, from Venadito (on the Mexican International Railroad) via Monterey to Tampico, on the Gulf, about 390 miles. See V. 54, p. 964. On April 23, 1892, J. Robertson was appointed receiver in Mexico. (See V. 54, p. 643; V. 55, p. 765.) The Central Trust Company of New York is trustee of the mortgage. Mexico gave this road a subsidy of $14,222 per mile in 6 per cent silver bonds. Stock $100,000.

EARNINGS.—January 1 to July 31, 1893 (7 months), gross, $614,223, against $427,434. In 1892 gross $768,059, against $883,462 in 1891. —(V. 54, p. 643, 964; V. 55, p. 765; V. 56, p. 463, 835.)

Montgomery & Eufaula.—Owns Montgomery to Eufaula, Ala., 80 miles. Foreclosed May 1, 1879, and re-organized. Operated under contract by Central of Georgia, which guarantees the principal and interest of the bonds. Stock is $620,000, all owned by Central Railroad of Georgia. In year ending June 30, 1892, gross earnings, $289,845; net, $42,669; interest and sinking fund, $105,000. In 1890-91 gross $307,613; net, $58,553. In 1889-90 gross, $364,169; net, $128,731. See earnings and reorganization plan under Central of Ga. Interest due Jan. 1, 1893, was paid in February, 1893.

Montgomery Tuscaloosa & Memphis.—Projected from Montgomery, Ala., on the Alabama Midland, to Columbus, Miss., 175 miles. In May, 1892, graded nearly to Tuscaloosa, Ala., about 100 miles. In May, 1893, it was proposed that the Mobile & Ohio should acquire possession of and complete this road. (See V. 55, p. 765, 923.) Stock authorized—common, $1,150,000; pref., $1,150,000; par, $100.

Morgan's Louisiana & Texas Railroad & Steamship Company.—*(See Map of Southern Pacific.)*—ROAD—Owns from New Orleans to Cheneyville, 204 miles; branches, 55 miles; trackage Cheneyville to Alexandria, 24 miles; total, 283 miles.

ORGANIZATION.—The Southern Pacific Company, on Jan. 1, 1893, held $14,994,000 of the $15,000,000 stock and operated road under lease. The lessee pays all charges and also 23 per cent of the net profits under the "omnibus lease." Company has 18 iron steamships, of which 13 were owned, plying between New York and New Orleans and between Gulf ports; also wharves, warehouses, and on Jan. 1, 1893, owned $370,500 bonds of the Houston & Texas Central RR. Company, &c.

EARNINGS.—From January 1 to July 31, 1893 (7 months), gross $2,979,809, against $2,724,702 in 1892; net, $480,978, against $320,838. For year 1892, gross, $5,642,752; net, $1,454,633, against $1,613,324 in 1891; surplus over charges, $525,209; net profits due company under lease to Southern Pacific, $614,298.

Morris & Essex.—*(See Map of Delaware Lackawana & Western.)*—Owns from Hoboken, N. J., to Phillipsburg, N. J., 85 miles; branch, Denville, N. J., via Morris & Essex Tunnel, to Hoboken, N. J., 35 miles; leases 16 miles; total operated, 136 miles.

LEASE.—Leased in perpetuity to Delaware Lackawana & West., which assumed all liabilities and pay 7 p. c. per annum on the capital stock. They also agree to pay 8 per cent in case 30 per cent of the gross earnings in any one year shall be sufficient to pay all charges and 10 per cent on the stock. See form of guaranty, V. 56, p. 812.

EARNINGS.—The road is important to the Delaware Lackawanna & Western as a route with terminal facilities on New York Harbor, but the actual earnings on the road show a large annual deficit for the lessee company after the payment of rental. The loss to lessee was in 1891 over $900,000; in 1892 about $1,500,000. In 1892, gross earnings of road proper 119 miles) were $5,772,665; net, $1,149,420

Nashua & Lowell.—Owns from Lowell, Mass., to Nashua, N. H., 15 miles. On October 1, 1880, a lease for 99 years to the Boston & Lowell was made. In 1887 lease was transferred to Boston & Maine Railroad Company, which pays a rental of $73,000 (9 per cent on stock). The funded debt of $100,000, principal and interest, is assumed by the lessee, and the lessor holds the lessee's notes for the same amount.

The $200,000 plain bonds due Aug. 1, 1893, were paid.

Nashville Chattanooga & St. Louis.—*(See Map.)*—Owns from Chattanooga, Tenn., to Hickman, Ky., 320 miles; branches to Lebanon, &c., 352 miles; leases Western & Atlantic, Chattanooga, Tenn., to Atlanta, Ga., 138 miles; total operated June 30, 1893, 810 miles. In November, 1892, purchased also the Tennessee & Coosa RR., Wyeth City to Gadsden, 37 miles. A connecting link of about 48 miles between Huntsville on N. C. & St. L. and Wyeth City is under construction. In Feb., 1893, purchased 17 miles of road, extending the Centreville Branch to Allen's Creek, Tenn. The Western & Atlantic is leased for 29 years from December 27, 1890, at $420,012 per annum.

STOCK.—A majority of the stock ($5,077,500) is owned by the Louisville & Nashville, and pledged under its unified mortgage, etc.

DIVIDENDS since 1880—In 1881, 3; in 1882, 1½; in 1883 and 1884, 2; in 1885, nil; in 1886, 1; in 1887, 4; in 1888, 4¼; from 1889 to August, 1893, both inclusive, at rate of 5 p. c. yearly, payable quarterly.

BONDS.—The Tracy City branch 6s fall due $20,000 yearly on Jan. 1, 1894, to 1916 inclusive, and $100,000 on Jan. 1, 1917.

Of the consolidated mortgage of 1888 (United States Trust Co., trustee), $10,807,000 bonds were reserved to retire all prior bonds.

GENERAL FINANCES.—In May, 1892, $500,000 additional first consolidated mortgage 5 per cent gold bonds were issued to acquire new road, etc, making the total amount listed $3,847,000; in June $300,000 more to acquire the Tenn. & Coosa RR., 37 miles in operation; in December $300,000 on extension thereof, etc., and in February, 1893, an additional $249,000, mostly for 17 mile extension of Centreville Branch, and $100,000 more for construction were in treasury July 1, 1893.

Bills payable were $550,617 on July 1, 1893, against $1,546,844 July 1, 1892. (See full statement in V. 57, p. 495.)

LATEST EARNINGS.—From July 1 to Aug. 31, 1893 (2 months);

2 *mos.*	*Gross earn's.*	*Net earnings.*	*Int., rentals, &c.*	*Bal., surp.*
1893.....	$762,222	$290,581	$244,697	$45,884
1892.....	878,601	345,445	244,319	101,126

ANNUAL REPORT.—Fiscal year ends June 30. The report for 1892-93 was given at length in CHRONICLE V. 57, p. 494, 509, 514, the Western & Atlantic being included for the first time in 1891-92.

Year ends June 30.	1890.	1891.	1892.	1893.
Mileage end of year.....	652	652	810	810
Gross earnings.....	$3,550,460	$3,943,304	$5,353,288	$5,131,779
Net income.....	1,430,414	1,657,063	2,060,893	2,162,435
Interest on debt and taxes	$873,388	$914,799	$950,515	$1,012,331
Rental W. & A. RR.....	....	....	420,012	420,012
Improvements.....	85,881	142,617	118,111	51,355
Dividends.....	(5)333,427	(5)333,427	(5)500,000	(5)500,000
Balance, surplus.....	$137,718	$266,220	$72,253	$178,738

—(V. 53, p. 21, 95, **406**; V. 55, p. 22, **502, 504**; V. 56, p. 331; V. 57, p. **494, 509, 514.**

Nashville & Decatur.—*(See Map Louisville & Nashville.)*—Owns from Nashville, Tenn., to Decatur, Ala., 119 miles. Leased to Louisville & Nashville for 30 years from July 1, 1872, at a rental of 6 per cent per annum on stock. The lessee assumed all the debt and owns $823,300 of its stock. In 1891-92 gross $1,443,431; net, $484,318; interest, $147,000; dividends, $135,935. In 1890-91 gross, $1,491,782; net, $566,897.

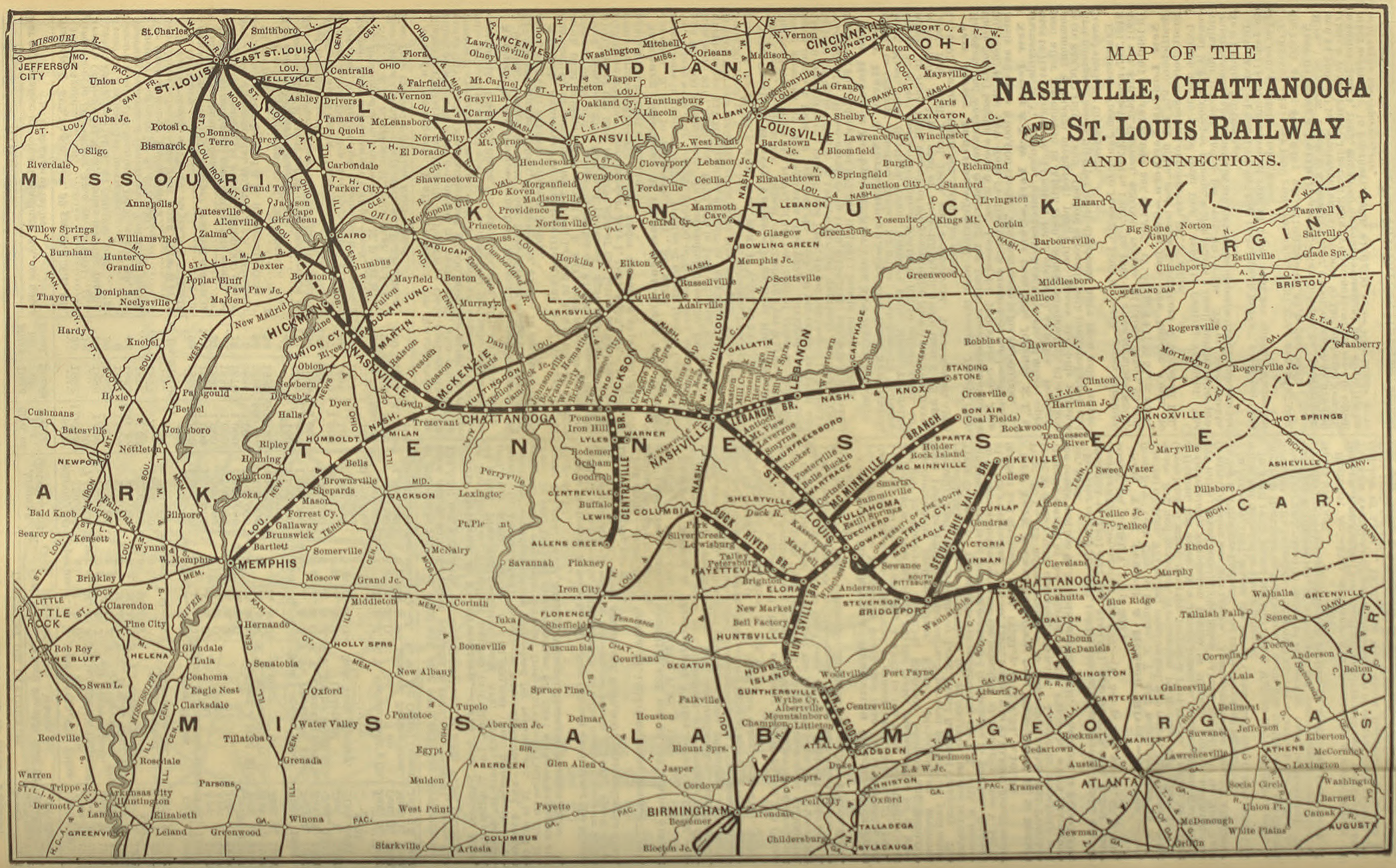
Nashville Florence & Sheffield.—*(See Map Louisville & Nashville.)*—Owns from Columbia, Tenn., to Florence, Ala., 79 miles, with branch Iron City, Tenn., to Pinckney, Tenn., 12 miles, and has trackage, Florence to Sheffield (Memphis & Charleston Railroad), 3 miles; operates Napier branch, 11 miles; total, 105 miles. Operated by Louisville & Nashville, which company guarantees the principal and interest of the bonds by endorsement, and owns $729,400 of the $862,050 stock, par $100. Stock authorized, $2,000,000. Due L. & N. on open account June 30, 1892, $276,600. In 1891-92 gross earnings were $192,462; net, $18,008; taxes, $7,430; interest, etc., $113,913; deficit, $103,335. In 1890-91 gross $230,058; net, $31,193. (V. 53, p. 793.)

Nashville & Knoxville.—Owns from Lebanon to 6 miles beyond Cookville, 65 miles, and branch to Carthage, Tenn., 8 miles. Extension under construction. Stock, authorized, $500,000; outstanding, $372,700; par, $100. Trustee of mortgage, Mercantile Trust Co. of New York. In year ending June 30, 1892, gross earnings were $74,166; net, $25,920; interest on bonds, $62,200.

Naugatuck.—Owns from Naugatuck Junction, to Winsted, Conn., 56½ miles and leases Watertown & Waterbury Railroad, 4½ miles. Leased for 99 years from April 1, 1887, to New York New Haven & Hartford at $206,000 per year, earnings being included in those of the lessee. On April 14, 1893, lessee owned all but $1,044,900 of the stock.

Nesquehoning Valley.—Owns from Nesquehoning Junction, Pa., to Tamenend, Pa., 17 miles; Tunnel Branch, to Lansford, Pa., 1 mile. Leased for 999 years to the Lehigh Coal & Navigation Company. In 1884 the option to purchase the stock at par and interest was suspended for 20 years, with a guarantee of 5 per cent per annum on stock.

Nevada Central.—Battle Mountain to Austin, 94 miles (3-ft. guage.) Stock, $750,000; par, $100. Road sold in foreclosure June 21, 1887. For 12 mos. ending June 30, 1893, gross, $48,325; net over operating expenses, $10,899, against deficit of $11,007 in 1891-92.


MAP OF THE
NASHVILLE, CHATTANOOGA AND ST. LOUIS RAILWAY
AND CONNECTIONS.
MISSOURI
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
INDIANA
OHIO
VIRGINIA
N. CAR.
S. CAR.
ARK.
ST. LOUIS
EAST ST. LOUIS
CINCINNATI
EVANSVILLE
LOUISVILLE
NASHVILLE
CHATTANOOGA
MEMPHIS
CAIRO
BIRMINGHAM
ATLANTA
KNOXVILLE
BRISTOL
LITTLE ROCK
BOWLING GREEN
GLASGOW
LEBANON
CARTHAGE
GALLATIN
DICKSON
CENTREVILLE
COLUMBIA
PULASKI
FAYETTEVILLE
ELORA
SHELBYVILLE
MURFREESBORO
MC MINNVILLE
TULLAHOMA
SPARTA
STANDING STONE
CROSSVILLE
BON AIR (Coal Fields)
PIKEVILLE
HUNTSVILLE
DECATUR
FLORENCE
CORINTH
HOLLY SPRS
OXFORD
WATER VALLEY
GRENADA
ABERDEEN
TUPELO
BOONEVILLE
NEW ALBANY
PONTOTOC
OKOLONA
MIDDLETON
GRAND JC.
SOMERVILLE
BROWNSVILLE
JACKSON
MILAN
HUMBOLDT
TRENTON
DYERSBURG
UNION CY.
HICKMAN
PADUCAH
MAYFIELD
MURRAY
BENTON
MARTIN
DRESDEN
HUNTINGDON
PARIS
McKENZIE
OBION
NEWBERN
HALLS
RIPLEY
COVINGTON
ALAMO
BELLS
JONESBORO
PARAGOULD
BATESVILLE
NEWPORT
WALNUT RIDGE
PIGGOTT
KENNETT
CARUTHERSVILLE
HAYTI
CLARENDON
PINE CITY
HELENA
WEST HELENA
MARIANNA
BRINKLEY
DES ARC
SEARCY
BALD KNOB
MORRILTON
CONWAY
PERRYVILLE
LEXINGTON
McNAIRY
SAVANNAH
PINKNEY
IRON CITY
LAWRENCEBURG
SHELBYVILLE
DUCK R.
BUCK RIVER BR.
ALLENS CREEK
SEWANEE
SUMMITVILLE
MONTEAGLE
TRACY CY.
UNIVERSITY OF THE SOUTH
SEQUATCHIE VAL. BR.
DUNLAP
VICTORIA
INMAN
ELORA
STEVENSON
BRIDGEPORT
HUNTSVILLE BR.
LEBANON BR.
NASHVILLE & CHATTANOOGA
NASHVILLE & KNOX.
MURFREESBORO BRANCH
MARTHAGE
FOSTERVILLE
BELLE BUCKLE
ROCKER
COPPER HILL
SMYRNA
LAVERGNE
ANTIOCH
MT. VIEW
WARNER
LYLES
RODEMER
OGDEN
GOODRICH
IRON HILL
POMONA
CENTREVILLE BR.
LEWIS
BUFFALO
SILVER CREEK
LEWISBURG
TALLEY
PETERSBURG
BRIGHTON
ANDERSON
NEW MARKET
BELL FACTORY
WHITWELL
COALMONT
TRACY CITY
SEWANEE
MONTEAGLE
SUMMITVILLE
SMARTS
RATTLE SPRINGS
DECHERD
GOWAN
HOLDER
ROCK ISLAND
MC MINNVILLE
SPARTA
ROCKWOOD
TENNESSEE RIVER
HARRIMAN JC.
ROBBINS
HAWORTH
CLINTON
OLIVER SPRS.
CLEVELAND
COALMONT
COALHUTTA
BLUE RIDGE
DALTON
CALHOUN
McDANIELS
CHATTANOOGA
ROME
KINGSTON
CARTERSVILLE
MARIETTA
ATLANTA
GAINESVILLE
LULA
BELLMONT
SUWANEE
JEFFERSON
ELBERTON
ATHENS
McCORMACK
LEXINGTON
WASHINGTON
BARNETT
UNION PT.
CAMAK
AUGUSTA
WHITE PLAINS
McDONOUGH
NEWMAN
GRIFFIN
SOCIA CIRCLE
CEDARTOWN
ROCKMART
AUSTELL
KRAMER
PIEDMONT
DUNCAN
ANNISTON
OXFORD
TALLADEGA
SYLACAUGA
CHILDERSBURG
BLOCTON JC.
BESSEMER
IRONDALE
PELHAM
VILLAGE SPRS.
CORDOVA
JASPER
BLOUNT SPRS.
ABERCROMBIE JC.
DELMAR
HOUSTON
FALKVILLE
CENTREVILLE
ALBERTVILLE
MOUNTAINBORO
CHAMPION
LITTLETON
WYTHE CY.
GUNTERSVILLE
HOBBS ISLAND
WOODVILLE
FORT PAYNE
SPRUCE PINE
TUSCUMBIA
COURTLAND
IUKA
SHEFFIELD
FLORENCE
TENNESSEE R.
TUSCUMBIA & CHAT.
HUNTSVILLE & COOSA
ATTALLA
GADSDEN
E. & W. JC.
ABERDEEN
GLEN ALLEN
MULDON
WEST POINT
FAYETTE
STARKVILLE
ARTESIA
COLUMBUS
WINONA
GREENWOOD
LELAND
ELIZABETH
HUNTINGTON
ARKANSAS CITY
DERMOTT
LAMONT
TRIPPE JC.
WARREN
PARSONS
ROSEDALE
REEDVILLE
SWAN L.
ROB ROY
PINE BLUFF
LITTLE ROCK
GREENVILLE
TILLATOBA
COAHOMA
EAGLE NEST
CLARKSDALE
GLENDALE
LULA
SENATOBIA
HERNANDO
MIDDLETON
CORINTH
McNAIRY
SAVANNAH
PINKNEY
IRON CITY
MOSCOW
GRAND JC.
SOMERVILLE
BARTLETT
GALLAWAY
BRUNSWICK
FORREST CY.
MASON
BROWNSVILLE
SHEPARDS
ATOKA
COVINGTON
RIPLEY
HUMMING
BELLS
DYER
DYERSBURG
HALLS
OBION
NEWBERN
UNION CY.
HICKMAN
PADUCAH
MAYFIELD
MURRAY
BENTON
DRESDEN
HUNTINGDON
PARIS
McKENZIE
MARTIN
GLEASON
DANVILLE
PARAGOULD
JONESBORO
BATESVILLE
BATESVILLE
NEWPORT
KENNETT
CARUTHERSVILLE
HAYTI
CLARENDON
PINE CITY
HELENA
WEST HELENA
MARIANNA
BRINKLEY
DES ARC
SEARCY
BALD KNOB
MORRILTON
CONWAY
PERRYVILLE
LEXINGTON
McNAIRY
SAVANNAH
PINKNEY
IRON CITY
LAWRENCEBURG
SHELBYVILLE
DUCK R.
BUCK RIVER BR.
ALLENS CREEK
SEWANEE
SUMMITVILLE
MONTEAGLE
TRACY CY.
UNIVERSITY OF THE SOUTH
SEQUATCHIE VAL. BR.
DUNLAP
VICTORIA
INMAN
ELORA
STEVENSON
BRIDGEPORT
HUNTSVILLE BR.
LEBANON BR.
NASHVILLE & CHATTANOOGA
NASHVILLE & KNOX.
MURFREESBORO BRANCH
MARTHAGE
FOSTERVILLE
BELLE BUCKLE
ROCKER
COPPER HILL
SMYRNA
LAVERGNE
ANTIOCH
MT. VIEW
WARNER
LYLES
RODEMER
OGDEN
GOODRICH
IRON HILL
POMONA
CENTREVILLE BR.
LEWIS
BUFFALO
SILVER CREEK
LEWISBURG
TALLEY
PETERSBURG
BRIGHTON
ANDERSON
NEW MARKET
BELL FACTORY
WHITWELL
COALMONT
TRACY CITY
SEWANEE
MONTEAGLE
SUMMITVILLE
SMARTS
RATTLE SPRINGS
DECHERD
GOWAN
HOLDER
ROCK ISLAND
MC MINNVILLE
SPARTA
ROCKWOOD
TENNESSEE RIVER
HARRIMAN JC.
ROBBINS
HAWORTH
CLINTON
OLIVER SPRS.
CLEVELAND
COALMONT
COALHUTTA
BLUE RIDGE
DALTON
CALHOUN
McDANIELS
CHATTANOOGA
ROME
KINGSTON
CARTERSVILLE
MARIETTA
ATLANTA
GAINESVILLE
LULA
BELLMONT
SUWANEE
JEFFERSON
ELBERTON
ATHENS
McCORMACK
LEXINGTON
WASHINGTON
BARNETT
UNION PT.
CAMAK
AUGUSTA
WHITE PLAINS
McDONOUGH
NEWMAN
GRIFFIN
SOCIA CIRCLE
CEDARTOWN
ROCKMART
AUSTELL
KRAMER
PIEDMONT
DUNCAN
ANNISTON
OXFORD
TALLADEGA
SYLACAUGA
CHILDERSBURG
BLOCTON JC.
BESSEMER
IRONDALE
PELHAM
VILLAGE SPRS.
CORDOVA
JASPER
BLOUNT SPRS.
ABERCROMBIE JC.
DELMAR
HOUSTON
FALKVILLE
CENTREVILLE
ALBERTVILLE
MOUNTAINBORO
CHAMPION
LITTLETON
WYTHE CY.
GUNTERSVILLE
HOBBS ISLAND
WOODVILLE
FORT PAYNE
SPRUCE PINE
TUSCUMBIA
COURTLAND
IUKA
SHEFFIELD
FLORENCE
TENNESSEE R.
TUSCUMBIA & CHAT.
HUNTSVILLE & COOSA
ATTALLA
GADSDEN
E. & W. JC.
ABERDEEN
GLEN ALLEN
MULDON
WEST POINT
FAYETTE
STARKVILLE
ARTESIA
COLUMBUS
WINONA
GREENWOOD
LELAND
ELIZABETH
HUNTINGTON
ARKANSAS CITY
DERMOTT
LAMONT
TRIPPE JC.
WARREN
PARSONS
ROSEDALE
REEDVILLE
SWAN L.
ROB ROY
PINE BLUFF
LITTLE ROCK
GREENVILLE
TILLATOBA
COAHOMA
EAGLE NEST
CLARKSDALE
GLENDALE
LULA
SENATOBIA
HERNANDO
MIDDLETON
CORINTH
McNAIRY
SAVANNAH
PINKNEY
IRON CITY
MOSCOW
GRAND JC.
SOMERVILLE
BARTLETT
GALLAWAY
BRUNSWICK
FORREST CY.
MASON
BROWNSVILLE
SHEPARDS
ATOKA
COVINGTON
RIPLEY
HUMMING
BELLS
DYER
DYERSBURG
HALLS
OBION
NEWBERN
UNION CY.
HICKMAN
PADUCAH
MAYFIELD
MURRAY
BENTON
DRESDEN
HUNTINGDON
PARIS
McKENZIE
MARTIN
GLEASON
DANVILLE

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Naugatuck—St'k,10 p.c. ren'l, 99 yrs.,N.Y.N.H.&H.	....	....	$100	$2,000,000	10per an.	J. & J.	New Haven, Ct., Treas.	July, 1893
1st mortgage.....r	55	1883	1,000&c	150,000	4	J. & D.	do do	June 1, 1913
Nesquehoning Val.—Stock, 5 p.c. gu. till 1904.....	18	....	50	1,418,600	5 per an.	M. & S.	Phila., 226 So. Third St.	Sept. 1, 1893
Nevada Central—1st M. g., income (sinking fund)..	94	1888	1,000	750,000	5 g.	J. & J.	No coupons paid.	July 2, 1938
Nevada Southern—1st M., $1,500,000, gold....c*&r	30	1893	1,000	450,000	5 g.	J. & J.	N. Y., Metropolitan Tr.	Jan. 1, 1923
Newark & Hudson—1st mortgage.....c	6	1871	1,000	250,000	7	M. & S.	N.Y., L. E. & West. RR.	Sept. 1, 1901
Newark Somerset & Straitsv.—1st M.,ext.in '89, g.c*	44	1869	500 &c.	800,000	5 g.	M. & N.	N. Y., Union Trust Co.	Nov. 1, 1929
Newburg Dutchess & Connecticut—Col. trust bonds.	....	1891	59	226,000	5	M. & N.	.....	1921
Income mortgage for $1,625,000.....r	....	1877	....	1,164,500	6	.....	When earned.	June 1, 1977
New Castle & Beaver Valley—Stock.....	15	....	50	700,000	See text.	Q.—J.	Newcastle, Pa.	Oct. 2, 1893
New Haven & Derby—See NEW YORK NEW HAVEN & HARTFORD.								
N. Hav.& Northamp.—St'k, gu. 99 yrs.N.Y.N.H.&H.	....	....	100	2,460,000	See text.	A. & O.	New Haven.	Oct., 1893
1st mortgage.....c*	92	1869	1,000	1,300,000	7	J. & J.	N.Hav.,N.Tradesm'sBk.	Jan., 1899
Consol. sink. fund $15,000 per year not drawn.c*	114	1879	1,000	1,200,000	6	A. & O.	do	Apr. 1, 1909
Northern Extension bonds.....c*	27	1881	1,000	700,000	5	A. & O.	do	Apr. 1, 1911
Bonds (not mortgage) convertible into stock...c*	....	1886	1,000	700,000	5	J. & J.	do	July 1, 1896
Holy. & W., leased, 1st & 2d M. ($200,000 gu.).c*	17	1870	1,000	260,000	4 & 6	A. & O.	do	Apr.'98 & 1911
New Jersey Junction—1st. M., guar. by N.Y.Cent.c&r	5	1886	1,000	1,700,000	4	F. & A.	N. Y. Cent. & Hud. Riv.	Feb. 1, 1986
New Jersey & New York—1st M. (reorganization).c*	34	1880	500 &c.	400,000	6	M. & N.	N. Y., Mercantile Tr. Co.	May 1, 1910
2d mortgage.....r	34	1885	500 &c.	100,000	5	J. & J.	do do	Jan. 1, 1986
N. J. & N.Y. Extension 1st M., int. guar.....	....	....	....	120,000	.....	.....	.....	.....
New London Northern—Stock.....	121	....	100	1,500,000	8 per an.	Q.—J.	New London, Office.	Oct., 1893
Consolidated M., now 1st M. ($688,000 are 4s).c*	121	1880	1,000	1,500,000	4 & 5	J. & J.	N. Y., Bk. of No. Amer.	July 1, 1910
New Orleans & North Eastern—Prior lien m., gold.c*	196	1885	1,000	1,220,000	6 g.	A. & O.	N. Y., Central Trust Co.	Nov. 1, 1915
1st mortgage, gold.....	196	1881	....	5,000,000	6	J. & J.	N.Y., Müller, Schall&Co.	Jan., 1911
N. Orl'ns & North West'n—1stM.,$20,000 p.m.,g.,c*&r	77	1890	1,000	See text.	5 g.	J. & J.	In default.	Jan. 1, 1940
New Orl. & So.—Prior lien M.scrip,gold,red. at 105 c*	66	1891	100	250,000	5 g.	A. & O.	New York Agency.	Oct.,1931
1st mort. for $1,000,000, income for five years...	66	1891	....	924,000	6	.....	.....	1931
Newport News & Mississippi Valley—Stock.....	....	....	100	13,679,000	....	.....	.....	.....
N. Y. Brooklyn & Man. Beach—N. Y. & M. B. 1st M..c*	14	1877	500 &c.	500,000	7	J. & J.	N. Y., Corbin Bank'g Co.	Jan. 1, 1897
N. Y. B. & M. B. 1st con. M., gold, guar. by L. I.c*	20	1885	1,000	883,000	5 g.	A. & O.	do do	Oct. 1, 1935
New York & Canada—1st M.ster.,guar.D.&H.,Can.c*	150	1874	£100&c	4,000,000	6 g.	M. & N.	London, Baring Bros.	May 1, 1904
New York Central & Hudson River—Stock.....	....	....	100	89,428,300	See text.	Q.—J.	N. Y., Gr. Cent'l Depot.	July 15, 1893

Nevada Southern Railway.—LINE OF ROAD.—Goffs (now Blake) in California on Atlantic & Pacific to Good Springs, Nev., 100 miles, of which 30 miles completed in April, 1893; also projected to Cedar City, Utah. Stock authorized, $2,000,000; par, $100. Mortgage trustee Metropolitan Trust Co. of N. Y. Bonds are issued at $15,000 per mile for road in actual operation and $5,000 per mile additional for equipment. Isaac E. Blake, President, Denver, Col.—(V.56, p. 464.)

Newark & Hudson.—Owns from Bergen Junction to Newark, N. J., 6 miles. Leased to New York Lake Erie & Western at a rental of $17,500 per annum. Stock, $250,000; par, $100. In year ending 1892 gross, $82,112; net over interest, $6,806.

Newark Somerset & Straitsville—Owns from Newark, O., to Shawnee, O., 44 miles; branch 3 miles. Leased to B. & O. till Nov. 1, 1929 (with right to perpetual renewal at B. & O's option) at 30 per cent of gross earnings and a minimum rental of $40,000 (interest on debt), Stock, common $795,600, and preferred, $230,900 (par both, $50). $705,550 of the first and $191,850 of the latter being owned by the Baltimore & Ohio. Floating debt July 1, 1891, $653,203. In 1891-92 gross earnings, $149,978; deficit under operating expenses, $10,627, against net in 1891 of $2,116.

Newburg Dutchess & Connecticut.—Owns from Dutchess Junction, N. Y., to Millerton, N. Y., 59 miles. Reorganized after foreclosure in January, 1877. Trustee of collat. trust is Central Trust Co. There were July 1, 1892, $65,000 of 5 per cent mortgage notes and $10,000 bills payable. In year ending June 30, 1893, gross earnings were $167,587, agst. $173,505 in 1891-92; net, $32,408; surplus over charges, $11,166, against $17,597 in 1891-92. The common stock is $500,000 and preferred stock $600,000; par $50. See balance sheet June 30, 1893, in V. 57, p. 511. John S. Schultze, President, 59 Wall Street, N. Y. (V. 53, p. **603**; V. 55, p. **371**; V. 57, p. **515**.)

New Castle & Beaver Valley.—Owns from Homewood, Pa., to New Castle, Pa., 15 miles. Leased to Pittsburg Fort Wayne & Chicago Railroad for 99 years at a rental of 40 per cent of gross earnings, and lease assumed by Pennsylvania Company. Dividends since 1883 have been—in 1884, 19 per cent; in 1885, 10 per cent; in 1886 and 1887, 6 per cent each; in 1888 and 1889, 10 per cent each; in 1890, 11; in 1891, 30½; in 1892, 6; in 1893, 6 p. c. pd. quarterly. Rental in 1892 was $63,414. Gross earnings in 1892, $158,534; net, $53,804; rental received, $63,414, against $67,626 in 1891; loss to lessee, $9,609.

New Haven & Derby.—SEE NEW YORK NEW HAVEN & HART.

New Haven & Northampton.—Operates from New Haven, Conn., to Conway Junction, Mass., 95 miles; branches—To Williamsburg, Mass., New Hartford, Conn., Turner's Falls, Mass., Tariffville, Conn., 32 miles; leases—Holyoke & Westfield RR.10 miles; total, 137 miles. In June, 1887, leased for 99 years to the New York New Haven & Hartford at 1 per cent on stock till April, 1890; then 2 till April, 1893; then 3 till April, 1896, and 4 afterward. The lessee on April 14, 1893, owned all but $62,500 of the stock.

New Jersey Junction.—Terminal road through Jersey City, Hoboken and Weehawken, connecting the trunk lines terminating at those points; length about 5 miles. Leased for 100 years from June 30, 1886, to the New York Central which guarantees the bonds absolutely and owns $100,000 stock. The mortgage is for $4,000,000.

New Jersey & New York.—Owns from Erie Junction, N. J., to Garnerville, N. Y., 29 miles; branches to New City, etc., 5 miles; operates to Haverstraw, etc., 14 miles; total operated, 48 miles. Reorganized after foreclosure in April, 1880. Stock outstanding, $1,440,800 common; $788,000 preferred; par, $100. Loans and bills payable were $43,000 July 1, 1892. Control of road is with preferred stock and first mortgage bonds till 6 per cent dividends have been paid on preferred stock for three years.

EARNINGS.—From Jan. 1 to June 30, 1893 (6 mos.), gross earnings, $151,947, against $143,354 in 1892. In 1891-92 gross earnings, $304,460; net, $36,740; interest, $29,000; rentals, $11,400; deficit, $3,660. In 1890-91 gross $276,609; net, $31,987. (V. 54, p. **441**; V. 55, p. **855**.)

New London Northern.—Owns from New London, Conn., to Brattleboro, Vt., 121 miles, and leases Brattleboro & Whitehall RR., Brattleboro to South Londonderry, Vt., 37 miles.

LEASED for 99 years from Dec. 1, 1891, to Central Vermont. The rental is $210,000 per annum, which leaves a small surplus after providing for interest and 8 per cent dividends. Taxes, assessments, improvements and renewals, are met by the lessee, without claim on the New London Northern.

DIVIDENDS.—From 1878 to 1886, inclusive, 6; in 1887, 6½; from 1888 to Jan., 1892, inclusive, at rate of 7 per cent per annum; thereafter 2 per cent quarterly under lease.

EARNINGS.—In year 1892 gross earnings, $681,329; net, $187,946. In 1891 gross, $645,648; net, $210,128.—(V. 53, p. 256, 881.)

New Orleans & North Eastern.—New Orleans, La., to Meridian, Miss., 196 miles. Stock is $5,000,000 (par, $100), of which $4,320,000 and $4,900,000 1st mortgage bonds are held by the Alabama New Orleans & Texas Pacific Junction Railway Company—which see—to which was due July 1, 1892, $923,960 on coupon account and $740,768 on other accounts. In February, 1893, $100,000 prior lien bonds were sold for improvements, etc.

EARNINGS.—In year ending June 30, 1893, gross, $1,418,568, against $1,290,626 in 1892; net, $229,004, agst. $273,443; int., $372,529; balance, deficit, $137,867, agst. $90,353 in 1892. In 1890-91, gross, $1,138,529; net, $264,540. (V. 53, p. **289**; V. 55, p. **543**; V. 56, p. 332.)

New Orleans & Northwestern.—Owns from Natchez, Miss., to Rayville, La., 77 miles; Bastrop to Collins, La., 7 miles; total, 84 miles. Projected to Little Rock, Ark. Stock, paid in, $4,500,000, par $100. Bonds for $1,500,000 are hypothecated for loans. In August, 1891, receivers were appointed and $500,000 receivers' certificates were authorized for repairs, etc. It is said the company will complete the road from Rayville to Collins on the Mo. Pac. In year 1891-92 gross earnings, $47,538; net over expenses and taxes, $11,044. W. D. Jenkins, General Manager, Natchez, Miss. (V. 57, p. **467**.)

New Orleans & Southern.—New Orleans south along the Mississippi River to Bohemia, with a branch, 66 miles in all. Successor to the New Orleans & Gulf, sold in foreclosure March 5, 1891. See V. 52 p. 391; V. 53, p. 156. Stock authorized, $200,000; outstanding in June, 1893, $128,000; par $100.

EARNINGS.—From Jan. 1 to Aug. 31, 1893 (8 months), gross, $77,683, against $87,472 in 1891-92.

In 1893 gross earnings were $143,452; net, $8,443, against $11,633 in 1892. (V. 51, p. 494; V. 52, p. 391; V. 53, p. 156.)

Newport News & Mississippi Valley.—ORGANIZATION.—Incorporated under the laws of Connecticut and controls the Chesapeake Ohio & Southwestern RR., Louisville, Ky., to Memphis, Tenn., and branch, 398 miles; subsidiary lines, 16 miles. The C. O. & S. W. controls the Ohio Valley, Hopkinsville, via Princeton, to Evansville, &c., 160 miles, and the Owensboro Falls of Rough & Green River RR., 42 miles. The C. O. & S. W. lease was canceled in July, 1893. See V. 57, p. 218. See Ches. O. & S. W.

SECURITIES, ETC.—July 1, 1892, company owned $5,608,700 Chesapeake Ohio & Southwestern common and $3,511,600 preferred stock, and there was due from Ches. Ohio & S. W., as per balance sheet, $1,399,700. In Feb., 92, the lease and stock of the Elizabethtown Lexington & Big Sandy were transferred to the Chesa. & Ohio. Central Pacific Jan. 1, 1893, owned $1,680,000 of the stock. Loans and bills payable were $818,435 July 1, 1892. Offices, No. 23 Broad St. and New Haven, Conn. —(V. 57, p. 218.)

New York Brooklyn & Manhattan Beach.—From Fresh Pond Junction to Manhattan Beach, and branches to Bay Ridge and Greenpoint, 20 miles. This was a consolidation August 27, 1885. Leased for 99 years from May 1, 1882, to the Long Island RR. Co. at 35 per cent of gross earnings, but the rental guaranteed to be at least $95,980 in each year. Stock is $350,000 common and $650,000 non-cumulative preferred (par, $100). Dividends on preferred from 1886 to 1891, both inclusive, 5 per cent per annum, paid semi-annually, April and October, by Long Island Railroad Company. The consolidated mortgage of 1885 is for $2,000,000; trustee is Central Trust Company. The consols are endorsed by the L. I. with a memorandum as to its agreement contained in the lease to pay full interest on the bonds and to purchase the principal at maturity. See V. 56, p. 812. In year ending June 30, 1892, rental was $110,850; deficit under interest and dividends, $924. (V. 51, p. 494; V. 54, p. 1048.)

New York & Canada.—Owns from Whitehall, N. Y., to Rouse's Point, N. Y., 113 miles; branches to Baldwin, Ausable and Province Line, 37 miles; total operated, 150 miles. Leased in perpetuity and virtually owned by the Delaware & Hud. Canal Co., which guarantees the bonds. and has $4,351,548 invested in it. The stock is $4,000,000; par, $100.

For year ending June 30, 1893, gross earnings were $938,936, against $954,384 in 1891-92; net, $188,271, against $218,526; deficit under charges $124,458, against $92,237.—(V. 54, p. 289, 888; V. 55, p. 298, 806; V. 56, p. 290; V. 57, p. 300.)

New York Central & Hudson River.—*(See Map.)*—Own from New York City to Buffalo, N. Y., 442 miles; branches on N. Y. Central division, 377 miles; total owned, 819 miles; lines leased—West Shore RR. and branches, Weehawken to Buffalo, 495 miles; Troy & Greenbush, 6 miles; Spuyten Duyvil & Port Morris, 6 miles; New York & Harlem, 136 miles; New Jersey Junction, 5 miles; Rome Watertown & Ogdensburg, Suspension Bridge to Massena Springs, and branches 629 miles; grand total, 2,096 miles. About 300 miles of the New York Central Division has four tracks. Also operates the Dunkirk Allegheny Valley & Pittsburg Railroad, 104 miles, reported separately.

In January, 1891, leased the Beech Creek Railroad (which see), 131 miles, not included in above mileage.

In April 1893, leased the Mohawk & Malone Ry. (215 miles), extending from Herkimer on the Central's main line to Malone on the Central Vermont, with branches. This road affords a through line to the Adirondacks, and, via 100 miles of connecting road, to Montreal. The Carthage & Adirondack, 43 miles, and the Gouverneur & Oswegatchie, 15 miles, were also added to the system in 1893. See CHRONICLE of March 25, 1893

HISTORY, &C.—This company was formed by a consolidation of the New York Central and the Hudson River railroads October 1, 1869. The New York Central was a consolidation of several roads under a special law of April 2, 1853. The West Shore Railroad was leased in Dec., 1885, for 475 years. The Rome Watertown & Ogdensburg, which see, was leased in perpetuity in March, 1891, and the Beech Creek


VANDERBILT LINES between NEW YORK and CHICAGO.
MAP OF THE
NEW YORK CENTRAL & HUDSON RIVER R. R.
LAKE SHORE & MICHIGAN SOUTHERN R'Y
NEW YORK, CHICAGO & ST. LOUIS R. R.
MICHIGAN CENTRAL RAILROAD.
CHICAGO
BUFFALO
CLEVELAND
TOLEDO
DETROIT
CINCINNATI
INDIANAPOLIS
LOUISVILLE
PITTSBURGH
NEW YORK
ALBANY
TROY
SYRACUSE
ROCHESTER
UTICA
ROME
OSWEGO
WATERTOWN
OGDENSBURG
MONTREAL
OTTAWA
TORONTO
HAMILTON
KINGSTON
PHILADELPHIA
HARRISBURG
BALTIMORE
WASHINGTON
ATLANTIC CITY
MICHIGAN
INDIANA
OHIO
PENNSYLVANIA
NEW JERSEY
ONTARIO
LAKE ERIE
LAKE ONTARIO
LAKE MICHIGAN
LAKE HURON
ADIRONDACK MTS.
CATSKILL MTS.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due, *Stocks*—Last Dividend.
New York Central & Hudson River—Continued—								
N. Y. C. & H., 1st mort....	$30,000,000 / £2,000,000 coupon or reg.	840 / 840	1873 / 1873	$1,000 / 1,000	$30,000,000 / 9,733,333	7 / 6 g.	J. & J. / J. & J.	N. Y., Gr. Cent. Station. / do do	Jan. 1, 1903 / Jan. 1, 1903
Debt certif's (N. Y. Central), gold, ext. in '93..c&r		....	1853	500 &c.	6,450,000	4 g.	M. & N.	London, Union Bank.	May 1, 1905
Debentures, 1884, mort. priv., non-convert...c&r		....	1884	1,000&c	10,000,000	5	M. & S.	N. Y., Gr. Cent. Station.	Sept. 1, 1904
Debentures, 1889, conv., no mort. privilege..c&r		....	1889	1,000&c	1,000,000	5	M. & S.	do do	Sept. 1, 1904
Debentures, $15,000,000, gold, s. f. not dr'n..c&r		....	1890	1,000&c	See text.	4 g.	J. & D.	do do	June 1, 1905
N. Y. Chicago & St. Louis—Common stock		....	....	100	14,000,000	....	.....	.....	.....
2d preferred (5 per cent, non-cumulative)		....	....	100	11,000,000	....	.....	.....	.....
1st preferred (5 per cent non-cumulative)		....	....	100	5,000,000	See text.	.....	N. Y., Gr. Cent. Station.	Mch. 1, 1893
1st mortgage gold, sinking fund not drawn.....c*		513	1887	1,000	19,525,000	4 g.	A. & O.	N. Y., Union Trust Co.	Oct. 1, 1937
N. Y. Elevated—See Manhattan Elevated.									
N. Y. & Greenwood Lake—Prior lien M., $500,000..		40	1892	1,000	250,000	5	.....	New York.	1942
1st and 2d mort., income		40	1878	100 &c.	2,700,000	6	F. & A.	None paid.	Nov. 30, 1908
N. Y. & Harlem—Com. and pref. stock, 8 p.c., N.Y.C.		160	....	50	10,000,000	See text.	J. & J.	N. Y., Gr. Cent. Station.	July 1, 1893
Consolidated mortgage, coupon or registered..c*		136	1872	1,000	12,000,000	7	M. & N.	do do	May 1, 1900
N. Y. Lackawanna & Western—Stock, guar. 5 p. ct.		214	....	100	10,000,000	5 per an.	Q.—J.	N. Y., by Del. Lack. & W.	Oct. 2, 1893
1st mortgage, guar. by Delaware Lack. & West.c*		200	1880	1,000	12,000,000	6	J. & J.	do do	Jan. 1, 1921
2d mortgage, guar. by Delaware Lack. & West.c*		200	1883	1,000	5,000,000	5	F. & A.	do do	Aug. 1, 1923
Terminal Improv. M., (for $5,000,000) gu. p. & i..		1	1890	1,000	4,350,000	4	M. & N.	do do	May 1, 1923
New York Lake Erie & Western—Stock, common....		....	....	100	77,427,000	....	.....	.....	.....
Preferred stock, not cumulative		....	....	100	8,536,600	3	.....	N. Y., 21 Cortlandt St.	Jan. 15, 1892
N.Y. & E. 1st M., Piermont to Dunkirk, N.Y., ext.c*		446	1847	1,000	2,482,000	7	M. & N.	do do	May 1, 1897
2d mortgage, (extended in 1879) gold.... ....c*		446	1879	1,000	2,149,000	5 g.	M. & S.	.....	Sept. 1, 1919
3d mortgage, (extended in 1883) gold.... ....c*		446	1853	1,000	4,617,000	4½g.	M. & S.	.....	Mch. 1, 1923
4th mortgage, (extended in 1880) gold. .....c*		465	1857	1,000	2,926,000	5 g.	A. & O.	N. Y., 21 Cortlandt St.	Oct. 1, 1920
5th mortgage (extended in 1888), gold.....c*		465	1858	500 &c.	709,500	4 g.	J. & D.	do do	June 1, 1928
Erie R'y, 1st M., Buff. Br. Hornellsv. to Attica, g.c*		60	1861	100 &c.	182,600	4 g.	J. & J.	do do	July 1, 1921
1st consolidated mortgage, gold, $ & £.....c*		526	1870	1,000	16,891,000	7 g.	M. & S.	.....	Sept. 1, 1920

New York Central & Hudson River.—(Concluded.)—

RR. (which see) in 1890 for 999 years. The Mohawk & Malone, Carthage & Adirondack and Gouverneur & Oswegatchie [see each company] with a total mileage of 235 miles were leased in April, 1893, and certain of their securities were guaranteed. It was also proposed to acquire the N. Y. & Northern—which see. V. 56, p. 501.

Capital Stock.—Stockholders voted April 19, 1893, to increase the capital stock from $89,428,300 to $100,000,000 for improvements; $8,942,800 of the new stock was offered to stockholders of June 15 at par, payment to be made 50 p. c. July 1, 1893, 25 p. c. Jan. 2, 1894, and 25 p. c. July 2, 1894. See V. 56, p. 463, 501. Dividends on stock registered in London are payable in gold at 49½d. to dollar.

Dividends.—From 1869 to 1884, inclusive, 8 per cent per annum; in 1885, 3½ per cent. From 1886 to 1889, inclusive, 4 yearly; in 1890, 4½; in 1891, 4½; in 1892, January, 1½; April, 1¼; July 1¼; October, 1¼; in 1893, January, 1¼; April, 1¼; July, 1¼ per cent (quarterly.)

Bonds.—Of the $11,000,000 5 *per cent debentures* due 1904, $1,000,000 registered bonds, dated in 1889, have no mortgage privilege, but have a stock conversion privilege, which debentures of 1884 have not.

In June, 1890, $15,000,000 *debenture 4 per cents* were authorized for improvements. They are to be included in any new mortgage, and have a sinking fund of $300,000 yearly—no drawings. The N. Y. Stock Exchange in June, 1893, reported $11,550,000 of these bonds outstanding, but the company's comptroller stated only $10,894,000 to have been issued.

The debt certificates due May 1, 1893, were extended for twelve years at 4 per cent, interest and principal payable in gold.

Guaranties.—Under the lease of the West Shore RR. $50,000,000 of 4 per cents were guaranteed and $10,000,000 West Shore stock taken as consideration. Four per cent per annum is guaranteed on the stock and bonds of the Beech Creek—see that company—and in 1891 the debt of the Rome Watertown & Ogdensburg was assumed, under the lease, and 5 per cent yearly guaranteed on its stock—see that company. Gouverneur & Oswegatchie bonds for $300,000 are also guaranteed. In April, 1893, voted to guarantee $2,500,000 Mohawk & Malone 4 per cents and $1,600,000 Carthage & Adirondack 4s. See each company and V. 56, p. 501.

General Finances.—In May, 1892, an additional issue of $3,000,000 of 4 per cent debentures was made. A new four-track bridge over the Harlem River is to be constructed 24 feet higher than the present bridge at an outlay of between $3,000,000 and $4,000,000. See V. 54, p. 560. The floating debt incurred for improvements, equipment, etc., will be funded by issue of stock or bonds.

Annual Report.—Fiscal year ends June 30. Report for 1892-93 was in Chronicle V. 57, p. 509. The figures below include the Rome Watertown & Ogdensburg after March 15, 1891.

Year end. June 30.	1891.	1892.	1893.
Gross earnings	$37,902,114	$45,478,625	$46,936,693
Oper. exp., includ. taxes...	25,370,852	31,139,113	32,291,877
Net earnings	$12,531,262	$14,339,512	$14,644,816
P. c. of oper. exp. to earns.	(66·94)	(68·47)	(68·80)
Reb. State t'x prior y'rs	88,740	77,351	227,423
Total net income....	$12,620,002	$14,416,863	$14,872,239
Rentals paid	$4,452,100	$5,303,704	$5,391,137
Interest on debt	3,854,968	3,987,818	4,179,595
Taxes on earn. & cap. st'k	274,896	214,359	214,898
Reserved for deb'tures.	300,000	300,000	300,000
Dividends	(4)3,577,132	(5) 4,471,415	(5) 4,471,415
Miscellaneous	72,222	6,245	26,318
Balance	sur.$88,684	sur.$133,322	sur.$288,877

—(V. 55, p. 6, 21, 255, **439, 459**. 544, 639, 765, 810, 857, 1110; V. 56, p. 83, 206, 463, 501, 668, 700, 753; V. 57, p. 22, **509**.)

New York Chicago & St. Louis.—*(See Map of New York Central & Hudson River.)*—Owns from Buffalo, N. Y., to Illinois State Line, 512 miles; leases in Buffalo, 1½ miles; State Line to Chicago, 9 miles; Dunkirk to Silver Creek, 8 miles; total, 531 miles; second track, 8 miles.

History.—The former *Railway* Company was formed in 1881 and became known as the "Nickel Plate." Sale in foreclosure took place May 19, 1887, and the present company was formed in September, 1887.

Stock.—Lake Shore & Michigan Southern owns $6,240,000 common, $6,275,000 2d preferred and $2,503,000 1st preferred stock.

Dividends.—On first preferrred: In 1891, March, 3½ per cent; in 1892, March, 3 per cent; in 1893, March, 3 per cent.

Bonds.—A sinking fund of $100,000 per year is provided when net earnings are $900,000 or upwards, if bonds can be bought at or below 102; if not, the sinking fund lapses for that year, thus leaving $100,000 more for dividends. The original issue of bonds was $20,000,000, and it has been reduced to present amount by the sinking fund purchases. See abstract of mortgage (Central Trust Company of New York, trustee), V. 45, p. 541. Gold car trusts for $600,000 bearing 5 per cent interest were issued in 1892, $60,000 being payable Sept. 1 yearly from 1893 o 1902, both inclusive.

Latest Earnings.—For 6 months ending June 30 earnings were:

6 *mos.*	*Gross.*	*Net.*	*Other inc.*	*Charges.*	*Bal., surp.*
1893.....	$3,144,826	$585,004	$4,451	$565,208	$24,247
1892.....	3,055,116	531,131	5,841	518,431	18,541

Annual Report.—Report for year 1892 was in V. 56, p. 791.

Year end. Dec. 31—	1889.	1890.	1891.	1892.
Gross earnings	$5,090,329	$5,820,306	$6,171,088	$6,467,165
Oper. expen. & taxes.	4,003,544	4,678,251	5,056,082	5,375,162
Net earnings	$1,086,785	$1,142,054	$1,115,006	$1,092,003
Net, inc. other income	$1,092,175	$1,154,828	$1,128,574	$1,102,209
Interest paid	$791,680	$784,570	$780,422	$791,059
Principal equip. trust	.....	.....	.....	20,000
Rentals	81,139	87,685	90,551	91,320
Sinking fund	99,954	93,748	99,940	48,794
Div. on 1st pref	.....	(3½)175,000	(3) 150,000	(3) 150,000
Balance, surplus.	$119,402	$13,826	$7,667	$1,036

—(V. 54, p. 329, 800, **885**; V. 55, p. 895; V. 56, p. 290, **791**; V. 57, p. 256.)

New York & Greenwood Lake.—Owns from Jersey City, N. J., to Greenwood Lake, 41 miles, and branches to Ringwood, etc., 7 miles; operates Watchung Ry., Woodside to Orange, N. J., 4 miles, and the Arlington Ry., 1 mile; total, 53 miles. The New York Lake Erie & Western and Cooper, Hewitt & Co. control the property. Stock, $100,000; outstanding, $75,000; par $100. The holders of the second mortgage of $1,800,000 have the right to pay off the first mortgage incomes of $900,000 at 105. Floating debt Jan. 1, 1893, $187,170.

Earnings.—Gross earnings in 1892, $351,862; net, $60,492; interest, etc., $44,851; balance, surplus, for year, $15,639.

New York & Harlem.—Owns from New York City to Chatham, N. Y., 127 miles. From Chatham to Albany, 23 miles, the Boston & Albany Railroad is used. This company owns the Fourth Avenue street railroad. The property (except the horse railroad) was leased April 1, 1873, for 401 years to the N. Y. Cent. & Hudson at 8 per cent dividends on the stock and the interest on the bonds. The preferred stock is $1,355,650; balance, common. Both stocks in addition to the 8 per cent guaranteed by the N. Y. Central have received dividends out of the earnings of the Fourth Avenue horse railroad, annually in April, as follows: From 1882 to 1889, inclusive, 2 per cent yearly; in 1890, 1891, 1892 and 1893, 2½ per cent. In year 1892-93 horse railroad showed $81,100 surplus over 2½ per cent dividends. Railroad operations included in New York Central. (V. 51, p. 494; V. 55, p. **372**; V. 57, p. 467.)

New York Lackawanna & Western.—*(See Map of Delaware Lackawanna & Western.)*—From Binghamton to Buffalo and International Bridge and branches, 214 miles; Delaware Lackawanna & Western has a lease for 99 years, giving a guaranty of the bonds and 5 per cent yearly on the stock, the guaranty being endorsed on the bonds and stock certificates. Due the lessee July 1, 1892, $692,866. In year 1892 gross, $8,728,356, against $8,097,284 in 1891; net, $4,189,379, against $4,064,637 in 1891.

New York Lake Erie & Western.—Main line Jersey City to Dunkirk, N. Y., 460 miles, with branches 643 miles; total 1,102 miles, made up as follows:

Lines owned.	*Miles.*	*Lines leased (continued).*	*Miles.*
Piermont, N. Y., to Dunkirk..	446	Buffalo New York & Erie RR*	140
Branches to Attica, etc.....	105	Suspen. Bridge & Erie J. RR*.	24
Lines leased. (*See these companies.)		Rochester & Genesee Val. RR*	18
		Buffalo & Southwestern RR*..	66
Jersey City to Sufferns, N. Y. (several small roads).....	31	Northern of New Jersey RR*..	26
Jeff-rson RR*.....	45	Sundry short lines.....	175
Buffalo Bradford & Pitts. RR*	26	Total N. Y. L. E. & W.....	1,103

Also leases New York Pennsylvania & Ohio and branches, 596 miles, and owns the entire stock of the Chicago & Erie, owning from Marion, O., to Hammond, Ind., 249 miles, and leasing trackage over the Chicago & Western Indiana, 20 miles, to Chicago, making grand total Oct. 1, 1892, 1,968 miles.

History, &c.—The New York & Erie Railroad was chartered April 24, 1832, and opened to Dunkirk April 22, 1851. Reorganized as Erie Railway Company in 1861, and sold under the second consolidated mortgage in 1878; reorganized as at present June 1, 1878.

On July 25, 1893, John King and J. G. McCullough were appointed receivers the state of the money market having made it impossible to renew the floating debt—see floating debt below and V. 57, p. 164, 179.

In 1890 on reorganization of the Chic. & Atlantic (now Chic. & Erie), there were issued $12,000,000 4-5 per cent 1st mortgage bonds, interest on which is guaranteed. Erie holds $4,500,000 C. & E. incomes and all the $100,000 stock. See Chronicle, V. 50, p. 621, 752; V. 51, p. 911.

In September, 1893, rental of N. Y. P. & O. was overdue, and that company brought suit to compel payment. V. 57, p. 511.

Capital Stock.—Preferred stock has a prior right to 6 per cent (non-cumulative) from the net profits, "as declared by the board of directors," but the U. S. Supreme Court held in 1886 that this stock has no legal right to claim a dividend, though net earnings are sufficient.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
New York Lake Erie & Western—(Continued.)—								
N. Y. L. E. & West. funded coupon bonds, gold..c*	526	1878	$500&c.	$3,705,977	7 g.	M. & S.	New York and London.	Sept. 1, 1920
1st lien mort., gold, sink. fund (not drawn)...c*	534	1878	1,000	2,500,000	6 g.	M. & N.	do do	Dec. 1, 1908
2d consol. and funded coupon bonds, gold....c*	....	1878	500 &c.	33,597,400	6 g.	J. & D.	N. Y., Drexel, Morgan.	Dec. 1, 1969
Collat. trust bonds, s. f. drawn at 110, gold..c*	....	1882	1,000	3,344,000	6 g.	M. & N.	N. Y., 21 Cortlandt St.	Nov. 1, 1922
Funded coupon bonds, gold (red. at 105).....c*	....	1885	1,000	4,031,400	5 g.	J. & D.	do do	Dec. 1, 1969
Income bonds (non-cumulative).....	....	1878	300 &c.	508,008	6	.....	Paid 6 p.c. Jan. 15, 1893	June 1, 1977
Old car trusts, ser. B. to G. incl., part pd. ann c*	....	....	1,000	3,794,000	....	Various	N. Y., 21 Cortlandt St.	1900, '02, '05
New car and engine trusts	....	....	....	1,730,168	(†)	....	do do	By Aug., 1898
N. Y. Car trust, 1888, ser. A. (guar. by D. & H.)..	....	1888	1,000		5	J. & J.	do do	$63,000 Jan. 1
Long Dock Co. cons. M., g. (now 1st M.) (see text).	....	1885	1,000	7,500,000	6 g.	A. & O.	N. Y., Drexel, Morgan.	Oct. 1, 1935
Newburg & N. Y. 1st mort., extended in 1889..c*	12	1868	1,000	250,000	5	J. & J.	N. Y., 21 Cortlandt St.	Jan. 1, 1929
N. Y. L. E. & W. C. & RR. 1st M., gu. p. & i.(end.)c*	....	1882	1,000	3,000,000	6	M. & N.	do do	May 1, 1922
N.Y.L.E. & W. D & I. Co. 1st M., see V. 56, p. 82.c*	....	1883	1,000	4,000,000	6	J. & J.	do do	July 1, 1913
N. Y. & Long Branch—SEE CENTRAL OF N. J.								
N. Y. & N. England—Stock ($20,000,000 authoriz'd)	....	....	100	19,809,000	....	.....	.....	.....
Preferred stock, 7 per cent cumulative.....	....	....	100	3,817,600	See text.	M. & N.	Boston, Of., 244 Fed'l St.	Nov. 2, 1891
1st mortgage ($6,000,000 are 7s)..... c*	321	1876	1,000	10,000,000	6 & 7	J. & J.	Boston, S. Dep. & Tr. Co.	Jan. 1, 1905
2d mortgage ($998,000 were 5s till Feb.,'92).c*&r	321	1882	1,000	5,000,000	6	F. & A.	Boston, 180 Sumner St.	Aug. 1, 1902
Consolidated mortgage for $25,000,000, gold....	....	1892	1,000	(!)	5 g.	J. & D.	.....	June 1, 1942
Boston Terminal 1st mortgage for $1,500,000.c*	....	1889	....	1,386,000	4	A. & O.	Boston, 180 Sumner St.	Apr. 1, 1939
Real estate mort. note, Curtis's Wharf (see text)	....	....	....	60,000	4½	F. & A.	.....	(?)
Due on purchase Piper's Wharf.....	....	....	....	200,000	5½	Mt'hly.	Boston.	Mch. 1, 1893
Mortgage notes on land at Springfield & Hartford	....	....	....	34,300	.....	.....	.....	.....
Notes securing equipment lease (see text)..... c	....	1890	1,000	410,910	6	F. & A.	Boston, Old Colony Tr. Co	Aug., '93 to '97
N. Y. N. Eng. & Northern—Com. stock, $2,000,000.	....	....	100	.....	....	.....	.....	.....
do Pref. 5 per cent non cum., $1,000,000.	....	....	100	.....	....	.....	.....	.....

DIVIDENDS on preferred stock from 1882 to 1884, 6 per cent—none afterwards till Jan. 15, 1892, when 3 per cent was paid; none since.

BONDS.—The first lien bonds of 1878 have a sinking fund of $100,000 yearly and might be called for payment, but the company "has decided that redemption shall be by purchase only."

The *first consolidated funded coupon bonds* are secured by lien of consolidated mortgage. On the *second consolidated mortgage* (Farmers' Loan & Trust Company, trustee) no foreclosure can take place till six successive coupons are in default, but all of one coupon must be paid before any part of a subsequent coupon is paid. The *collateral trust* bonds of 1882 (the United States Trust Company, trustee, see V. 38, p. 509), are redeemable at 110 on three months' notice. The *second consolidated funded coupon bonds* of 1885 were issued to fund three past-due coupons and the coupon of June, 1886, the coupons being deposited as security. These bonds are subject to call at 105 and interest.

The *Long Dock* consols of 1885 by their terms are redeemable any time at 110, but only from sale of land not necessary for company's use. No land has ever been sold. The bonds cover the Bergen tunnel, 577 acres of land, and land under water, docks, terminals, etc. The Long Dock stock of $800,000 is all owned by the Erie, which leases the property till Nov. 16, 1935, at $480,000 per annum, payable monthly in gold, and also pays taxes, rentals, cost of maintenance, etc.

The *N. Y. Lake Erie & W. Coal & RR.* bonds are guaranteed, principal and interest (by endorsement on bonds), the property being leased to Erie till July 1, 1925, at a rental equal to interest. See V. 51, p. 752 and description of property in V. 52, p. 642.

Of the $4,000,000 *Dock & Improvement* Company's bonds, $604,000 are deposited under Erie's collateral trust of 1882. See V. 56, p. 82.

On Oct. 1, 1892, the *new car trusts* amounted to $1,248,703, the new engine trust to $481,465, and old car trusts, $3,794,000. V. 55, p. 940.

The N. Y. L. E. & W. Coal & RR. Company's bonds were described in V. 52, p. 64... See also above under "Organization, Leases, etc."

FLOATING DEBT.—General balance sheets of March 31 and June 30, 1893, were in V. 57, p. 341. The current liabilities and assets as reported June 30, 1893, to N. Y. State RR. Commissioners, were:

Current Liabilities, Etc.		*Assets.*	
Loans and bills payable	$4,456,897	Cash	$318,047
Interest due	112,696	Due by agts. (traffic)	1,074,195
Interest accrued	900,443	Due by other traffic	704,761
Due for supplies	1,781,368	Due on open acct. not traffic	1,097,967
Pay-rolls for June	1,126,499	Bills receivable	57,742
Due on acct. of traffic	604,448	Supplies on hand	763,024
Due cos. on open acct	241,203	Contingent, etc., assets—see below.	
Rentals of le'se'd lines, etc.	959,363		
Total	$10,182,917	Total	$4,015,736

There were also the following assets, mostly contingent or deferred: Securities of other companies, $3,724,294; due from N. Y. L. E. & W. Coal & RR. Co., $1,552,791; Chicago & Erie, $1,003,765; advances to other companies, $1,646,292; Erie coal companies, $1,831,511; construction of branch lines, $1,181,063.

LATEST EARNINGS.—For the first 9 months of the fiscal year, the results were as follows:

	Nine months. 1891-92.	1892-93.
Gross earnings	$22,992,934	$22,369,230
Net earnings	7,675,148	7,763,961
Proportion due leased lines	1,925,890	1,974,899
Balance	$5,749,258	$5,789,062
Other income	751,042	807,603
Total	$6,500,300	$6,596,665
Deduct interest, taxes, etc	5,897,536	5,959,683
Surplus	$602,764	$636,982

ANNUAL REPORT.—Fiscal year ends September 30. Annual meeting is held on last Tuesday in November. The annual report for the year 1891-92 was published in the CHRONICLE, V. 55, p. 920, 937, 939. The gross earnings include the N. Y. Penn. & Ohio and all the leased lines.

Year ending Sept. 30.	1890.	1891.	1892.
Miles operated Sept. 30	1,638	1,698	1,968
Total gross earnings	$29,068,935	$30,090,699	$31,261,784
Proportion paid leased lines	2,614,101	2,587,066	2,628,043
Leaving as gross revenue	$26,454,834	$27,503,633	$28,633,741
Total operating expenses	19,505,951	20,243,936	21,466,784
Net earnings	$6,948,883	$7,259,697	$7,166,957
P. c. oper. exp. to *total gross* earn's.	67·1024	67·2763	68·6678

PROFIT AND LOSS STATEMENT.

Year ending Sept. 30—	1890.	1891.	1892.
Net earnings	$6,948,883	$7,259,697	$7,166,957
Pavonia ferries earnings	360,557	385,094	398,566
Interest on securities	454,589	385,641	310,557
Other credit items	274,870	269,298	431,718
Total credits	$8,038,899	$8,299,730	$8,307,798
Year ending Sept. 30—	1890.	1891.	1892.
Pavonia ferries—expenses	$341,627	$323,962	$327,922
Interest on funded debt	4,693,021	4,688,880	4,680,781
Interest on loans	164,750	114,592	176,803
Interest on mortgages, &c	62,032	25,590	9,275
Interest on equipment	319,488	294,438	303,836
Rentals of leased lines	1,220,884	1,518,086	1,609,673
Taxes	119,875	120,239	128,478
Claims of prior years	55,692	51,955	89,375
Other debit items	201,275	156,610	248,396
Balance, surplus	$860,254	$1,005,378	$733,259

—(V. 54, p. 288, 761, 846; V. 55, p. 161, 337, **920, 937, 938, 939,** 1036; V. 56, p. 247, 793; V. 57, p. 164, 179, 298, 341, 342, 511.)

New York & New England.—Road extends as follows:

Lines Owned.	*Miles.*	*Leased. (*See separate statement.)*	
Boston, Mass., to Hopewell Junction, N. Y.	215	*Norwich & Worcester RR.	66
[Junction to Wicopee trackage]		Rhode Island & Mass. RR.	14
Wicopee to Fishkill Landing	2	Rockville RR.	4
Providence to Willimantic	58	B. & A. RR., in Springfield	1
Newton to Woonsocket, R. I.	29	Milford & Woonsocket, etc.	20
East Thompson to Southbridge	17	*Providence & Springfield RR.	28
East Hartfort, Ct., to Springf'd	27	Woonsocket & Pascoag RR.	10
Other lines	12	*Meriden Waterbury & Connecticut River	30
Total main track owned	360	Total leased lines operated	173

The company has trackage from Hopewell Junction to Wicopee Junction, 12 miles, and in Providence to station 1-10 miles, making total miles operated Jan. 1, 1893, 545 miles.

Its trains are also hauled by New London Northern RR. Co. from Norwich to New London, 13 miles. Company controls, through lease of N. & W. the Norwich & New York Transportation Co.'s line of steamers between Norwich, New London and New York, 125 miles.

ORGANIZATION.—Successor in 1873 to Boston Hartford & Erie RR., which became insolvent. From Jan. 1, 1884, to Jan. 1, 1886, in hands of a receiver. In March, 1893, Mr. McLeod became President. In July, 1893, the N. Y. New England & Northern RR. Co. was organized by Mr. McLeod and others to build an extension from Brewsters, N. Y., to neighborhood of N. Y. City, 50 miles. V. 57, p. 179 and 511.

CAPITAL STOCK.—The preferred is 7 per cent cumulative, but without interest. In 1892, $400,000 preferred stock was sold and in 1893 $112,600 more.

DIVIDENDS.—On pref. from 1886, when issued, to Nov., 1891, both incl., 7 p. c. yearly. Dividend May 2, 1892, was enjoined. V. 54, p. 964

BONDS, ETC.—Stock is reserved for $191,000 convertible Boston Hart & Erie Berdell bonds. Of the 2d mortgage bonds $998,000 bore 5 per cent interest to Feb. 1892—for balance of term they bear 6 per cent.

In March, 1892, the stockholders voted to issue a consolidated mortgage. There is some opposition thereto, and the question of its legality is pending. V. 56, p. 83, 127, 622, 700, 887.

Equipment notes mature Aug. 1, 1893, to Aug. 1, 1894, $25,000 yearly; Aug. 1, 1895 and 1896, $100,000 yearly; Aug. 1, 1897, $160,000.

FLOATING DEBT.—On June 30, 1893, loans and bills payable were $415,991, against $414,818 June 30, 1892.

LEASED LINES.—Company guarantees $750,000 Providence & Springfield 5 per cents, and also under terms of leases pays rental equal to interest and dividends on following bonds and stocks: Meriden Waterbury & Connecticut 5s, $450,000; Norwich & Worcester 8 per cent stock, $2,640,300 and 6 per cent bonds, $400,000; Prov. & Springfield 6 per cent stock, $517,450; Woonsocket & Pascoag 5 per cent stock, $200,000, and 5 per cent bonds, $100,000. See statement for each.

GENERAL FINANCES.—On March 14, 1893, stockholders voted to build the Suburban RR. and to guarantee its bonds; also to purchase at foreclosure sale the Curtis wharf, an $80,000 5 per cent mortgage on which has been foreclosed, and to issue balance of terminal bonds thereon. V. 56, p. 464, 793.

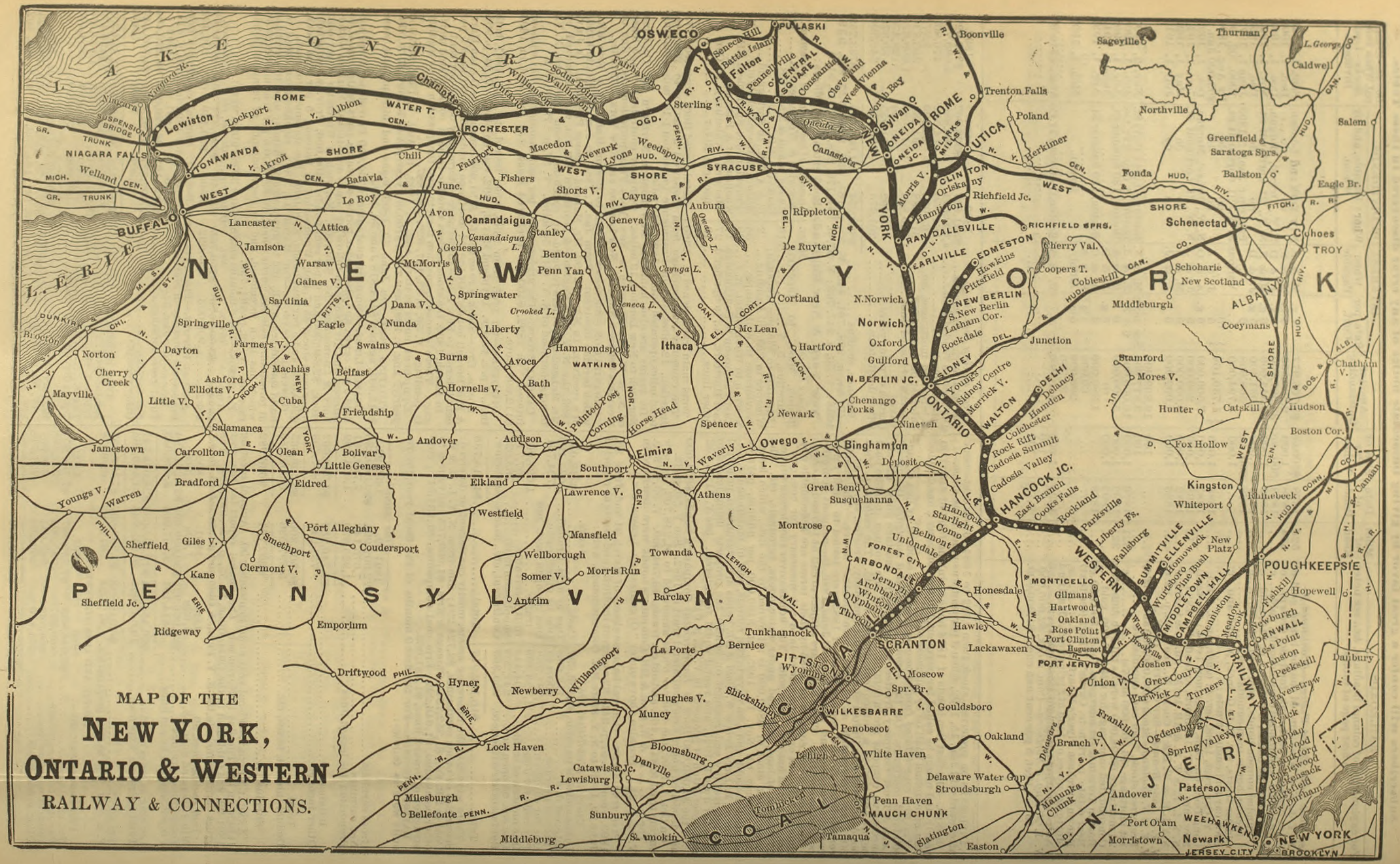
EARNINGS.—For 6 months ending June 30 earnings were:

6 mos.	*Gross.*	*Net.*	*Other inc.*	*Interest, etc*	*Balance.*
1893	$3,098,570	$756,765	$3,340	$944,374	def. $184,269
1892	3,906,003	633,992	2,665	929,149	def. 292,492

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting in Boston second Tuesday in March. Annual report for 1891 in V. 56, p. 411.

Year ending Dec. 31—	1890.	1891.	1892.
Total gross earnings	$6,029,125	$6,229,030	$6,220,494
Net earnings	$2,007,857	$1,915,684	$1,808,347
Other receipts	9,301	7,204	5,354
Total income	$2,017,158	$1,922,888	$1,813,701
Rentals paid	$410,793	$460,240	$476,479
Interest, etc	1,043,384	1,116,056	1,143,250
Taxes	283,800	264,764	254,403
7 p. c. div. on pref. stock	189,000	210,000	.....
Balance, surplus	$90,187	def. $128,172	df. $60,43

—(V. 55, p. 21, 106, 177, 256, 331, 337, 373, 419, 504, 639, 704, 723, 806, 895, 935, 938, 996; V. 56, p. 83, 127, 164, 206, 331, 411, 464, 502, 538, 578, 622, 700, 793, 887; V. 57, p. 299, 511.)


MAP OF THE
NEW YORK,
ONTARIO & WESTERN
RAILWAY & CONNECTIONS.
L. ONTARIO
L. ERIE
NEW YORK
PENNSYLVANIA
NEW JERSEY
COAL
OSWEGO
PULASKI
ROME
UTICA
ROCHESTER
BUFFALO
LEWISTON
NIAGARA FALLS
SYRACUSE
Canandaigua
Canandaigua L.
Cayuga L.
Seneca L.
Crooked L.
Oneida L.
Otsego L.
Ithaca
Elmira
Binghamton
Owego
Corning
Watkins
Oneonta
Norwich
Cortland
Auburn
Geneva
Canastota
Oneida
Sylvan Q.
Rome
Clinton
Orlskany
Richfield Jc.
Richfield Sprs.
Schenectady
Cohoes
Troy
Albany
Hudson
Catskill
Kingston
Poughkeepsie
Newburgh
Middletown
Port Jervis
Monticello
Honesdale
Scranton
Pittston
Wilkesbarre
Mauch Chunk
Easton
Phillipsburg
Jersey City
Brooklyn
Delaware Water Gap
Stroudsburg
Hawley
Lackawaxen
Tunkhannock
Towanda
Montrose
Great Bend
Susquehanna
Deposit
Hancock
Hancock Jc.
Starlight
Como
Belmont
Uniondale
Forest City
Carbondale
Jermyn
Archbald
Winton
Olyphant
Throop
Dunmore
Pittston
Wyoming
Shickshinny
Nanticoke
Plymouth
Wilkesbarre
Penobscot
Kingston
Luzerne
Pittston
Moscow
Spr. Br.
Gouldsboro
Oakland
White Haven
Penn Haven
Mauch Chunk
Tamaqua
Slatington
Lehigh
Lehigh Val.
Lehigh Val. R.R.
Delaware & Hudson
Erie
Erie R.R.
Penn. R.R.
Penn.
Penn. Coal
Penn. Coal Co.
Penn. Div.
Penn. Lines
Penn. R.R.
Penn. Yan
Penn Yan
Penn Haven
Penn. Coal
Penn. Coal Co.
Penn. Div.
Penn. Lines
Penn. R.R.
Penn.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of table.	Miles of Road.	Date of Bonds	Size, or Par Value	Amount Outstanding	INTEREST OR DIVIDENDS Rate per Cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
New York New Haven & Hartford—Stock. See text.	....	....	$100	$36,032,900	See text.	Q.—J.	New Haven, Co.'s Office.	Oct. 2, 1893
1st mortgage (for $5,000,000)..... r	123	1883	1,000&c	2,000,000	4	J. & D.	N. Y., Chem'al Nat. Bk.	June 1, 1903
Debentures ($15,000,000) exch. for stock in 1903.	....	1893	100 &c.	See text.	4	A. & O.	New York.	See text.
BONDS OF PROPRIETARY, ETC., LINES:								
Bos. & N.Y. Air L. 1st M., N. H. to Williman., Ct.c*	50	1880	1,000	500,000	5	F. & A.	N.Y., Lincoln Nat. Bank	Aug. 1, 1905
Danbury & Norwalk con. M. ($100,000 are 6s) .c*	36	1880	1,000	500,000	5 & 6	J. & J.	New Haven, Conn.	July 1, 1920
Genl. M., Danbury, Conn., to Wilson Point, &c.c*	36	1883	100	150,000	5	A. & O.	do do	Apr. 1, 1925
Harlem & Portchester 1st mort. guar .....c&r	12	1873	1,000	2,000,000	6 & 7	A. & O.	N. Y., Chem'al Nat. Bk.	Oct., 1903
2d mortgage, guar. (See V. 56, p. 813).....c&r	12	1881	1,000	1,000,000	4	J. & D.	do do	June 1, 1911
Housatonic old consolidated mortgage.....	74	1880	500 &c.	100,000	4	A. & O.	New Haven, Conn.	Apr. 1, 1910
Danbury Branch bonds, subject to call.....	....	1882	....	61,000	5	A. & O.	do do	Oct. 1, 1912
New consol. mortgage (for $3,000,000) gold...c*	80	1887	1,000	2,839,000	5 g.	M. & N.	N. Y., Farm. L. & Tr. Co.	Nov. 1, 1937
Naugatuck 1st M., Nauga. Junc. to Winsted, Ct.r	55	1883	1,000&c	150,000	4	J. & D.	New Haven, Ct., Treas.	June 1, 1913
New Haven & Derby 2d mort. (now 1st).....c*	13	1870	500 &c.	225,000	7	F. & A.	New Haven, Conn.	Feb. 1, 1900
Consol. mort for $800,000.....c*	13	1888	1,000	575,000	5	M. & N.	do do	May 1, 1918
Mortgage on Huntington Branch.....	4	1888	....	71,900	6	F. & A.	do do	Feb. 1, 1900
Funded coupon certificates.....	....	1888	1,000	480,000	6	F. & A.	do do	Feb. 1, 1900
Real Estate Certificates.....	....	1888	....	225,000	6	F. & A.	do do	Feb. 1, 1900
N. Hav. & North. 1st M., N. H. to Conway J., Mass.c*	92	1869	1,000	1,300,000	7	J. & J.	N.Hav., N. Tradesm'sBk	Jan., 1899
Consol. sink. fd. $15,000 per year, not drawn.c*	114	1879	1,000	1,200 000	6	A. & O.	do do	Apr. 1, 1909
Northern Extension bonds.....c*	27	1881	1,000	700,000	5	A. & O.	do do	Apr. 1, 1911
Bonds (not mortgage) convertible into stock..c*	....	1886	1,000	700.000	5	J. & J.	do do	July 1, 1896
Holy & W., leased, 1st & 2d M., ($200,000 gu.)c*	17	1870	1,000	260,000	4 & 6	A. & O.	do do	Apr.'98&1911
N. Y. Prov. & Boston 1st M., Prov. to Ston'gton.c*	50	1869	1,000	1,000,000	7	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1899
1st mortgage (Stonington to New London)....c*	12	1881	1,000	300,000	4	A. & O.	do do	Apr. 1, 1901
General mortgage for $4,000,000, gold.....c&r	62	1892	1,000	1,000,000	4 g.	A. & O.	do do	Apr. 1, 1942
Shore Line 1st M., N. Haven to N. London, Ct....	49	1880	1,000&c	200,000	4½	M. & S.	N. H., Nat. N. H. Bank.	March, 1910
N. Y. & Northern—1st mortgage, gold.....c	57	1887	1,000	1,200,000	5 g.	A. & O.	New York City.	Oct. 1, 1927
2d mortgage, gold (was income till Dec., 1891)..c	57	1887	1,000	3,200,000	4 g.	J. & D.	In default.	Dec. 1, 1927
N.Y. Ont. & W.—Con.M., now 1st, g., red. at 105 in '99.c	374	1889	$ or £	5,600,000	5 g.	J. & D.	N. Y. Office & London.	June 1, 1939
Refunding mortgage for $20,000,000, gold...c*&r	374	1892	1,000&c	6,500,000	4 g.	M. & S.	N. Y. Office, 56 Beaver.	June 1, 1992

New York New Haven & Hartford.—Owns from Woodlawn, N. Y., to Springfield, Mass., 122 miles; branches to New Britain, Middletown, New Canaan, etc., 27 miles; total owned, 149 miles; leases, and for the most part practically owns, lines running to Providence, R. I., Winsted, Conn., Turner's Falls, Mass., Willimantic, Conn., etc; also leases Providence & Worcester; total operated July 1, 1892, 644 miles, of which 22 miles had four tracks; also on Dec. 13, 1892, began operating directly the Housatonic Railway, New Haven & Derby, etc., 190 miles. In April, 1893, possession was taken of the Old Colony, adding 603 miles to the system, and affording direct connection with Boston and terminals in that city. See Old Colony.

HISTORY.—A consolidation in 1872 of the New York & New Haven and the New Haven & Hartford. The N. Y. Prov. & Boston was leased from April 1, 1892, and its stock exchanged for New Haven stock. See V. 54, p. 721, 887. The Providence Company owns a majority interest in the Providence & Stonington Steamship Line.

In October, 1892, the Housatonic Railway, the New Haven & Derby and the Danbury & Norwalk were leased for 99 years, and their stock exchanged for stock of the New Haven company on certain terms. See V. 55, p. 463, 501. In 1893 the Old Colony road was leased and its stock offered an exchange for lessee's stock—see Old Colony. In March, 1893, made an agreement with Boston & Maine. V. 56, p. 865.

CAPITAL STOCK.—Stock authorized, $100,000,000. It may be issued for improvements, buying stocks and bonds of leased roads, &c. On June 1, 1892, $5,000,000 of stock, making the total outstanding $28,375,000, was issued to retire the stock of the N. Y. Providence & Boston. In October, 1892, $799,000 more was authorized to retire the stock of the Housatonic, etc., roads, and in 1893 an additional $5,734,000 was exchangeable for stocks of the other leased lines, whose bonds are in table above. V. 55, p. 501, 810. Exchange for Old Colony stock in progress. When exchange is completed New Haven stock should be about $53,000,000.

Authority to increase the capital stock to $100,000,000 was granted by the Connecticut Legislature in February, 1893. Of the increase a considerable amount will be needed to retire Old Colony stock, etc., and $15,000,000 to take up the convertible debentures in 1903. (V. 56, p. 289, 373, 579.) See President's statement as to acquisitions in V. 56, p. 579. Stock is given as reported by N. Y. Stock Exchange July 24, 1893. Loans and bills payable June 30, 1893, $2,412,500.

DIVIDENDS.—From 1872 to October, 1893, inclusive, 10 p. c. yearly.

BONDS.—The convertible debentures of 1893 for $15,000,000 are exchangeable at option of holder "on April 1, 1903, or within 60 days thereafter, and no longer," for company's stock at par. If not then exchanged they will mature and be paid in cash April 1, 1908. The subscriptions for them were payable in instalments of 25 per cent cash on April 1, 1893, Oct. 1, 1893, April 1, 1894 and Oct. 1, 1894, respectively. The proceeds will be held as trust fund and disbursed only for completion of four tracks on N. Y. division, including Harlem River branch, for completion of two tracks between New Haven and New London, for terminals at Providence, New Haven, New York, etc., for equipment, eliminating grade crossings, etc. See V. 55, p. 1035.

Under the leases the New Haven road "assumed" the debts of the Providence and Old Colony roads. Of the Providence Co.'s $4,000,000 of general mortgage bonds $1,300,000 can be issued only to retire prior bonds at maturity. (See V. 54, p. 964.)

LEASED LINE STOCKS.—The stocks of the leased lines unexchanged on April 14, 1893, and the dividends payable thereon are shown below, the shares being all $100 each excepting Danbury & Norwalk, which are $50 each. The portion of each issue exchanged is held in the N. Y. N. H. & H. treasury. See V. 56, p. 579. The leases are for 99 years.

Stocks—	*Total issue.*	*Unexchanged.*	*Divid'd per an.*	*Divid'd period.*
Berkshire.....	$600,000	(1)	6 p. c.	Q.—J.
B. & N. Y. Air Line pref.....	3,000,000	$1,427,500	4 p. c.	A. & O.
do do common..	864,231	864,231	Pays no divid'd.	
Danbury & Norwalk.....	600,000	153,600	5 p. c.	J. & J.
Housatonic pref.....	2,891,100	638,300	1 p. c.	July.
Naugatuck.....	2,000,000	1,044,900	10 p. c.	J. & J.
N. H. & Derby (1).....	447,000	97,300	3-4	J. & J.
N. H. & Northampton (2).....	2,460,000	62,500	3-4	A. & O.
N. Y. Providence & Boston....	5,000,000	None.	10	....
Old Colony.....	13,767,600	(1)	7	Q.—J.
Shore Line (3).....	1,000,000	193,200	7¼	J. & J.
Stockbridge & Pittsfield	448,700	(1)	6	Q.—J.

(1) After July 1, 1895, pays 4 per cent. (2) After April, 1896, pays 4 per cent. (3) Generally 3¼ per cent in January, and 4 in July.

FLOATING DEBT, ETC—On Mar. 31, 1893, outstanding loans and bills payable were $2,652,500, including Housatonic, etc., floating debt. There were also Housatonic Railway rolling stock certificates due 1899, $200,000, and certificates of indebtedness, $150,000.

LATEST EARNINGS.—For 3 months ending June 30, earnings were:

3 mos.	*Gross.*	*Net.*	*Other Inc.*	*Charges.*	*Bal., sur.*
1893.....	$1,448,307	$1,287,371	$31,882	$669,975	$649,278
1892.....	3,087,846	564,429	50,531	406,148	208,812

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held third Wednesday in October. Report for 1891-92 was in V. 55, p. 418, 501. In 1891-92 $2,185,052 was spent for betterments. Figures for 1893 from report to N. Y. State RR. Commissioners.

Yr. end. June 30.	1890.	1891.	1892.	1893.
Gross earnings..	$10,749,167	$11,323,617	$11,913,701	$17,923,068
Net earnings.....	$3,369,393	$3,394,715	$3,640,690	$5,517,135
Other income....	149,383	188,365	189,238	200,585
Tot. net income	$3,518,776	$3,583,080	$3,829,928	$5,717,720
Interest paid.....	$80,000	$80,000	$80,000	} 2,719,722
Rentals	982,888	984,060	981,685	
Taxes	552,868	616,923	605,962	
Dividends (10%)..	1,705,000	1,865,000	2,103,750	2,945,535
Balance, surplus.	$198.020	$37,097	$58,531	$52,463

—(V. 54, p. 288, 542, 560, 721, 800, 924; V. 55, p. 331, **418, 463, 501,** 679, 810, 895, 1011, 1035, 1111; V. 56, p. 42, 83, 127, 164, 227, 247 263, 289, 373, 464, 579, 793, 835, 1015; V. 57, p. 469.)

New York & Northern.—Owns from 155th Street and 8th Avenue, New York City (terminus Manhattan Elevated), to Brewsters, N. Y., 54 miles; double-track branch to Yonkers, 3 miles; operates 4 miles; total, 61 miles. Sold in foreclosure August 17, 1887, and reorganized. In March, 1893, control acquired by N. Y. Central, which took possession April 1. On Dec. 31, 1892, equipment trust amounted to $149,338; loans and bills payable, $70,894; interest on funded debt due and accrued, $153,866. Foreclosure proceedings under the second mortgage were begun in August, 1893. V. 57, p. 341.

STOCK.—Common, $3,000,000; preferred 5 per cent, non-cumulative, $6,000,000; par $100. Interest on the second mortgage bonds became a fixed charge in December, 1891. On April 19, 1893, the N. Y. Central stockholders voted to lease the road of this company, or of a company organized in its stead, and to guarantee its $5,000,000 in new 4 per cent 100-year gold bonds, of which $4,000,000 to represent cost of acquiring control and $1,000,000 to be reserved for improvements. See V. 56, p. 501, 668.

LATEST EARNINGS.—From Jan. 1, 1893, to July 31, 1893 (7 months), gross $348,702, against $301,205 in 1892. From July 1, 1892, to Dec. 31, 1892 (6 months), gross $327,126, against $275,274 in 1891; net $64,255, against $53,802.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 in V. 55, p. 803, showed gross earnings $521,216; net, $83,623; deficit under interest, rentals and taxes, $67,974; paid construction account, $21,535. In 1890-91, $483,427; net, $90,417. (V. 55, p. 147, 374, 764, 803, 806; V. 55, p. 996; V. 56, p. 165, 207, 373; V. 57, p. 341.)

New York Ontario & Western.—*(See Map.)*—Owns Oswego, N. Y., to Cornwall, N. Y., 272 miles; branches to New Berlin, 22 miles; to Delhi, 17 miles; to Ellenville, 8 miles; total owned, 319 miles; leases Randallsville to Utica, 32 miles, and Clinton to Rome, 12 miles; (in perpetuity) Ontario Carbondale & Scranton Railway, Hancock, N. Y., to Scranton, Pa., 54 miles; Wharton Valley RR., 7 m.; trackage—West Shore RR., Cornwall to Weehawken, 53 miles; total operated, July 1, 1893, 477 miles.

ORGANIZATION.—The New York & Oswego Midland was sold in foreclosure Nov. 14, 1879, and this company organized. All securities of Ont. Carb. & Scranton Ry. are owned and pledged under the mortgages.

STOCK.—Stock is $58,119,982, (par, $100), of which $6,000 is old pref.

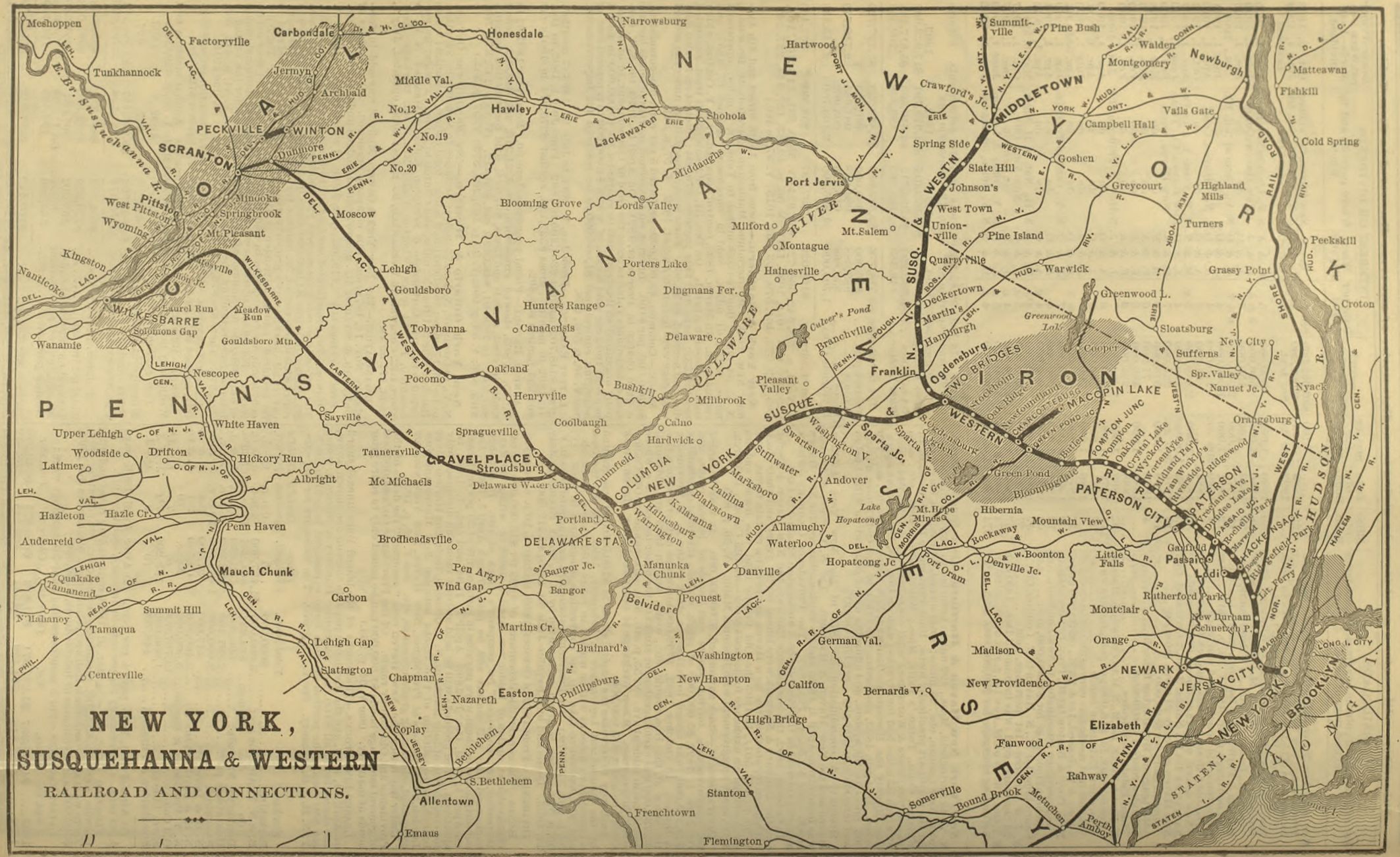
BONDS.—For *consolidated mortgage* of 1889 see abstract V. 49, p. 238. The *refunding mortgage* secures $20,000,000 of 4 per cents, of which $5,500,000 to retire $4,000,000 sixes (paid Sept. 1, '92), $7,000,000 to retire $5,600,000 consol. 5s, balance for improvements, &c. The mort. covers all the company's property, real and personal, acquired and to be acquired; mortgage trustee is The Mercantile Trust Co. The 5 per cent bonds are redeemable in and after 1899 at 105 and accrued interest. The $6,500,000 of new fours issued entails an additional charge of only $20,000 per annum, after making allowance for the saving in interest from refunding the first mortgage 6s. See V. 54, p. 444, 683, 721, 954. There are $75,000 Wharton Valley guar. 5s, due 1918.

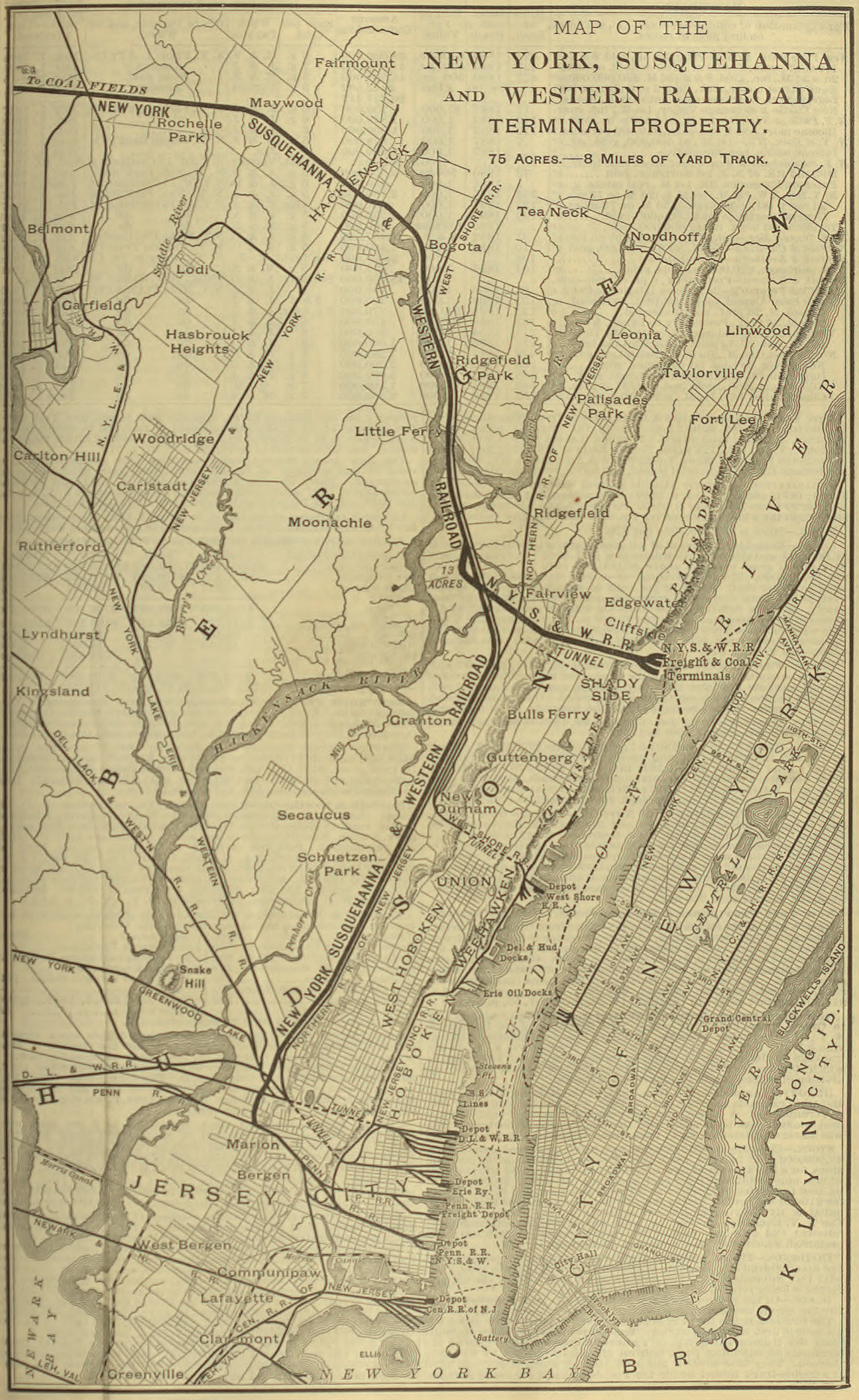
LATEST EARNINGS.—July 1 to July 31, 1893 (1 month), gross, $398,091, against $351,386 in 1892; net, $136,571, against $128,098.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting last Wednesday in September. Report for 1891-92 in V. 55, p. 529, 543.

Year ending June 30.	1891.	1892.	1893.
Miles operated (incl. trackage)	424	477	477
Gross earnings.....	$2,809,702	$3,265,417	$3,688,174
Operat'g expenses and taxes.	2,155,372	2,461,136	2,798,226
Balance, net earnings....	$654,330	$804,281	$889,948
Total net income.....	$729,330	$879,306	$965,008
Interest on mortgage bonds..	453,902	507,261	528,349
Miscell. interest and discount	5,032	*Cr.* 11,559	*Cr.* 633
Rentals paid	169,956	176,585	180,439
Balance, surplus.....	$100,440	$207,019	$256,853

—(V. 54, p. 289, 444, 597, 683, 721, 846, 954; V. 55, p. 22, 256, 374, 529, 543, 544, 552 891 V. 56 p. 290, 502; V. 57, p. 340, 341.


NEW YORK,
SUSQUEHANNA & WESTERN
RAILROAD AND CONNECTIONS.
PENNSYLVANIA
NEW YORK
NEW JERSEY
Meshoppen
Factoryville
Tunkhannock
Carbondale
D. & H. C. CO.
Honesdale
Narrowsburg
Hartwood
Summitville
Pine Bush
Middle Val.
Jermyn
Archbald
Hawley
No.12
No.19
No.20
Lackawaxen
Shohola
Crawford's Jc.
MIDDLETOWN
Montgomery
Walden
Newburgh
Matteawan
Fishkill
Vails Gate
Campbell Hall
Cold Spring
PECKVILLE
WINTON
SCRANTON
Dunmore
Spring Side
Slate Hill
Goshen
Greycourt
Highland Mills
Pittston
West Pittston
Wyoming
Minooka
Springbrook
Mt. Pleasant
Moscow
Blooming Grove
Lords Valley
Middaugh
Port Jervis
West Town
Johnson's
Milford
Mt. Salem
Montague
Union-ville
Pine Island
Turners
Peekskill
Kingston
Nanticoke
Wilkesbarre
Laurel Run
Meadow Run
Solomons Gap
Wanamie
Lehigh
Gouldsboro
Porters Lake
Hainesville
Quarryville
Warwick
Grassy Point
Gouldsboro Mtn.
Hunters Range
Dingmans Fer.
Deckertown
Martin's
Hamburgh
Greenwood L.
Croton
Tobyhanna
Canadensis
Delaware
Culver's Pond
Branchville
Sloatsburg
New City
Sufferns
Spr. Valley
Nanuet Jc.
Nyack
Nescopec
Pocomo
Oakland
Henryville
Bushkill
Millbrook
Pleasant Valley
Franklin
Ogdensburg
TWO BRIDGES
Cooper
Orangeburg
Sayville
Sprague ville
Coolbaugh
Calno
Hardwick
Upper Lehigh
White Haven
Woodside
Drifton
Hickory Run
Latimer
Tannersville
GRAVEL PLACE
Stroudsburg
Albright
Mc Michaels
Delaware Water Gap
Swartswood
Stillwater
Andover
Sparta Jc.
Green Pond
Bloomingdale
Pompton Junc
Pompton
Oakland
Crystal Lake
Wyckoff
Midland Park
Van Winkle's
Riverside
Ridgewood
PATERSON
PATERSON CITY
Hazleton
Hazle Cr.
Penn Haven
Audenreid
Brodheadsville
Portland
DELAWARE STA.
Allamuchy
Waterloo
Hopatcong
Hopatcong Jc
Mt. Hope Mines
Hibernia
Mountain View
Rockaway
Port Oram
Denville Jc.
Little Falls
Garfield
Passaic
Lodi
Mauch Chunk
Quakake
Tamanend
Summit Hill
Carbon
Pen Argyl
Wind Gap
Bangor Jc.
Bangor
Manunka Chunk
Danville
Belvidere
Pequest
Rutherford Park
Montclair
New Durham
Schuetzen P.
N. Mahanoy
Tamaqua
Martins Cr.
Brainard's
Washington
German Val.
Madison
Orange
NEWARK
Centreville
Lehigh Gap
Slatington
Chapman
Nazareth
Easton
Phillipsburg
New Hampton
Califon
Bernards V.
New Providence
JERSEY CITY
Coplay
Bethlehem
S. Bethlehem
Allentown
Emaus
Stanton
High Bridge
Elizabeth
Fanwood
Rahway
Somerville
Bound Brook
Metuchen
Perth Amboy
Frenchtown
Flemington
NEW YORK
BROOKLYN
LONG I. CITY
STATEN I.


MAP OF THE
NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD
TERMINAL PROPERTY.
75 ACRES.—8 MILES OF YARD TRACK.
To COAL FIELDS
NEW YORK
SUSQUEHANNA & WESTERN RAILROAD
HACKENSACK R. R.
WEST SHORE R.R.
NEW YORK, LAKE ERIE & WESTERN R. R.
DEL. LACK. & WEST'N R. R.
NEW YORK & GREENWOOD LAKE R. R.
N. Y. L. E. & W. R. R.
NORTHERN R. R. OF NEW JERSEY
NEW JERSEY & NEW YORK R. R.
NEW YORK, SUSQUEHANNA & WESTERN R. R.
NORTHERN R. R. OF N. J.
NEWARK & N. Y. R. R.
NEWARK BAY
HACKENSACK RIVER
HUDSON RIVER
NEW YORK BAY
EAST RIVER
BROOKLYN
LONG ISLAND CITY
NEW YORK CITY
JERSEY CITY
HOBOKEN
WEEHAWKEN
WEST HOBOKEN
UNION HILL
Fairmount
Maywood
Rochelle Park
Saddle River
Belmont
Lodi
Garfield
Hasbrouck Heights
Woodridge
Carlton Hill
Carlstadt
Rutherford
Lyndhurst
Kingsland
Moonachie
Little Ferry
Bogota
Tea Neck
Nordhoff
Ridgefield Park
Ridgefield
Leonia
Linwood
Taylorville
Palisades Park
Fort Lee
Fairview
Edgewater
Cliffside
N.Y.S.&W.R.R. Freight & Coal Terminals
SHADY SIDE
Bulls Ferry
Guttenberg
Granton
Secaucus
New Durham
Schuetzen Park
Snake Hill
Penhorn Creek
Mill Creek
Berry's Creek
13 ACRES
TUNNEL
Depot West Shore R.R.
Del. & Hud. Docks
Erie Oil Docks
Grand Central Depot
Stevens Pt.
S.S. Lines
Depot D.L. & W.R.R.
Depot Erie Ry.
Penn. R.R. Freight Depot
Depot Penn. R.R. N.Y.S.&W.
Depot Cen.R.R. of N.J.
City Hall
Battery
Brooklyn Bridge
ELLIS I.
Marion
Bergen
West Bergen
Communipaw
Lafayette
Claremont
Greenville
Morris Canal
PENN R.R.
CEN. R.R.
LEH. VAL.
D. L. & W. R.R.

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

RAILROADS For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
New York Penn. & Ohio—Prior lien M., gold, $ & £.c*	427	1880	$500&c.	$8,000,000	6 g.	M. & S.	N. Y., Farm. L. & Tr. Co.	Mch. 1, 1895
1st mort., gold, $1,000 or £200 at hold. option.c*	427	1880	500 &c.	44,339,000	7 g.	J. & J.	London.	July 1, 1905
2d & 3d M., inc., gold, $ & £ (3d M. $30,000,000)c*	427	1880	500 &c.	44,500,000	5 g.	M. & N.	None paid.	May, 1910-15
Equip. trust bonds, sink. fund 3 p. c.(dr'n at 100)	....	'88-'90	£100	£443,592	5 g.	Various	London.	1908 & 1910
Deferred int. warrants, conv. into 1st M. bonds..	....	....	....	20,297,412	....	....	....	.....
New Castle & Shenango Valley, 1st M., int. guar.	17	1887	$1,000	250,000	6 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	July 1, 1917
N. Y. Phila. & Norfolk—1st M., $16,500 p. m., gold.c*	112	1883	1,000	1,848,000	6 g.	J. & J.	.....	Jan. 1, 1923
Income mort., gold, non-cum., $10,000 per mile.r	112	1883	1,000	1,000,000	6	J. & J.	.....	Oct. 1, 1933
N. Y. & Rock. B'h.—1st M., $1,000,000, gold, gu..c*	7	1887	1,000	878,000	5 g.	M. & S.	N. Y., Corbin Bank'g Co.	Sept. 1, 1927
Income bonds, non-cumulative.....r	....	1887	1,000	1,000,000	5	Jan. 1	.....	Sept. 1, 1927
N. Y. Susquehann & West.—Pref. stock (See text)....	....	....	100	See text.	See text.	Various	N.Y.,Of. 15 Cortlandt st	Nov. 10, 1892
Midland RR. of N. J, 1st mortgage, gold.....c*	73	1880	500&c.	3,500,000	6 g.	A. & O.	N. Y., Nat. Park Bank.	Apr. 1, 1910
Paterson Extension RR. 1st M., real estate, g..c*	1	1881	1,000	250,000	6 g.	J. & D.	N.Y.Of.,15 Cortlandt St.	June 1, 1910
N. Y. Sus. & W. 1st M., refdg, g. (2d M on 73 m.).c*	134	1887	1,000	3,750,000	5 g.	J. & J.	N. Y., Nat. Park Bank.	Jan. 1, 1937
2d mort. ($1,000,000 gold) 3d M. on 73 miles.c*	134	1887	1,000	636,000	4½g.	F. & A.	N.Y.Of.,15 Cortlandt St.	Feb. 1, 1937
General mortgage for $3,000,000, gold.....c*	134	1890	1,000	1.250.000	5 g.	F. & A.	do do	Aug. 1, 1940
Termina: 1st mort. for $2,000,000, gold.....c*&r	....	1893	1,000&c	990,000	5 g.	M. & N.	do do	May 1, 1943
N. Y. Texas & Mex.—1st. M.,g.,$ or £,gu.by So.Pac.c*	91	1882	$ & £	1,457,500	4 g.	A. & O.	N.Y.,S.Pac.Co.; London.	Apr. 1, 1912
Norfolk & Carolina—1st M. for $1,500,000, gold.c*	110	1889	1,000	1,320,000	5 g.	A. & O.	N. Y., Central Trust Co.	Apr. 1, 1939
Norfolk & Southern—Capital stock.....	104	....	100	2,000,000	See text.	Q.—J.	N. Y., Atlantic Tr. Co.	Oct. 10, 1893
1st mortgage, $10,000 per mile, gold.....c*	104	1891	1,000	625,000	5 g.	M. & N.	do do	May 1, 1941
Norfolk & Western—Pref. stock, 6 pr. ct,. non-cum.	....	....	100	48,000,000	See text.	A. & O.	Phila., 333 Walnut St.	See text.
Norf'k & Petersb'g—2d M. (now 1st) Nor.to Pet'g.c	81	1868	1,000	496,000	5	J. & J.	N.Y.,Merc.Tr.Co.& Phil.	July 1, 1900
South Side—Consol. mort., 1st pref., extended..c	133	1868	1,000	290,000	5 & 6	J. & J.	do do	July 1, 1900
Consol. M. 2d pref., gold, extended..... c	133	1868	100 &c.	270,500	5 g. & 6 g.	J. & J.	do do	July 1, 1900
Consol. 3d pref., Petersburg to Lynch. & br's..c	133	1868	100 &c.	452,800	6	J. & J.	do do	Jan. '96-1900
Virginia & Tenn. enlarged M. (extend in. 1884)..c	214	1854	1,000	980,000	5	J. & J.	do do	June 30, 1900
4th M., now 2d, Lynchb'g to Bristol and br'ch..c	214	1866	1,000	1,000,000	8	J. & J.	do do	Mch. 1, 1900
Norf. & West. Gen. M., Norfolk to Bristol, etc. gold.c*	428	1881	1,000	7,283,000	6 g.	M. & N.	do do	May 1, 1931
New River division 1st mortgage, gold.....c*	160	1882	1,000	2,000,000	6 g.	A. & O.	do do	Apr. 1, 1932
Improvement & Extension Mortgage, gold...c*	588	1883	1,000	5,000,000	6 g.	F. & A.	do do	Feb. 1, 1934
Adjustment Mort., gold (red. Oct.'94 at 110)..c*	588	1884	1,000	1,500,000	7 g.	Q.—M.	do do	Dec. 1, 1924
Clinch Valley Div. 1st M., gold, $19,000 p. m c*	105	1887	1,000	2,500,000	5 g.	M. & S.	do do	June 1, 1957

New York Pennsylvania & Ohio.—Owns from Salamanca, N.Y., to Dayton, O., 388 miles; branches—to Oil City, 34 miles, other branches, 5 miles; total owned, 427 miles. Leased lines—Cleveland & Mahoning Valley RR., 124 miles; Sharon Railway, 16 miles; New Castle & Shenango Valley, 17 miles; Youngstown & Austintown Ry., 10 miles; Westerman RR., 2 miles; total leased, 169 miles; total operated, 596 m

ORGANIZATION.—Formerly Atlantic & Great Western Ry. Foreclosed July 1, 1871, and again Jan. 6, 1880; reorganized, and again leased to Erie for 99 years from May 1, 1883. Five trustees have voting power of stock until third mortgage receives 7 p. c. in cash for three years.

STOCK.—Stock is $44,999,350—par $50.

LEASE.—Rental is 32 per cent of all gross earnings until these reach $6,000,000, and this proportion decreases by 1-10 of 1 per cent for each $100,000 of gross earnings above $6,000,000 until the gross earnings are $8,000,000. If earnings equal or exceed $9,000,000, the rental shall be 28 per cent. But if 32 per cent of the gross earnings should ever be less than a specified minimum sum of $1,757,055 to be paid yearly, then the deficit is to be made up without interest out of the excess in any subsequent year. See V. 49, p. 793. In July, 1893, the Erie went into receiver's hands and in September suit was brought for payment of over due r ntal. The Erie claims the lease to be burdensome. See V. 57, p. 511.

BONDS.—First mortgage interest not earned is payable in deferred warrants, to be capitalized in bonds of the same class; payment of interest to become absolute not later than July 1, 1895, and until July 1, 1895, the right to foreclose the mortgage is suspended. On the second and third mortgages there is no right to sue the company or to foreclose.

LATEST EARNINGS.—From Jan. 1 to Apr. 30, 1893 (4 months), gross, $2,320,776, against $2,242,007 in 1892.

ANNUAL REPORT.—In year 1891-92 gross earnings $7,262,386, against $7,115,265 in 1890-91. Rental received $2,236,813; other income, 44,767; total income, $2,281,582; taxes, etc., $143,370; rentals and other charges, $868,005; interest on prior lien bonds, $480,000; additions and betterments, $116,897; dividends on first mort., $693,785; deficit for year, $20,575; surplus Sept. 30,'92, $95,677.—(V. 57, p. 511.)

New York Philadelphia & Norfolk.—Operates from Delmar, Del., to Cape Charles, Va., 95 miles, and King's Creek, Md., to Cristield; 17 miles. Traffic contract with Penn. Railroad. (V. 47, p. 807.) A six per cent bottomry mortgage for $225,000 is due January 1, 1895. On July 1, 1892, there were 5 per cent car trusts for $160,000, "miscellaneous obligations" for equipment, $225,000, and current liabilities, including $776,100 matured interest coupons unpaid, $1,014,415. Stock, $1,714,375; par, $100. In 1892 gross earnings were $795,881; net, $156,447, against $155,739 in 1891.

New York Providence & Boston.—See N.Y.N.H. & HARTFORD.

New York & Rockaway Beach.—Owns from Glendale Junction to Rockaway Park, with branch, 12 miles; trackage to L. I. City, Brooklyn, Far Rockaway, etc., 18 miles; total operated, 30 miles. Stock authorized and outstanding, $1,000,000; par, $100. Controlled by Long Island Railroad Company, whose endorsement is printed on first mortgage bonds. In year ending June 30, 1893, gross earnings were $252,700; net, $55,529; interest, $39,057; balance over charg s, $14,306, against $6,487 in 1891-92. (V. 53, p. 568; V. 55, p. 543.)

New York Susquehanna & Western.—*(See Maps.)*—Jersey City to Gravel Place, Penn., 101 miles; Two Bridges, N. J., to Unionville, N. Y., 21 miles; other branches, 12 miles; leases—Middletown Unionville & Water Gap RR., Unionville, N. Y., to Middletown, N. Y., 14 m.; trackage in Jersey City, 3 miles; branches, 6 m.; total, 157 miles, of which 19 miles are double tracked. Operates New York & New Jersey division of Pennsylvania Poughkeepsie & Boston.

HISTORY.—Consolidation in June, 1881, of the Midland of New Jersey and other railroads and on April 25, 1893, with the Hudson River RR. & Terminal Co. A traffic contract guaranteeing, it is said, a large coal tonnage has been made with the Wilkesbarre & Eastern, which was about completed in Sept., 1893, from Wilkesbarre to Stroudsburg.

STOCK.—Common *was* $13,000,000, par, $100; preferred, cumulative, $8,000,000; but in April, 1893, it was voted to exchange the common stock for a like amount of new common, and to authorize $13,000,000 of new non-cumulative 6 per cent preferred, of which $9,600,000 to be used in retiring old preferred, ($120 of new pref. and $1·25 in cash for $100 of old pref'd), and $1,000,000 to take up stock of Hudson Terminal & Ry., leaving $2,400,000 in treasury. See V. 56, p. 579, 711. The N. Y. Exchange on Sept. 19, 1893, reported stock outstanding as follows: Old common, $6,057,700; new common, $6,942,300; old preferred, $2,579,000; new preferred, $7,203,200.

DIVIDENDS.—The old preferred stock was cumulative 6 per cent, and the first dividend (1¼ per cent) was paid in October, 1891; in 1892, May, paid 1¼; November, 1¼. The new preferred, with which the old preferred is being retired, is *non* cumulative—see above.

BONDS.—Of the *general* mortgage 5s $1,000,000 were reserved to retire the second mortgage. See mortgage abstract, V. 52, p. 84.

The *terminal* bonds listed in Sept., 1893, (U. S. Trust Co., trustee) are a absolute first mortgage on the extensive terminal property obtained from the Hudson River RR. & Terminal Co. (see special map of the terminals on adjoining page) and on all improvements to be made thereon. They thus cover 3 miles of road, of which about one-third is a double-track tunnel under the Palisades and 62 acres of terminal property on the Hudson River, opposite 96th Street, New York City. The balance of the $2,000,000 unissued is reserved to complete the work, which is to be finished by April 1, 1894, and for future improvements. See full abstract of mortgage in V. 57, p. 512.

The New Jersey Midland junior securities were exchangeable into stock of this company on certain terms, and have mostly been so exchanged. There are also $6,000 old firsts of 1911 and $93,500 debentures of 1897 outstanding, besides $75,000 Passaic & N. Y. RR. 6s, due 1910 (int. J & D); interest is guaranteed under 999 year lease.

LATEST EARNINGS.—From Jan. 1 to July 31, 1893 (7 months), gross $997,042, against $950,570 in 1892; net, $428,824, against $416,762.

ANNUAL REPORT.—Report for 1892 was in V. 56, p. 462, showing:

Year ending Dec. 31	1889.	1890.	1891.	1892.
Gross earnings	$1,402,466	$1,592,083	$1,656,522	$1,713,909
Net earnings	$551,438	$670,946	$716,455	$730,504
Other income	33,527	30,401	30,051	52,752
Total	$584,965	$701,347	$746,505	$783,256
Interest on bonds	$141,120	$445,459	$469,586	$501,463
Rentals	26,491	26,446	26,446	26,725
Miscellaneous	12,955	25,776	14,993	2,906
Dividends	.....	.....	100,000	200,000
Surplus	$104,398	$203,666	$135,480	$52,169

—(V. 56, p. 462, 579, 711, 793, 1015; V. 57, p. 469, 511, 512.)

New York Texas & Mexican.—Owns from Rosenberg to Victoria, 91 miles. Stock, $630,040, of which Southern Pacific Company owns all but $22,040. There are also $60,500 old sixes outstanding. Operated by the Southern Pacific Co., which guarantees the 4 p.c. bonds.

EARNINGS.—From January 1 to July 31, 1893 (7 months), gross $132,738, against $116,068 in 1892; net, $31,867, against $16,356. In 1892 gross, $257,437; net, $88,014; deficit under charges, $15,032, against $25,097 in 1891. In 1891 gross, $241,679; net, $69,467. Due Southern Pacific Co., etc., Jan. 1, 1893, $614,768.

Norfolk & Southern.—Owns Berkely, Va., to Edenton, N. C., 74 miles; (ferry across Albemarle Sound to Mackey's Ferry, 9 miles;) thence road to Belle Haven, 30 miles; total main line, 104 miles; ferry, 9 miles. Norfolk Southern was sold in foreclosure April 29, 1891, and reorganized. Paid first dividend (1 per cent), in July, 1892; in Oct., 1 per cent; in 1893, Jan., 1; April, 1; July, 1 p. cent; Oct., 1 p. ct. For year ending June 30, 1893, gross earnings were $437,160, against $384,435 in 1891-92; net, $138,104, against $74,229; net over charges, $100,000, against $58,354; dividend, 4 per cent in 1892-93, $80,000. President, W. B. Dickerman, 74 Broadway, N. Y. (V. 57, p. 510.)

Norfolk & Western.—*(See Maps.)*—This system, shown to advantage on accompanying maps, consists of the following:

Road owned.	*Miles.*	*Road leased.*	*Miles.*
Norfolk, Va., to Columbus, O.	710	Lynchburg & Durham—	
Radford, Va., to Bristol, Tenn.	106	Lynchburg to Durham, N. C.	115
Roanoke, Va., to Hagerstown.	238	Roanoke & Southern—	
Graham to Norton	100	Roanoke to Winston-Salem	121
Nor. Car. Junc. to State Line	75		
Sundry branches	122	Total of all Jan. 1, 1893	1,588
		Double track	49

Of the above 33 miles were under construction.

ORGANIZATION, ETC.—The Atlantic Mississippi & Ohio was a consolidation of Norfolk & Petersburg, South Side and the Virginia & Tennessee roads; foreclosed February 10, 1881, and reorganized as now.

The Ohio Extension of 184 miles was completed in September, 1892, affording a through line to Columbus, O. The Shenandoah Valley RR. was purchased at foreclosure sale September 30, 1890, and became the Maryland & Washington Division. In May, 1893, took a 999-year lease of Lynchburg & Durham—which see.

CAPITAL STOCK.—Preferred stock is entitled to 6 per cent, non-cumulative, the amount authorized by stockholders being $50,000,000. The amount outstanding has been increased from time to time for new construction, etc. In June, 1893, $5,000,000 of pref. was sold. See below and V. 56, p. 931. Common stock is $9,500,000; par, $100.

DIVIDENDS on preferred stock—In 1882, 4 per cent; in 1884, 3½ in scrip; in 1888, 1½; in 1889, 3; in 1890, 3; in 1891, 3; in 1892, April, 1½; Oct., 1 p. ct. in scrip, convertible into debentures; in 1893, April, none

BONDS.—Abstract of *Clinch Valley mortgage* (Fidelity Insurance Trust & Safe Deposit Co. of Philadelphia, trustee) in V. 45, p. 541; the issue, exclusive of $500,000 for equipment, is at $19,000 per mile.

The 100-*year mortgage* of 1889 (trustee Mercantile Trust Co.) is a first mortgage upon the Ohio Extension, 192 miles; the steel bridge across the Ohio River; upon various short branches, and upon the extensive terminals at Lambert Point and Norfolk, costing over $10,000,000; it is also a general mortgage, subject to prior mortgages, upon the remaining property of the company at the date of the mortgage, October, 1889, the total mileage now covered in June, 1893, being 936 miles. The mortgage is for $45,000,000, of which $25,000,000 held by trustee to retire prior mortgages. Abstract in V. 50, p. 208—see below.

The *Scioto Valley & New England* mortgage (trustee Central Trust Company) has been limited to $5,000,000, each bond being stamped with a statement certifying that the N. & W. "has assumed and covenanted to pay the principal and interest of this bond.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Norf. & W.—(Con.)—Conv. debs., sub. to call at 100c*	....	1884	500	$525,000	6	J15&J15	N.Y.,Mer. Tr.Co. & Phil.	Jan. 15, 1894
100-year mortgage, $45,000,000, gold.....c*	936	1889	100 &c.	See text.	5 g.	J. & J.	do do	Jan. 1, 1990
Scioto Valley & New England, 1st M., assum.,g.c*	129	1889	$1,000	5,000,000	4 g.	M. & N.	do do	Nov. 1, 1989
Norf. & West.—1st M. Maryland & Wash Div.,g.c*	258	1891	500 &c.	7,050,000	5 g.	J. & J.	do do	Jan. 1, 1941
Debentures for dividend (subject to call).....	....	1892	500	430,000	5	A. & O.	do do	Oct. 1, 1912
Collateral loan.....	....	1891	....	2,000,000	6	.....	do do	Dec. 31, 1893
Equipment M., 10-20s, g.,dr'n at 100 aft. May,'98	....	1888	1,000	4,279,000	5 g.	J. & D.	do do	June 1, 1908
Car trusts, principal.....	....	....	Various	2,184,609	....	.....	do do	.....
Gold car trusts, guar. by RR. Equipment Co..c	....	1892	1,000	855,000	5 g.	Q.—J.	New York & Phila.	July'93toOct1902
Car trust of 1893, gold.....c*	....	1893	1,000	877,000	5 g.	Q.—J.	N. Y., Fid. Ins. & Tr. Co.	July,'93-Jan.,'03
Roanoke & So. 1st M., g., $15,000 p. m., gu. p. &i.c*	122	1892	1,000	2,041,000	5 g.	M. & S.	do do	Mch. 1, 1922
Equip. trust, $210,000, guar. p.&i. by N. & W.c*	....	1891	1,000	106,000	6	J. & D.	Balt., Mer. Tr.&Dep.Co.	$21,000 Dec.1.
Lynchburg & Durham bonds, guar.—see that Co.								
Col. Con. & Term. 1st M., gold. gu. p. & i. (end.)c*	....	1892	500	600,000	5 g.	J. & J.	N. Y., Atl. Tr. & Phila.	Jan. 1, 1922
North Carolina—Stock, 6 p. c. till 1901, Rich. & D.	223	....	100	4,000,000	6 per an.	M. & S.	Burlington, N. C.	Sept. 1, 1893
North Pacific Coast—1st M., gold, sub. to call at 100.c	76	1881	1,000	590,000	6 g.	M. & N.	San Francisco.	Nov. 1, 1901
General M. for $1,500,000, gold.....c	91	1892	1,000	750,000	5 g.	J. & J.	S. Fr.Cal. Sfe. Dep.&Tr.	Jan. 1, 1912
1st mort. North Pacific Coast Extension Co., gold.c	5	1883	1,000	150,000	5 g.	J. & J.	.....	Overdue.
No. Penn.—Stk,. 8 p. c. gu. 990 yrs., $6,000,000 auth.	86	....	50	4,720,750	8 per an.	Q.—F.	Phila. Of., 240 So. 3d St.	Aug. 25, 1893
2d mortgage.....c	56	1866	500 &c.	1,500,000	7	M. & N.	do do	May 1, 1896
General mortgage bonds.....c&r	86	1873	....	4,500,000	7	J. & J.	do do	Jan. 1, 1903
Bonds secured by $1,200,000 stock.....r	....	1881	....	1,200,000	6	M. & S.	do do	Sept. 1, 1905
No. & So. of Ill.—1st M. for $600,000 ($10,000 p.m.)g.	....	1890	1,000	(!)	5 g.	.....	.....	1940
Northeast. Ga.—1st mort., guar. by State of Ga...c	40	....	500	260,000	7	M. & N.	May, 1893, coup. paid.	Nov., 1926
Northeastern (S. C.)—Stock.....	....	....	50	900,000	6 per an.	J. & J.	Charleston, Office.	July 1, 1893
1st mortgage, provided for by consol. mortgage.c	102	1869	500	820,000	8	M. & S.	do do	Sept. 1, 1899
2d mortgage, provided for by consol. mortgage.c	102	1869	500	322,000	8	M. & S.	do do	Sept. 1, 1899
Consol. mortgage, (for $1,836,000) gold.....c	102	1883	1,000	694,000	6 g.	J. & J.	N. Y., Cuyler, Morgan.	Jan. 1, 1933
Northern, (N. H.)—Stock, 5 p.c. rental till July,1897	83	....	100	2,997,300	6 per an.	Q.—J.	Boston, 19 Milk St.	Oct. 1, 1893
Northern California—1st mortgage.....	54	1889	....	945,000	5	J. & D.	N. Y., So. Pac., 23 Broad	June 1, 1929
Northern Central—Stock ($8,000,000 authorized) .	....	....	50	7,518,150	See text.	J. & J.	Balt.&Phil.,233 S.4th St.	July 15, 1893
1st mortgage, State of Maryland loan.....	138	1855	....	1,500,000	6	Q.—J.	Annapolis.	Irredeemable.
2d mortgage.....c*	138	1865	500 &c.	1,126,000	6	A. & O.	Baltimore & Philadelp'a	July 1, 1900

Of the *Maryland & Washington Division* mortgage for $10,000,000 [covering road from Hagerstown, Md., to Roanoke, Va., 238 miles, with branches 20 miles], $2,500,000 bonds were reserved to extend the line to Washington, D. C., and $1,000,000 for other purposes. See abstract V. 54, p. 204.

The *collateral loan* for $2,000,000 was obtained, by pledge of 100 year mortgage bonds, for construction, etc. V. 54, p. 600.

The *gold car trusts* for $900,000 were issued in 1892, each being indorsed with a guaranty of principal and interest by the Railroad Equipment Company. These car trusts are not subject to call before maturity, but fall due in forty quarterly instalments of about $23,000 each. The *car trusts of* 1893 are similarly payable.

Roanoke & Southern bonds for $2,041,000 were guaranteed in February, 1892—see that company in SUPPLEMENT for January, 1893, also V. 54, p. 601, 684. N. & W. owns $1,837,000 of the R. & S. stock for $2,396,400 and leases the road for 999 years. Bonds may be increased to $4,041,000 for additional mileage.

FINANCES.—The mineral section traversed by the line is shown by a special map on an adjoining page.

In June, 1893, to meet the collateral loan of $2,000,000 due in December, the convertible debentures, the bills payable and expenses for equipment and completing the Ohio extension, etc., the shareholders were offered $5,000,000 of the 100-year bonds and $5,000,000 of preferred stock for $5,250,000 in cash and accrued interest on bonds, the issue being underwritten. This will make the amount of 100-year bonds outstanding $15,065,000. On the New York Stock Exchange in July, 1893, were listed $7,793,000. See V. 56, p. 931.

The October, 1892, dividend on the preferred stock was reduced to 1 per cent and paid in scrip convertible into debenture bonds, and in April, 1893, no dividend was paid, the net income applicable to dividends having been applied to construction. See V. 56, p. 538.

In June, 1893, the company had virtually completed its system; its earnings were showing a handsome increase, and President Kimball anticipated a steady growth in its business.

LATEST EARNINGS.—Jan. 1 to July 31, 1893 (7 months), gross, $5,879,336, against $5,385,143 in 1892; net, $1,504,280, against $1,502,980.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at Roanoke, Va., on first Wednesday in May. Report for 1892 was published in full in the CHRONICLE, V. 56, p. 667, 673.

	1889.	1890.	1891.	1892.
Average miles operated.	591	826	1,091	1,186
Passenger earnings.....	$940,305	$1,612,260	$1,819,593	$1,880,820
Freight earnings.....	4,417,315	5,636,218	6,980,130	7,634,230
Mail, express, &c.....	239,505	313,438	388,319	437,831
Total gross earnings.....	$5,597,125	$7,561,915	$9,188,042	$9,952,881
Oper. expen. (incl. taxes).	3,483,352	4,838,610	6,009,767	7,031,673
Net earnings.....	$2,113,773	$2,723,305	$3,178,275	$2,921,208
P. c. of op. ex. to earn'gs.	(62·00)	(64·00)	(65·41)	(70·65)
Income from invest., &c.	$144,148	$233,919	$156,645	$144,606
From Shen. Valley fund †	.....	.....	135,000	†136,260
Total net income.....	$2,257,921	$2,957,225	$3,469,920	$3,202,074
Interest on bonds, &c....	1,451,265	1,814,008	2,266,130	2,428,454
Dividend on pref. stock..	(3)660,000	(3)735,000	(3)1,072,500	*1,030,000
Miscellaneous.....	41,609	88,607	.....	47,308
Balance, surplus.....	$105,047	$319,610	$131,290df.	$303,688

* Dividend 2½ per cent, of which 1 per cent in scrip convertible into bonds. † Derived from a special fund of $270,000 created under agreement with the Shenandoah Valley.

—(V. 54, p. 405, 582, 596, 599, 845, 887, 965; V. 55, p. 100, 463, 544, 639; V. 56, p. 165, 538, 647, 667, 673, 753, 931, 973; V. 57, p. 22.)

North Carolina.—Owns from Goldsboro to Charlotte, N. C., 223 miles. Leased September 11, 1871, to the Richmond & Danville for 30 years at $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. The R. I. reorganization plan does not disturb this company. (V. 56, p. 874.)

North Hudson County.—SEE "MISCELLANEOUS COMPANIES."

North Pacific Coast (Narrow Gauge).—Owns San Francisco to Cazadero, 87 miles; branches to San Rafael and Mill Valley, 4 miles; leases to San Quentin, 3 miles; total operated, 94 miles, including ferry to San Francisco, 6 miles; also has ferry to San Quentin, 11 miles. Stock authorized, $3,000,000; issued, $2,500,000; par, $100. Suit to foreclose Extension Co.'s mortgage for $150,000 was instituted in February, 1893; allegations of fraud are made and it is claimed that the bonds are invalid. In 1891 gross, $418,416; net, $118,360; other income, $22,054; interest, taxes, etc., $77,255; equipment, $14,133; permanent improvements, etc., $29,024.

North Pennsylvania.—Owns from Philadelphia, Pa., to Bethlehem, Pa., 56 miles; branches to Delaware River, &c., 30 miles. Ground rents and mortgages July 1, 1892, $458,128. Leased for 990 years from May 1, 1879, to Phila. & Reading at 8 per cent on stock.

North & South of Illinois.—Owns from Springfield to Litchfield, Ill., 43 miles, and from Litchfield to Mount Olive, 7 miles. The St. Louis & Chicago defaulted on January, 1889, coupon, and foreclosure sale of main line was made October 4, 1889, and of the branch February 5, 1890. Litigation having been pending the receiver has not been discharged. In September, 1890, road was leased to the Chicago Peoria & St. Louis at $40,000 per annum; but in July, 1893, went back into the hands of the receiver. Stock—Common, $1,500,000; preferred, $1,300,000, 5 per cent non-cum.; par, $100. V. 57, p. 91, 180.

Northeastern RR. of Georgia.—Owns from Athens to Lula, Ga., 40 miles. Stock is $231,000, and a majority of it is owned by the Rich. Terminal, which holds also $315,000 general mortgage bonds. The Rich. Terminal reorganization plan of May, 1893, offers the first mortgage bonds 60 per cent in the consolidated company's new 5 per cent bonds and 40 per cent in its pref. stock. See earnings, etc., in V. 56, p. 881. In 1893 owed R. & D. and Terminal Companies $398,000.

Northeastern (S. C.).—Owns from Charleston, S. C., to Florence, S. C., 102 miles; leases jointly, Lane, S. C., to Sumter, S. C., 38 miles; total operated, 140 miles. Of consolidated mortgage $1,142,000 was held to retire debts of prior lien. Stock, $900,000; par, $50. Dividends of 6 per cent per annum have been paid. In year ending June 30, 1893, gross earnings were $620,307 (against $659,256 in 1891-92); net, $168,402; net including other income, $201,668, against $194,289; interest paid, $133,000; dividends (6 per cent), $54,000; balance, surplus, $14,668; total surplus June 30, 1893, $209,412. (V. 53, p. **921**; V. 55, p. 461, **1034.**)

Northern (New Hampshire).—Owns from Concord, N. H., to West Lebanon, N. H., 70 miles; branch to Bristol, N. H., 13 m; total, 83 miles. Lease to Boston & Lowell for 99 years from Jan. 1, 1890, was assigned to Boston & Maine, rental being 5 per cent on stock till July 1, 1897, and 6 per cent thereafter, payable in gold. In addition to the 5 per cent dividends provided for by the lease, an extra 1 per cent per annum has been paid regularly from the contingent fund, which on May 1, 1893, amounted to $366,426. See V. 53, p. 95.

Northern California.—Owns from Knight's Landing to Oroville Cal., 54 miles. Leased to Southern Pacific Company, which owns $1,277,500 of the $1,280,000 stock. In 1892 gross earnings were $141,314; net, $35,598, against $8,333; deficit under charges, $19,271.

Northern Central.—Owns from Baltimore, Md., to Sunbury, Pa., 137 miles; branch—Hollins to Green Spring Junction ,9 miles; leases—Shamokin Valley & Pottsville Railroad, 30 miles; Elmira & Williamsport Railroad, 76miles; operates at cost—Elmira & Lakes Ontario Railroad, 100 miles; Summit Branch Railroad, 20 mile; Pennsylvania Railroad, 3 miles; total operated, 375 miles. Also uses New York Lake Erie & Western tracks, 7 miles, and Philadelphia & Erie tracks between Sunbury and Lewisport, 40 m., and owns Union RR., 9 miles.

ORGANIZATION.—This was a consolidation of several roads in 1854. Controlled by the Pennsylvania RR., which owns $3,488,950 stock.

SECURITIES OWNED—On Jan. 1, 1893, among the assets held were Baltimore & Potomac stock, $622,850; Elmira & Lake Ontario stock (all), $1,500,000; Shamokin Valley & Pottsville stock, $619,400; Union RR. stock (all), $1,200,000, etc. The income from investments in 1893 was $296,659, of which $240,000 was from dividends on Union RR.

LIABILITIES—Mortgages and ground rents on January 1, 1893, were $319,830; "other liabilities," $969,674.

DIVIDENDS paid since 1882—From 1883 to 1886 inclusive, 8; in 1887, 8 and 10 stock; in 1888, 7; in 1889, 8; in 1890, 8 p. c.; in 1891, 7 p. c.; in 1892, Jan., 4 p. c.; July, 3 p. c.; in 1893, Jan., 5 p. c.; July, 4 p. c.

LATEST EARNINGS.—Jan. 1 to July 31, 1893 (7 months), gross, $4,060,715, against $3,916,166 in 1892; net, $1,196,822, against $996,658.

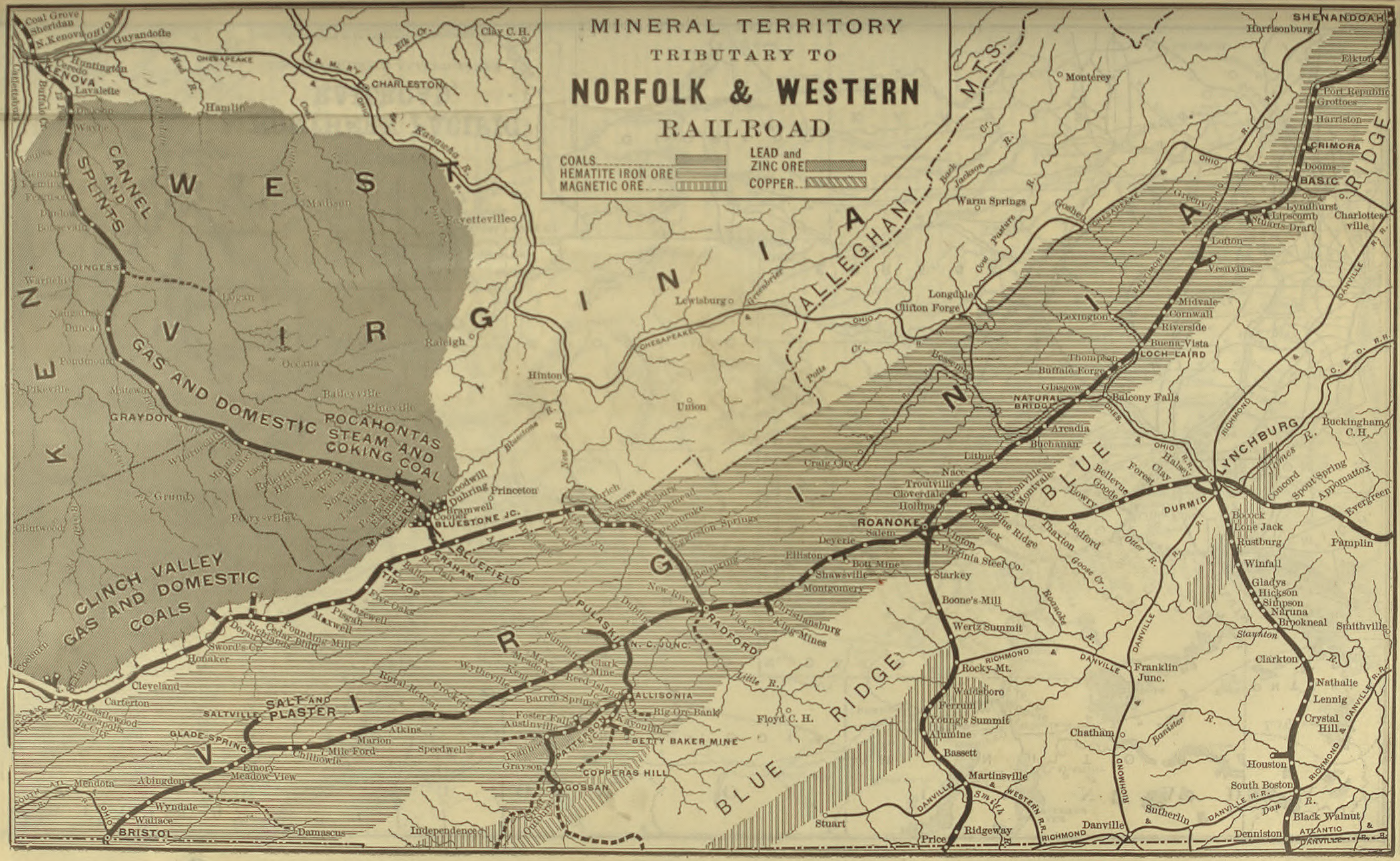
ANNUAL REPORT.—Fiscal year ends Dec. 31. President's report for 1892, given at length in V. 56, p. 287, 335, showed the following:

Year end. Dec. 31—	1889.	1890.	1891.	1892.
Gross earnings.....	$6,069,956	$6,608,797	$6,820,568	$7,191,290
Net earnings.....	1,944,356	1,687,038	1,903,346	2,078,930
Other receipts.....	307,628	522,951	377,181	333,886
Total net income....	$2,447,728	$2,209,989	$2,280,527	$2,412,816
Rentals, &c.....	464,870	475,572	440,461	442,140
Interest on debt.....	931,481	924,039	914,001	869,698
Dividends.....	(8) 571,975	(7) 526,260	(7) 526,263	(8) 601,444
Miscellaneous.....	293,828	226,654	229,558	129,341
Balance, surplus....	$185,573	$57,462	$170,244	$370,193

—(V. 54, p. **327**, 844; V. 56, p. **335**, 625.)

Northern of New Jersey.—Owns from Bergen, N. J., to Sparkill, N. J., 21 miles; leases Sparkill to Nyack, 5 miles; total operated, 26 miles. By contract of April, 1869, it is operated by New York Lake Erie & Western at 35 per cent of its gross earnings and five fifty-sixths of the balance. The contract is said to be terminable by either party on notice. Stock, $1,000,000; par, $100. DIVIDENDS.—From 1884 to July 15, 1893, inclusive, 3 to 4 per cent yearly. Bonded debt, Jan. 1, 1893, $654,000; floating debt, $176,891. In 1892-93 rental was $140,310; net over expenses, $104,540, against $93,765 in 1891-92; interest, rentals and taxes, $59,379; dividends (4 per cent), $40,000; balance, surplus, $5,161, against deficit, $1,472 in 1891-92. In calendar year 1892 gross earnings were $420,720; net, $40,235.—(V. 53, p. **603**; V. 55, p. **461**; V. 57, p. 515.)


MAP OF THE
NORFOLK & WESTERN
RAILROAD
AND CONNECTIONS.
OHIO
KENTUCKY
WEST VIRGINIA
VIRGINIA
TENN.
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
PENNSYLVANIA
MARYLAND
DELAWARE
NEW JERSEY
ATLANTIC OCEAN
CINCINNATI
COLUMBUS
PITTSBURGH
HARRISBURG
PHILADELPHIA
BALTIMORE
WASHINGTON
HAGERSTOWN
SHENANDOAH
FRONT ROYAL
RICHMOND
NORFOLK
PORTSMOUTH
LAMBERT'S PT.
OLD POINT COMFORT
NEWPORT NEWS
SUFFOLK
PETERSBURG
LYNCHBURG
ROANOKE
BRISTOL
KENOVA
CHARLESTON
WINSTON-SALEM
DURHAM
RALEIGH
GOLDSBORO
KINSTON
NORFOLK
Virginia Beach
Cape Charles
Cape Henry
Ocean City
Atlantic City
Cape May
Sea Isle City
Long Branch
Toms River
Wilmington
Baltimore
Annapolis
Chesapeake Bay
Albemarle S.
Pamlico Sound
CLYDE LINE TO PHILADELPHIA
OLD DOMINION STEAMSHIP CO. TO NEW YORK
MERCHANTS AND MINERS TO BOSTON AND PROVIDENCE


MINERAL TERRITORY
TRIBUTARY TO
NORFOLK & WESTERN
RAILROAD
COALS
HEMATITE IRON ORE
MAGNETIC ORE
LEAD and ZINC ORE
COPPER
WEST VIRGINIA
VIRGINIA
CANNEL AND SPLINTS
GAS AND DOMESTIC STEAM AND COKING COAL
POCAHONTAS
CLINCH VALLEY GAS AND DOMESTIC COALS
SALT AND PLASTER
ALLEGHANY MTS.
BLUE RIDGE
VALLEY
Coal Grove
Sheridan
N. Kenova
Guyandotte
Huntington
KENOVA
Lavalette
Hamlin
CHARLESTON
Kanawha R.
Clay C.H.
Elk Cr.
Fayetteville
Mahsen
Raleigh
Hinton
Union
Lewisburg
Warm Springs
Longdale
Clifton Forge
Lexington
Midvale
Cornwall
Riverside
Buena Vista
LOCH LAIRD
Glasgow
NATURAL BRIDGE
Balcony Falls
Arcadia
Buchanan
Craig City
Troutville
Cloverdale
Hollins
Roanoke
Salem
Vinton
Virginia Steel Co.
Shawsville
Elliston
Deyerle
Starkey
Boone's Mill
Wertz Summit
Rocky Mt.
Wardsboro
Ferrum
Young's Summit
Alumine
Bassett
Martinsville
Stuart
Price
Ridgeway
Danville
Franklin Junc.
Chatham
Houston
South Boston
Sutherlin
Denniston
Black Walnut
Lynchburg
Durmid
Bellevue
Forest
Clay
Halsey
Thaxton
Bedford
Lowry
Goodes
Buckingham C.H.
Concord
Spout Spring
Appomattox
Evergreen
Pamplin
Boocock
Lone Jack
Rustburg
Winfall
Gladys
Hickson
Simpson
Naruna
Brookneal
Smithville
Clarkton
Nathalie
Lennig
Crystal Hill
Staunton
Harrisonburg
SHENANDOAH
Elkton
Port Republic
Grottoes
Harriston
CRIMORA
Dooms
BASIC
Lyndhurst
Lipscomb
Stuarts Draft
Charlottesville
Warner
Dingess
Logan
Naugatuck
Duncan
Pikeville
Matewan
Grundy
Clintwood
Graydon
Welch
Bluestone Jc.
Goodwill
Dubrina
Bramwell
Princeton
Graham
Bluefield
Tip Top
Tazewell
Maxwell
Pisgah
Pounding Mill
Cedar Bluff
Richlands
Sword's Cr.
Honaker
Cleveland
Carterton
Castlewood
Minneapolis
Saltville
Glade Spring
Chilhowie
Mile Ford
Atkins
Marion
Speedwell
Emory
Meadow View
Abingdon
Mendota
Wyndale
Wallace
Bristol
Damascus
Independence
Grayson
Foster Falls
Austinville
Wytheville
Rural Retreat
Crockett
Max Meadows
Summit
Kent
Clark Mine
Reed Island
Barren Springs
Allisonia
Big Ore Bank
Kaylonite
Patterson Jc.
Betty Baker Mine
Copperas Hill
Gossan
Floyd C.H.
Pulaski
N. C. Junc.
Radford
New River
Dublin
Christiansburg
Kings Mines
Shawsville
Montgomery
Elliston
Deyerle
Roanoke
Salem
Vinton
Starkey
Boone's Mill
Wertz Summit
Rocky Mt.
Franklin Junc.
Danville
Lynchburg
Durmid
Bedford
Thaxton
Blue Ridge
Bonsack
Goose Cr.
Roanoke R.
Otter R.
Tomes R.
Staunton R.
Banister R.
Dan R.
Little R.
Big Otter R.
Bluestone R.
New R.
Greenbrier R.
Gauley R.
Kanawha R.
Elk Cr.
Back Jackson R.
Cow Pasture R.
Bullpasture R.
Cowpasture R.
Jackson R.
Warm Springs
Hot Springs
Monterey
Millboro
Goshen
Lexington
Midvale
Cornwall
Riverside
Buena Vista
Loch Laird
Glasgow
Natural Bridge
Balcony Falls
Arcadia
Buchanan
Craig City
Troutville
Cloverdale
Hollins
Roanoke
Salem
Vinton
Virginia Steel Co.
Shawsville
Elliston
Deyerle


BRITISH DOMINION OF CANADA
COLUMBIA
ASSINIBOIA
MANITOBA
ONTARIO
Seymour
Ashcroft
Okanagon
Princeton
Port Moody
Okinakane Cy.
Victoria
Ft. Calgarry
Ft. McLeod
Standoff
Ft. Walsh
Qu'Appelle
Ft. Ellice
Manitoba Ho.
LAKE WINNIPEG
LAKE MANITOBA
Ft. Alexander
L. St. Joseph
L. Seul
L. Nipigon
PORTAGE LA PRAIRIE
WINNIPEG
BRANDON
St. Boniface
MORRIS
EMERSON
Silver Mine
Ft. Shepherd
Ft. Assiniboine
Ft. Belknap
Milk Riv. Agency
Ft. Benton
Gt. Falls
Ft. Buford
N. DAKOTA
St. Vincent
Drayton
Grafton
Gd. Forks
Ft. William
English River
Colville
Spokane Falls
Wilbur
Sprague
Ritzville
Hatton
Colfax
Garfield
Moscow
Palouse
Genesee
Lewiston
Ipowa
Dayton
Walla Walla
Blue Mtn.
La Grande
Union
Baker Cy.
Huntington
Ketchum
Burke
Mullan
Missoula
Drummond
Garrison
Elliston
Gallatin
Townsend
Helena
Jefferson
Logan
Bozeman
Livingston
Big Timber
Stillwater
Park City
Billings
Huntley
Custer
Elton
Miles City
Forsyth
Rosebud
Hathaway
Horton
Dillon
Terry
Glendive
Kentfield
Keith
Andrews
Little Missouri
Richardon
Dickinson
Gladstone
Taylor
Kurtz
Sims
Bismarck
Steele
Geneva
Dawson
Crystal Springs
Sykeston
Carrington
Cooperstown
Jamestown
Valley City
Tower City
Casselton
Fargo
Moorhead
Crookston
Hawley
Lake Park
Detroit
Portland
Wadena
Staples
Brainerd
Aitkin
Cromwell
McGregor
Island Lake
Thomson
DULUTH
Superior
Ashland
Houghton
Hancock
Lisbon
Ellendale
Oakes
Valley City
Glyndon
Wahpeton
Deer Park
Battle L.
Little Falls
Watab
Sauk Rapids
E. St. Cloud
Elk River
Anoka
Sauk Centre
Westport
Glenwood
Brockville
Pelican Rapids
Fergus Falls
Chandler
Abbotsford
Greenwood
Minneapolis
St. Paul
Hudson
Chaska
St. Peter
Mankato
Owatonna
Albert Lea
Austin
Mason Cy.
Ft. Dodge
Sioux City
Cedar Rapids
Davenport
Des Moines
Council Bluffs
Omaha
Ottumwa
Burlington
Peoria
Keokuk
Bloomington
Quincy
Springfield
Decatur
Moberly
Atchison
St. Joseph
Leavenworth
Kansas City
Topeka
Salina
Jefferson City
St. Louis
Centralia
Bismarck
Springfield
Cairo
Ft. Yates
Cleveland
Edgeley
La Moure
Lakes
Columbia
Ipswich
Aberdeen
Gettysburg
Redfield
Wolsey
Browns Valley
Orton
Water T.
Iroquois
Ft. Bennett
Ft. Sully
Ft. Pierce
Ft. Hurdn
Woonsocket
Chamberlain
Mitchell
Marion Jc.
Salem
Huron
Ft. McKinney
Deadwood
Antelope Spr.
Yellowstone Lake
Big Horn
Big Cheyenne R.
Niobrara R.
Yankton
Winnebago Water
Columbus
Ft. Laramie
O'Neill Cy.
North Platte R.
Platte R.
Hastings
Lincoln
Omaha
Granger
Ogden
Evanston
Laramie Cy.
Cheyenne
Tecoma
Great Salt L.
Salt Lake Cy.
Winnemucca
Palisade
Stockton
Provo Cy.
Redding
Carson City
Marysville
Cloverdale
Sacramento
Stockton
Lathrop
San Francisco
San Jose
Denver
Lenora
Stockton
Leadville
Gunnison
Kit Carson
Pueblo
La Junta
Arkansas R.
El Moro
Colorado R.
Green River
Grand R.
Snake R.
Columbia R.
Fraser R.
Saskatchewan R.
Missouri River
Yellowstone R.
Milk R.
Powder R.
Big Horn R.
Platte R.
Arkansas R.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Northern Central—(Concl.)—								
Consol. M., gold; coup., int. J & J; reg., A & O.c&r	138	1868	$1,000	$2,804,000	6 g.	Various	Baltimore, Treas. Office.	July 1, 1900
Consol. gen. mort. (gold, s.f., drn. at 100, A&B.c	138	1874-5	$ & £	1,835,000	6 g.	J. & J.	London and Baltimore.	July 1, 1904
of 1874, gold, se- (gold, $, C & D.....c	138	1876-7	$1,000	2,000,000	6 g.	J. & J.	Baltimore, Treas. Office.	July 1, 1904
cures all equally. (gold, E.....c	138	1885	1,000	1,400,000	4½g.	A. & O.	do do	Apr. 1, 1925
2d gen. mort., series "A" & "B" (A $2,621,000)..	138	1876	1,000	3,621,000	5	J. & J.	Baltimore, Treas. Office.	Jan. 1, 1926
Union RR., 1st(ass'd)$117,000 end. by Balt. City.c*	9	'67-'70	500 &c.	900,000	6	J. & J.	do do	Jan. 1, 1895
2d mortgage (assumed) $ or £, gold.....c	9	1873	1,000	600,000	6 g.	M. & N.	N. Y., London & Balt.	May 1, 1900
North. of New Jersey—3d M., now 1st(for$700,000).c	21	1887	100&c.	654,000	6	J. & J.	Jer. City, Hud'n Co. Bk.	Apr. 1, 1917
Northern Pacific—Common stock.....	....	....	100	49,000,000	....	.....	.....	.....
Preferred stock (8 per cent, not cumulative).....	....	....	100	36,237,850	See text	.....	N. Y., Mills Building.	April 15, 1892
1st M. and ld. gr. Missouri Div., dr'n at par.c*&r	205	1879	100 &c.	} 2,545,000	6	M. & N.	do do	May 1, 1919
1st M. and ld. gr. P. d'Or. Div., drawn at par.c*&r	225	1879	100 &c.		6	M. & S.	do do	Sept. 1, 1919
Gen. 1st M. ld. gr., g., $25,000 p. m., dr. at 110 c*&r	2,146	1881	1,000&c	43,585,000	6 g.	J. & J.	do do	Jan. 1, 1921
Receiver's certificates, gold.....	....	1893	....	See text.	6 g.	.....	do do	April, 1894
Gen. 2d mort., gold, land grant, drawn at 110.c*&r	2,146	1883	1,000&c	19,216,000	6 g.	A. & O.	do do	Dec. 1, 1933
Gen. 3d mort., gold, sinking fund, not drawn.c*&r	2,146	1887	1,000&c	11,461,000	6 g.	J. & D.	do do	Dec. 1, 1937
Consol mortgage for $160,000,000, gold.....c*&r	3,476	1890	1,000&c	(See text.)	5 g.	J. & D.	do do	Dec. 1, 1989
Coll. tr. notes ($15,000,000) g., red. at May 1'96.c&r	....	1893	1,000	12,000,000	6 g.	M. & N.	do do	May 1, 1898
Dividend certificates, ext'd in '88, red. after 1892	....	1888	500 &c.	519,500	6	J. & J.	do do	Jan. 1, 1907
Trust equipment.....	....	1888	....	3,000,000	7	Q.—J.	do do	Oct. 1, 1898
James River Valley RR. 1st M., gold..c*	64	1886	1,000	963,000	6 g.	J. & J.	do do	Jan. 1, 1936
Coeur d'Alene 1st M., g., not drawn...c*	39	1886	500	360,000	6 g.	M. & S.	do do	Sept. 1, 1916
Gen. M., $25,000 p. m., g.....c*	49	1888	1,000	878,000	6 g.	A. & O.	do do	Oct. 1, 1938
Spokane & Palouse 1st M., gold.....c*	110	1886	1,000	1,766,000	6 g.	M. & N.	do do	May 1, 1936
Duluth & Manitoba 1st mort., gold....c*	110	1886	1,000	1,650,000	6 g.	J. & J.	do do	July 1, 1936
Dakota extension 1st mort., gold.....	96	1887	1,000	1,451,000	6 g.	J. & D.	do do	June 1, 1937
Helena & Red Mountain 1st M., gold.c*	17	1887	1,000	400,000	6 g.	M. & S.	Mch., '93, coup. last pd.	Mch. 1, 1937
No. Pac. & Mon. 1st M., g., not dr'n..c*&r	225	1888	1,000&c	5,381,000	6 g.	M. & S.	Mch., '93, coup. last pd.	Sept. 1, 1938
Cent. Washington RR. 1st M., gold..c*&r	108	1888	1,000&c	1,750,000	6 g.	M. & S.	Mch., '93, coup. last pd.	Sept. 1, 1938
Nor. Pac. & Manitoba Term. 1st M., g .c*	....	1890	1,000	750,000	5 g.	J. & J.	N. Y., Mills Building.	May 1, 1939
Seattle Lake S. & East.—See that company.								
Northern Pac. Ter. Co.—1st M., gold, red., at 110....c*	....	1883	1,000	3,600,000	6 g.	J. & J.	N. Y., Winslow, L. & Co.	Jan. 1, 1933

(Int. & sink. fund guar. by endor. on bonds. See text as to right of redemp.)

Northern Pacific.—*(See Map.)*—LINE OF ROAD—Main line—Ashland, Wis., to Portland and Wallula Junction, Ore., 2,137 miles; Duluth to Northern Pacific Junction (½ interest), 24 miles; Northern Pacific & Manitoba (connecting with Canadian Pacific at Winnipeg and Brandon), 264 miles; various other lines and branches, 875 miles. Total owned, 3,354 miles. Leases—St. Paul & Northern Pacific, Brainerd to St. Paul, and branches, 182 miles; trackage—St. Paul Minneapolis & Manitoba, St. Paul to Minneapolis, 12 miles; Minneapolis Union terminals, 3 miles; other lines, 3 miles; total, 18 miles. Also operated sundry branch lines and the lines of the Wisconsin Central Company (which see), making grand total July 1, 1892, 5,262 miles. Also controlled the Seattle Lake Shore & Eastern, 246 miles, connecting with Canadian Pacific; but in June, 1893, the Seattle road was placed in receiver's hands pending litigation brought by minority stockholders. See that co.

HISTORY, ETC.—Chartered by act of Congress July 2, 1864. The road opened, 450 miles, to Bismarck, was foreclosed Aug. 12, 1875, and reorganized. Receivers were again appointed August, 1893; see below. The Chicago & Northern Pacific terminals at Chicago were subleased from the Wisconsin Central. Ch. & Nor. Pacific stock for $15,010,000 (a majority interest) is owned by the Northern Pacific. The Chicago & Calumet Terminal Railway was also acquired, all its $6,000,000 of bonds being pledged as collateral under the N. P. trust deed of 1893. See Chicago & Northern Pacific. Cancellation of the leases of the Wisconsin Central and Chicago & Nor. Pacific were advised by the receivers in Sept., 1893.

CAPITAL STOCK.—The preferred stock has a preference for 8 per cent in each year if earned, but is not cumulative; its claim on net income is subject to expenditures for new equipment. Until default on the general first mortgage the preferred was to be receivable in payment for lands *east* of Missouri River at par, and the proceeds of *said lands* (in 1892 about 3,000,000 acres, valued at $12,000,000,) were to go to its retirement. The preferred stock was thus reduced from $51,000,000 to the present figure. As to rights of preferred stock under receivership, see V. 57, p. 423, 511. The back surplus due the preferred by way of dividends *i.e.*, for dividends earned but not distributed, *unearned* dividends not being cumulative) amounted on June 30, 1892, to $2,344,429, invested in consolidated bonds of the par value of $3,347,000. In October, 1892, the preferred stockholders voted not to sell these bonds until they reach 90. See V. 54, p. 679.

DIVIDENDS on preferred.—In 1883, 11⅑; from 1884 to 1889 inclusive, nil; in 1890 and 1891, each 4; in 1892, Jan., 1; April, 1; since, none.

BONDS.—The *general 1st, 2d and 3d mortgages* have a first, second and third lien respectively on the company's main line and on the lands, except as to the parts subject to the two divisional mortgages of 1879 and the lands east of the Missouri River, which until default on the general first mortgage bonds are subject to the rights of the preferred stockholders. After default, however, on the general first mortgage, that mortgage becomes a prior lien on the lands east of the Missouri River, the preferred stock then ceasing to have any claim thereon; but the second, third and consolidated mortgages have no lien under any circumstances on the lands east of the Missouri River. The general first and second mortgage bonds are subject to call at 110 and are drawn and paid off by a sinking fund amounting yearly to 1 per cent of total bonds issued; but all coupon bonds must be paid before registered bonds are called. The *3d mortgage* (see abstract, V. 47, p. 21) has an accumulating sinking fund to begin in 1894 equal to 1 per cent of entire issue yearly for purchase of bonds at 105 per cent, or for their redemption at maturity; no bonds drawn.

The *consolidated mortgage* covers, subject to prior liens, the main line and branches, a one-half undivided interest in 24 miles more, and all the land grant except that east of the Missouri River, which is subject to the preferred stock. In addition to this the bonds at present outstanding are a first lien on 1,330 miles of branches which have no prior mortgage upon them. (See full abstract of mort.—trustee, Farmers' Loan & Trust Co.—in V. 50, p. 279.)

As to the amount of consols outstanding the company's Treasurer was quoted in December, 1892, as stating that $59,929,000 of the same had been executed. Of these $44,064,000 were outstanding and bearing interest; $3,347,000 were set aside for preferred stock and $12,518,000 belonged to company itself, $10,000,000 of these last being pledged in May, 1893, as part collateral for the collateral trust notes. See V. 55, p. 1111. Apr. 1, 1893, $44,064,000 were still reported outstanding.

The *collateral trust notes* of 1893 [Farmers' Loan & Trust Co., trustee], are for $15,000,000 (but only $12,000,000 issued at present; $6,750,000 of these notes were listed on the Stock Exchange June 28, 1893), and were to have as security: No Pac. consols, $10,000,000; Ch. & No. Pac. 1st 5s, $3,000,000; Chic. & Calumet 1st 5s, $6,000,000; St. Paul & No. Pac., $7,000,000; Chic. & Nor. Pac., $15,010,000; Nor. Pac. Express, $343,000; total, $41,353,000. See abstract of deed V. 56, p. 1017; also below and V. 56, p. 836, 887, 973, 1015, 1017; V. 57, p. 22.

All the issues of *leased line bonds* given in the table, except the Cœur d'Alene 1st 6s of 1886, the Northern Pacific & Montana 6s and the N. P. & Manitoba terminal bonds may be drawn and redeemed at 105 (certain amounts per year); in most cases ten years after date of issue.

Nor. Pac. & Montana bonds of 1888 are outstanding to the amount of $8,843,000 on 354 miles of road, but of these $3,462,000 are understood to be pledged under the N. P. consol. mortgage of 1890.

FLOATING DEBT.—Floating debt on Oct. 20, 1892, was $9,335,526, of which about $8,000,000 were one-year notes, secured by deposit of consols and other securities and maturing at various dates from September to December, 1893. (V. 55, p. 723.) In June, 1893, the company arranged to fund this floating debt into the collateral trust notes described above, the issue being under-written. 60 p. c. was called in July. See V. 56, p. 502, 538, 668, 793; V. 57, p. 180.

LANDS.—The land grant of the company was 12,800 acres per mile in States and 25,600 acres per mile in territories, and the lands earned by construction to June 30, 1892, were estimated to be about 46,824,960 acres, of which about 38,521,656 remained unsold. See V. 57, p. 423. Until default on the general first mortgage the lands east of Bismarck (Minn. and Dak. Divs., about 3,000,000 acres in 1892) are subject to the rights of the preferred stockholders, and that stock was received in payment therefor, but since the receivership only from actual settlers.

For the fiscal year 1891-92 total land sales were 553,879 acres for $2,308,990. Total sales, including town lots, &c., were $2,666,0 5; total cash receipts for year, $1,197,826. For 9 months, July 1, 1892, to Mar. 31, 1893, total cash receipts, $1,001,493 from sales, notes paid, &c. Total deferred payments (notes) against land sales on April 1, 1893, was $5,122,943, of which $708,484 was applicable to the retirement of preferred stock, $1,736,833 to Missouri Division and to Pend d'Oreille Division bonds and $2,677,626 to the general 1st mort. bonds.

LATEST EARNINGS.—The earnings of the whole system, *including* the Wisconsin Central, for 10 months ending April 30 were as follows:

10 *mos.*	*Gross earns.*	*Net.*	*Oth. income.*	*Fix. charges.*	*Balance.*
1892-3...	$24,889,032	$9,842,627	$1,757,876	$11,785,527	def. $184,754
1891-2...	25,462,300	10,435,363	1,569,013	11,073,335	sur. 931,041

GENERAL FINANCES.—In May, 1892, the company suspended quarterly cash dividends on the preferred stock, passing the dividend due in July, and on August 15, 1893, owing to the large decrease in earnings and inability to handle the floating debt, the road was placed in the hands of Thomas F. Oakes, Henry C. Payne and Henry C. Rouse as receivers. On August 30 the issue of $5,000,000 receiver's certificates was authorized, to run 7 months at 6 per cent. They can be used solely for redemption of securities held against the floating debt, and they rank in lien subsequent to the general first mortgage of 1881. By means of them the collateral needed to secure the collateral trust notes becomes available, so that it is hoped to carry out the funding plan of June, 1893.

Of the interest due in September, 1893, only coupons of Pend d' Oreille and Cœur d' Alene divisions were paid. The lease of the Cœur d' Alene was ratified by the receivers September 1, 1893.

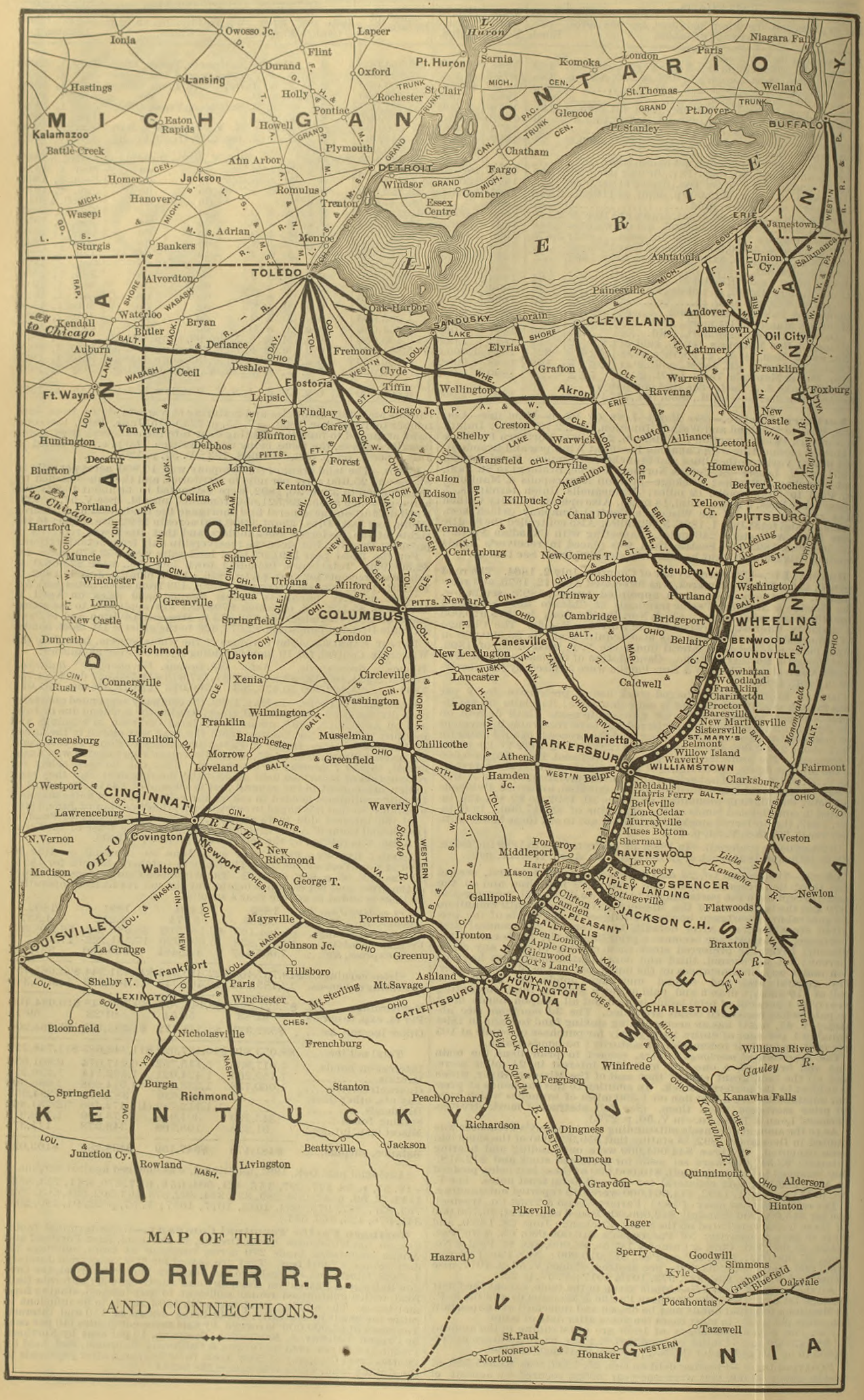
ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at New York on the third Thursday in October. Report for 1891-92 was in V. 55, p. 658, 677, 681. The Wisconsin Central does not figure in the gross and net earnings below, but the net result from operating its lines is added to get the year's surplus.

Yrs. ending June 30.	1889.	1890.	1891.	1892.
Mileage, June 30....	3,465	3,774	4,252	4,357
Passenger earnings.	$5,824,163	$6,167,702	$6,680,492	$6,296,285
Freight earnings...	12,877,838	15,600,320	17,531,222	17,383,771
Mail, express, &c....	1,005,467	842,481	939,830	981,401
Gross earnings..	$19,707,468	$22,610,503	$25,151,544	$24,661,457
Operating expenses.	12,185,944	13,463,746	15,400,996	14,577,349
Net earnings.....	$7,521,524	$9,146,757	$9,750,548	$10,084,108
Per ct. exp. to earn's	61·83	59·54	61·23	59·11
Other income, &c...	$532,325	$1,341,172	$1,593,135	$1,664,204
Total net inc.....	$8,053,849	$10,487,929	$11,343,683	$11,748,312
Interest on bonds...	4,917,833	5,115,752	6,247,074	6,901,956
Rentals.....	1,159,263	1,424,021	1,362,114	1,230,214
Guarantees.....	1,060,738	1,333,008	1,014,698	1,086,908
Pay'nts, other lines.	.....	144,630	387,365	394,953
Dividends.....	.....	(3) 1,112,732	(4) 1,472,466	*(2) 731,862
Sinking funds.....	343,309	301,918	73,600	1,188,018
Miscel. (gen. int., &c.)	91,228	108,708	348,078	111,375
Balance, surplus....	$481,478	$947,159	$438,288	$103,026

* Dividend paid Oct., 1891, additional, was charged against surplus.

—(V. 55, p. 58, 177, 297, 355, 421, 504, 658, 677, 679, 681, 723, 856, 1111; V. 56, p. 42, 266, 289, 332, 354, 362, 373, 463, 502, 538, 668, 753, 793, 836, 887, 973, 994, 1015, 1017, 1057; V. 57, p. 22, 91, 180, 299 341, 376, 423, 469, 511.)

Northern Pacific Terminal Company.—Owns terminal facilities on the Willamette River, Oregon, at Portland, East Portland and Albina, comprising lands 270 acres, trackage 24 miles, buildings 39, dock frontage 7,904 feet. They are leased for fifty years from January 1, 1883, jointly and severally to the Northern Pacific Railroad, the Oregon Railway & Navigation Company and the Oregon & California Railroad, with a guaranteed rental sufficient to pay interest, sinking fund and taxes. The sinking fund begins in 1893, and is to be sufficient to retire the bonds by maturity, bonds being drawn at 110 and interest. The stock of $3,000,000 is owned by said three companies (40 per cent by Oregon Railway & Navigation Company, 40 per cent by Northern Pacific and 20 per cent by Oregon & California Railroad), and held by Central Trust Company of New York, to be delivered after payments to the sinking fund, which is to cancel the bonds


MAP OF THE
OHIO RIVER R. R.
AND CONNECTIONS.
MICHIGAN
ONTARIO
INDIANA
OHIO
PENNSYLVANIA
KENTUCKY
WEST VIRGINIA
VIRGINIA
L. Erie
L. Huron
DETROIT
TOLEDO
CLEVELAND
BUFFALO
PITTSBURG
COLUMBUS
CINCINNATI
LOUISVILLE
WHEELING
PARKERSBURG
MARIETTA
POINT PLEASANT
RAVENSWOOD
RIPLEY
SPENCER
WILLIAMSTOWN
JACKSON C.H.
KENOVA
CHARLESTON
Ohio River
Scioto R.
Big Sandy R.
Kanawha R.
Gauley R.
Elk R.
Monongahela R.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Northern Railway (Cal.)—1st M., int. guar., gold..	149	1877	$1,000	$5,156,000	6 g.	J. & J.	N.Y., So.Pac.Co.,23 Br'd	Jan. 1, 1907
Consol. M. ($21,000,000), gold, 1st M. on 197 m. c* &r	386	1888	1,000	4,751,000	5 g.	A. & O.	do do	Oct. 1, 1938
Norwich & Worcester—Pref. stock, 8 p. c. rental....	66	....	100	2,765,600	8 per an.	J. & J.	Boston, Second Nat. Bk.	July 5, 1893
1st M., principal and int. guar. by N. Y. & N. E.c*	66	1877	1,000	400,000	6	M. & S.	Boston, N. E. Trust Co.	Mch. 1, 1897
Oconee & Western—1st M., $9,000 p. m., gold.....	40	1893	1,000	360,000	5 g.	M. & S.	New York, 7 Pine St.	Mch. 1, 1923
Ogdensb. & Lake Champlain—Consol. M. (now 1st M.)	118	1880	500 &c.	3,500,000	6	A. & O.	N.Y.Mer.Ex.Bk. & Bost.	Apr. 1, 1920
Income bonds, not cumulative.....	....	1880	100 &c.	999,750	6	A. & O.	.....	Apr. 1, 1920
Guaranteed debenture bonds.....r	....	1888	1,000	350,000	4	J. & J.	St. Albans, Vt.	Apr. 1, 1920
Ogdensb Transit Co. 1st M. (Cent. Vt. & Ogdens., gu.)	....	....	....	759,500	6	F. & A.	Boston Security Co.	Aug. 1, 1909
Saratoga & St. Law. 1st M., for $200,000, guar..r	9	1889	....	100,000	5	J. & D.	Ogdensburg, N. Y.	June 1, 1919
Ohio & Mississippi—1st consol. mort.....c*	393	1868	1,000	6,501,000	7	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1898
1st consolidated mort., sterling, s. f. not dr'n...c*	393	1868	£200	112,000	6 g.	J. & J.	London.	Jan. 1, 1898
2d consol. mort. (sink. fund), no drawing.....c*	393	1871	1,000	3,213,000	7	A. & O.	N Y., Union Trust Co.	Apr. 1, 1911
Spring. Div. (Sp. & Ill. S. E.) 1st M. ($3,000,000)c*	222	1874	1,000	2,009,000	7	M. & N.	do do	Nov. 1, 1905
1st general mortgage (for $16,000,000).....c*	....	1883	1,000	4,006,000	5	J. & D.	do do	June 1, 1932
Equip. Tr., 3 series, 10 per ct. drn. yearly at 100.c*	....	'87-'91	1,000	357,000	6	Various	N.Y.BaringMagoun&Co	10 p. c. yearly.
Cin. & Bedford 1st mortgage, gold.....	7½	1889	1,000	135,000	5 g.	M. & N.	N. Y., Union Trust Co.	Nov. 1, 1919
New Albany & Eastern 1st mortgage	7½	1887	1,000	150,000	6	A. & O.	do do	Oct. 1, 1912
Ohio River—1st m. ($2,000,000), $12,000 p. m., g.c*	169	1886	1,000	2,000,000	5 g.	J. & D.	N.Y., Central Tr. Co.	June 1, 1936
Gen. M. (for $3,000,000), gold, 1st on 39 miles..c*	208	1887	1,000	2,598,000	5 g.	A. & O.	do do	Apr. 1, 1937
Ravensw. Sp. & Glen. 1st M., gold, gu., p. & i. (end.)c*	33	1890	1,000	300,000	6 g.	F. & A.	do do	Aug. 1, 1920
Huntington & Big S. 1st M. ($400,000), gold, gu.c*	12	1892	1,000	300,000	6 g.	J. & J.	New York or Phila.	July 1, 1922
Ohio Southern—1st mort. ($15,000 p. m.) gold....c*	204	1881	1,000	3,060,000	6 g.	J. & D.	N.Y., Guar. & Indem.Co.	June 1, 1921
General mortgage, (for $2,800,000) gold.....c*	....	1889	1,000	2,520,000	4 g.	M. & N.	N. Y. Central Tr. Co.	May 1, 1921
Ohio Valley, Ky.—1st mortgage, gold .....e*	108	1886	1,000	100,000	5 g.	J. & J.	N.Y., Central Trust Co.	July 1, 1926
General consolidated mortgage, gold, guar.....c*	108	1888	1,000	2,029,266	5 g.	J. & J.	do do	July 1, 1938
Old Colony—Stock.....c*	....	....	100	13,878,500	See text.	Q.—J.	Boston, Office.	Oct. 2, 1893
Bonds (not mortgage).....c&r	....	1874	1,000	1,692,000	7	M. & S.	do	Mch. 1, 1894
Bonds do ($2,000,000 F. & A., Aug.'97) c&r	....	'75-6-7	1,000	3,600,000	6	Various	do	1895-'96-'97
Bonds do .....r	....	1882	1,000	200,000	4½	J. & D.	do	Dec. 1, 1897
Bonds for Framingham & Lowell bonds.....c	....	1884	1,000	498,000	4½	A. & O.	do	Apr. 1, 1904
Bonds not mort. ($750,000 '84, due July, 1904).r	....	'84-'88	1,000	4,200,000	4	J. & J.	do	1904 & 1938
Boston Clin. F. & N. B. mort., int. guar. by rental.c	125	1880	1,000	1,912,000	5	J. & J.	Boston, N. E. Trust Co.	Jan. 1, 1910

Northern Railway Co. (California).—This was a consolidation in May, 1888. Owns 390 miles of railroad, leased for 99 years from July 1, 1888, to the Southern Pacific Co. Lessee pays fixed charges and 6 p. c. on stock, if earned, and retains surplus.

The capital stock authorized is $21,000,000; issued $12,896,000, all but $195,300 being owned by Southern Pacific Co. The consolidated 5s of 1888, issued under mortgage for $21,000,000, are a first lien on 197 miles, and have a sinking fund after 1897, but bonds cannot be called. In 1892 gross earnings were $2,695,114; net, $1,159,725, against $1,375,131 in 1891; surplus over charges, $616,156; dividends, 6 p. c.

Norwich & Worcester.—Owns from Norwich, Conn., to Worcester, Mass., 59 miles; branch, Norwich to Allyn's Point, 7 miles; total, 66 miles. Also owns entire capital stock ($500,000) of the Norwich & New York Transportation Company, operating boat line to New York City. Leased to New York & New England Railroad for 99 years from February 1, 1869; rental is 8 per cent on preferred stock. Common stock is $6,600. Notes payable June, 1893, $275,500.

Ogdensburg & Lake Champlain.—Owns from Rouse's Point, N. Y., to Ogdensburg, N. Y., 118 miles, and leases branch, 9 miles. On June 1, 1886, leased in perpetuity to the Central Vermont RR. Co. for interest on bonds. Stock $3,077,000 (par, $100), of which $1,791,000 is owned by Central Vt. On July 1, 1893, loans and bills payable, $60,000.

In year ending June 30, 1892, gross earnings were $858,416; net, $261,684; interest, etc., $229,626; balance, surplus, $32,058. (V. 54, p. 410, 888; V. 55, p. 147, 502, 935; V. 56, p. 375.)

Ohio & Mississippi.—Owns from Cincinnati, O., to East St. Louis, Ill., 339 miles; North Vernon to Jeffersonville, Ind., 53 miles; Beardstown to Shawneetown, Ill., 228 miles; New Albany & Eastern, 7½ miles; Cincinnati & Bedford, 11 miles; total, 638½ miles.

STOCK.—Stock is $24,081,914, of which $4,030,000 is preferred. On June 30, 1893, there were loans and bills payable for $365,447.

CONSOLIDATION PLAN.—In November, 1893, consolidation with the Baltimore & Ohio Southwestern (Baltimore & Ohio system) will be consummated, nearly all of the security holders having assented. Farmers' Loan & Trust Co. is the depositary. The plan (see CHRONICLE, V. 56, p. 504, 1057) provides that the consolidated company shall have the following:

Common stock, to be held by Baltimore & Ohio.....	$10,000,000
Preferred stock, 7 per cent. non-cumulative.....	20,000,000
New 1st consol. 100-year gold, 4½s, guaranteed, p. & i....	36,000,000
Baltimore & Ohio Southwestern Terminal bonds.....	1,500,000
Series A & B 5 per cent 150-y ear non-cum. gold incomes..	18,750,000

Of the new 1st consols to be guaranteed by the Baltimore & Ohio, about $19,500,000 will be used in retiring Ohio & Mississippi bonds of the several issues, $1,006,000 will go to Ohio & Mississippi preferred stock, about $4,500,000 will remain in treasury for improvements on Ohio & Mississippi, etc., and $11,000,000 will retire a like amount of B. & O. S. W. firsts. Of the incomes $8,750,000 will be series "A."

The Ohio & Mississippi *preferred stock* is to receive 25 per cent of its face value in the new consols (on payment of 5 per cent premium in cash), 75 p. c. in "A" incomes and 40 p. c. in the new preferred stock.

The O. & M. *common* is to receive 23 per cent of its face value in "B" 5 per cent incomes and 77 per cent in new 7 per cent preferred stock. Holders of Ohio & Mississippi first general fives had the option up to April 15 to take 102½ and interest for their bonds in lieu of exchanging them for the new 4½ per cent first consols. (V. 56, p. 580, 669.)

The O. & M. *first consol.* currency bonds are each exchangeable for $1,100 of the new guaranteed first consols. The *second consols*, for $1,200 of the new guar. first consols., and the *Springfield Division* bonds for $1,150 of the new guar. first consols.

EARNINGS.—From July 1 to July 31, 1893 (1 month), gross $323,597, against $329,546 in 1892; net, $81,355, against $82,626.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 in V. 55, p. 1033. Loans and bills payable July 1, 1892, were $300,000.

Year end. June 30.	1890.	1891.	1892.	1893.
Gross earnings.....	$4,214,747	$4,108,974	$4,228,403	$4,299,287
Net earnings.....	$1,302,274	$1,172,412	$1,019,729	$1,249,354
Charges	1,219,845	1,210,054	1,237,519	.....
Balance	sur.$82,429	def.$37,642	def.$217,791	.....

—(V. 54, p. 486, 560, 598, 965, 1009; V. 55, p. 59, 639, 1033, 1078, 1111; V. 56, p. 332, 414, 440, 464, 504, 580, 669, 1057; V. 57, p. 468.)

Ohio River.—*(See Map)*—ROAD.—Owns from Benwood, opposite Wheeling, West Va., to Huntington, West Va., 211 miles; trackage into Wheeling, 3 miles; leases Huntington & Big Sandy Railroad (opened early in 1893), Huntington to Kenova, West Va., on the Norfolk & Western's new line, 12 miles; operates Ravenswood Spencer & Glenville Railway, Ravenswood to Spencer, 33 miles; total, 259 miles.

STOCK.—Authorized, $6,000,000; outstanding, $5,915,430; par, $100.

BONDS.—Trustee of the first and the general mortgage is the Fidelity Ins. Tr. & Safe Dep. Co. of Phila. The R. S. & G. mortgage is for $400,000. On Jan. 1, 1893, car trusts, principal and interest, amounted to $66,762; bills payable, $270,000, and in treasury were $402,000 of the $3,000,000 general M. 5s and the $300,000 Hunt. & Big Sandy 6s.

LATEST EARNINGS.—From Jan. 1 to July 31, 1893 (7 months), gross on 215 miles of road $440,910, against $378,507 in 1892; net, $155,263, against $142,137.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report for 1892, with balance sheet, was in V. 56, p. 873, showing gross earnings, $795,136; net, $342,345; interest on bonds, $228,706; taxes, $25,942; rentals, etc., $15,070; balance, surplus, $72,627. In 1891 gross, $706,966; net, $294,715. Geo. W. Thompson, President, Parkersburg, W. Va. (V. 54, p. 1046; V. 56, p. 538, 873.)

Ohio Southern.—*(See Map)*—Owns Springfield, O., to Wellston, 118 miles, and branches, 25 miles. Extension from Springfield to Lima, 62 miles is to be completed in Sept., 1893; total, 204 miles. A line from Springfield to Columbus to connect with the Clev. Akron & Columbus, controlled in the same interest, is proposed. V. 56, p. 973.

STOCK.—Stock authorized, $5,500,000; outstanding, $3,840,000; par $100. An increase of $1,500,000 in the capital stock was proposed in September, 1893. See V. 57, p. 299.

BONDS.—Both the first and the general mortgage are to the Central Trust Company, as trustee. The first mortgage is limited to $15,000 per mile of completed road. In 1893 $960,000 first 6s were issued for Lima extension. On February 13, 1893, there were $125,000 loans and bills payable and $305,000 car trust 6s, due in one to five years.

EARNINGS.—From Jan. 1 to July 31, 1893 (7 months), gross, $392,678 against $358,713 in 1892. Report for 1892 in CHRONICLE, V. 57, p. 143, showing gross earnings $711,541; net, $362,049; interest on bonds, $226,800; surplus, $135,249. In 1891 gross, $618,658; net, $286,273. —(V. 54, p. 643, 682; V. 55, p. 10, 58, 765, 1036; V. 56, p. 206, 331, 462, 700, 973; V. 57, p. 143, 299, 376.)

Ohio Valley.—Completed from Evansville, Ky., via Princeton on the Chesapeake Ohio & Southwestern, to Hopkinsville, 130 miles; branches, 9 miles; leases Princeton to Gracey, 21 miles; total, 160 miles.

ORGANIZATION, ETC.—Stock is $2,163,000 (par, $100), of which in 1891 $1,297,500 was purchased by the Chesapeake Ohio & Southwestern, which guarantees the bonds by endorsement. See guaranty in V. 52, p. 974. Extension to Hopkinsville completed in August, 1892. Due C. O. & S. W. July 1, 1892, $254,103. The general mortgage [trustee, Central Trust Co.] is limited only to $20,000 per mile.

EARNINGS.—In year 1891-92 were $279,588; surplus over all charges, $18,887. In 1890-91 gross, $270,494. (V. 53, p. 602, 641; V. 54, p. 800.)

Old Colony (Mass.).—Owns from Boston to Provincetown, Mass., 120 miles; lines to Kingston, Plymouth, Somerset Junction, New Bedford, Lowell and Fitchburg, Mass., and to Newport, R. I., 249 miles, and numerous branches 126 miles in all; total owned, 495 miles; leases—Boston & Providence Railroad, Boston to Providence, 44 miles, and branches 20 miles; other lines, 44 miles; total owned and leased, September, 1892, 603 miles. Middleborough & Plymouth RR., 16 miles, was leased in 1892, and interest on its $225,000 bonds guaranteed. See V. 55, p. 420.

CONSOLIDATION.—In February, 1893, arranged to consolidate with the New York New Haven & Hartford, possession being given in April, 1893. Nine shares of New Haven stock are exchangeable for a period of six months from June 19, 1893, for ten shares of Old Colony. The lease provided for a dividend of $2 33⅓ June 30, 1893, and thereafter for dividends of 7 per cent per annum on stock not exchanged See V. 56, p. 247, 374. The Old Colony owns $967,300 of the $1,200,000 stock of the Old Colony Steamboat Co.; consolidation is proposed.

STOCK.—An increase of stock from $12,000,000 to $15,000,000 was authorized in November, 1889, and on Sept. 27, 1892, a further issue was authorized in order to raise the grade of Boston & Providence track for four miles, as ordered by the Legislature. In Aug., 1892, $200,000 stock was issued; in Jan. and Mar., 1893, $400,000 more was sold at auction. In March, 1893, $600,000 of 4s of 1938 were sold. Bills payable June 30, 1893, $1,593,063; five per cent notes, $200,000.

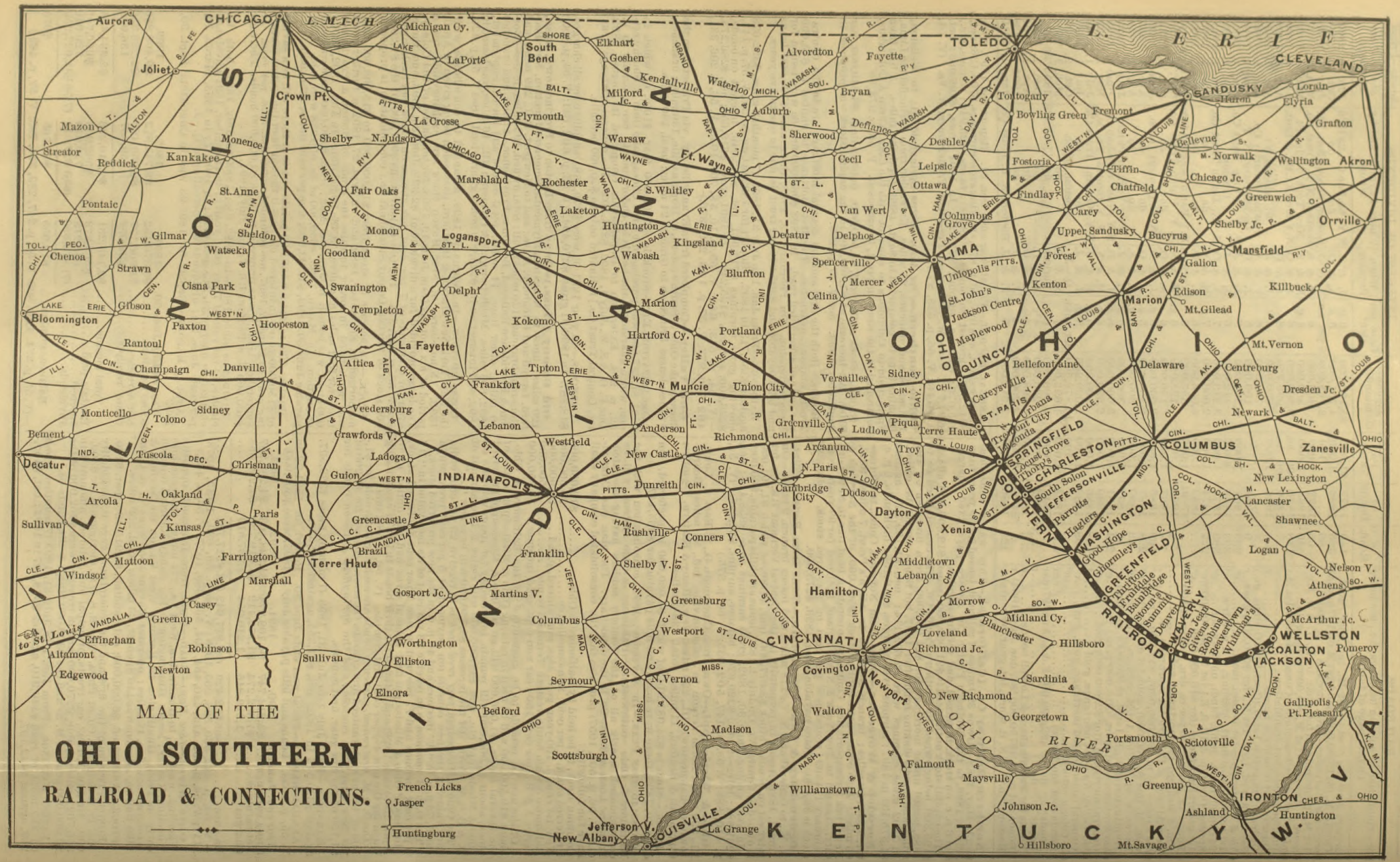
BONDS.—The report for 1891-92 points out that there will be a saving of $150,000 yearly in interest charges if the bonds of the system maturing prior to March 2, 1897, are refunded, when due, at 4 per cent. In September, 1893, it was proposed to issue $3,000,000 bonds. There are $400,000 New Bedford RR. 7s due July, 1894.

DIVIDENDS since 1881—In 1882, 6½; 1883 to July, 1891, both inclusive, at the rate of 7 per cent yearly; in December, 1891 (dividends changed to quarterly), 2⁹⁄₁₀ per cent; in 1892, 7; in 1893, March, 1¾ per cent; June, 2⅓; dividends will hereafter be Q.—J.

ANNUAL REPORT.—Report for 1892-93 was in CHRONICLE Sept. 30, 1893.

Year ending June 30.	1891.	1892.	1893.
Gross earnings.....	$8,376,452	$8,744,812	$9,408,886
Net earnings.....	$1,906,177	$2,050,426	$2,228,350
Other receipts.....	239,054	159,807	136,075
Total income.....	$2,145,231	$2,210,233	$2,364,425
Rentals paid.....	$563,373	$582,908	$606,745
Interest	696,213	716,949	729,046
Dividends.....	(7) 872,690	(6²⁵) 827,611	(7·58⅓)1,027,959
Balance, surplus....	$12,955	$82,765	$675

—(V. 55, p. 374, 420, 806; V. 56, p. 247, 289, 374, 793; V. 57, p. 469.)


MAP OF THE
OHIO SOUTHERN
RAILROAD & CONNECTIONS.
CHICAGO
L. MICH.
L. ERIE
TOLEDO
CLEVELAND
SANDUSKY
ILLINOIS
INDIANA
OHIO
KENTUCKY
W. VA.
INDIANAPOLIS
CINCINNATI
COLUMBUS
SPRINGFIELD
LIMA
QUINCY
ST. PARIS
DAYTON
Xenia
Hamilton
Middletown
Lebanon
Morrow
Loveland
Richmond Jc.
Midland Cy.
Blanchester
Hillsboro
Sardinia
New Richmond
Georgetown
Portsmouth
Sciotoville
IRONTON
Ashland
Huntington
Mt.Savage
Maysville
Falmouth
Williamstown
Johnson Jc.
Greenup
Covington
Newport
Walton
Madison
Scottsburgh
Jefferson V.
New Albany
La Grange
LOUISVILLE
French Licks
Jasper
Huntingburg
Seymour
N.Vernon
Bedford
Elnora
Worthington
Elliston
Sullivan
Terre Haute
Brazil
Greencastle
Guion
Ladoga
Crawfords V.
Veedersburg
Attica
Lafayette
Frankfort
Kokomo
Hartford Cy.
Portland
Muncie
Union City
Anderson
Richmond
New Castle
Westfield
Dunreith
Rushville
Conners V.
Franklin
Shelby V.
Greensburg
Gosport Jc.
Martins V.
Columbus
Westport
Cambridge City
Dudson
N.Paris
Arcanum
Greenville
Piqua
Ludlow
Terre Haute
Troy
Versailles
Sidney
Celina
Mercer
Spencerville
Van Wert
Delphos
Decatur
Kingsland
Bluffton
Wabash
Huntington
Logansport
Delphi
Marion
Swanington
Templeton
Hoopeston
Paxton
Bloomington
Rantoul
Champaign
Danville
Tipton
Frankfort
Lebanon
Westfield
Ladoga
Guion
Crawfords V.
Veedersburg
Attica
Lafayette
Monticello
Tolono
Sidney
Bement
Decatur
Truscola
Chrisman
Arcola
Oakland
Paris
Sullivan
Mattoon
Windsor
Kansas
Farrington
Marshall
Casey
Greenup
Effingham
Altamont
Edgewood
Newton
Robinson
Sullivan
Worthington
Elliston
Elnora
Bedford
Seymour
N.Vernon
Madison
Scottsburgh
French Licks
Jasper
Huntingburg
Jefferson V.
New Albany
La Grange
LOUISVILLE
Covington
Newport
Walton
Williamstown
Falmouth
Maysville
Johnson Jc.
Greenup
Ashland
Huntington
Mt.Savage
Hillsboro
Portsmouth
Sciotoville
IRONTON
Gallipolis
Pt.Pleasant
Pomeroy
WELLSTON
COALTON
JACKSON
McArthur Jc.
Athens
Nelson V.
Logan
Lancaster
New Lexington
Zanesville
Shawnee
Dresden Jc.
Newark
Centreburg
Mt.Vernon
Killbuck
Orrville
Mansfield
Shelby Jc.
Galion
Bucyrus
Upper Sandusky
Carey
Findlay
Fostoria
Fremont
Bowling Green
Tontogany
Bryan
Alvordton
Fayette
Defiance
Sherwood
Deshler
Leipsic
Ottawa
Columbus Grove
Delphos
Spencerville
Uniopolis
Kenton
St.John's
Jackson Centre
Maplewood
Bellefontaine
Careysville
Urbana
Treamont City
Locust Grove
Thorp's
South Solon
Parrotts
Hagiers
Ghormleys
Good Hope
Thurston
Ironville
Bainbridge
Storm's
Summit
Denver
Glen Jean
Givens
Robbins
Beaverbrown
Whitman's
Delaware
Edison
Mt.Gilead
Marion
Chattfield
Tiffin
Bellevue
Norwalk
Wellington
Akron
Grafton
Elyria
Lorain
Huron
Chicago Jc.
Greenwich
Monence
Shelby
N.Judson
La Crosse
Plymouth
Warsaw
Rochester
Marshland
Fair Oaks
Monon
Goodland
Watseka
Sheldon
Gilmar
Streator
Reddick
Kankakee
Pontaic
St.Anne
Chenoa
Strawn
Cisna Park
Gibson
Joliet
Aurora
Crown Pt.
Michigan Cy.
LaPorte
South Bend
Elkhart
Goshen
Kendallville
Waterloo
Auburn
Milford Jc.
Laketon
S.Whitley
Cecil
Ft. Wayne

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Omaha & St. Louis—1st mortgage, gold.....c*	145	1887	$1,000	$2,717,000	4 g.	J. & J.	See text.	Jan. 1, 1937
2d mortgage ($4,000 per mile) gold.....c*	145	1890	1,000	51,000	5 g.	J. & D.	do	May 1, 1940
Funded interest certificates, redeemable at 100..	....	1891	....	271,700	5	J. & J.	do	Jan. 1, 1937
Oregon & Cal.—1stM.,g.($30,000 p.m.)dr'n at 100.c*	596	1887	1,000	17,707,000	5 g.	J. & J.	N. Y., South. Pacific Co.	July 1, 1927
Oregon Improvement—See MISCELLANEOUS COMPANIES.								
Oregon Pacific—Receiver's cert's (on July 1, 1892).	....	....	....	712,463	....	....	.....	.....
1st mort., land grant, s. f., g., $25,000 p. m....c*&r	136	1880	1,000	15,000,000	6 g.	A. & O.	Apr., '90, coup. last pd.	Oct. 1, 1900
Oregon Railway & Navigation—Stock.....	....	....	100	24,000,000	6 per an.	Q.—J.	Boston, Office, Ames. Bld	Oct. 2, 1893
1st mort. bonds, gold, sink. fd. (drawn at 100)..c	....	1879	1,000	4,942,000	6 g.	J. & J.	N.Y., Un.Tr.Co. & Bost'n	July 1, 1909
Consol. mort., gold, $25,000 per mile (see text) c&r	819	1885	1,000	12,583,000	5 g.	J. & D.	do do	June 1, 1925
Collateral trust, gold, redeemable at 105.....c*	....	1889	1,000	5,182,000	5 g.	M. & S.	do do	Sept. 1, 1919
Oregon Short L. & U. Nor.—Stock, $27,000,000 auth.	....	....	100	26,244,853	....	....	.....	.....
Ore. Sh. L. 1st M., prin. gold, int. lawful money.c*	610	1882	1,000	14,931,000	6	F. & A.	N.Y., Un.Tr.Co. & Bost'n	Feb. 1, 1922
Utah Southern 1st mortgage, currency.....	....	1871	....	424,000	7	J. & J.	None paid.	At Co.'s option
Utah So. mort., S. Lake to Juab (for $1,950,000)..c	105	1879	1,000	1,526,000	7	J. & J.	N.Y., Un.Tr.Co. & Bost'n	July 1, 1909
Utah South. Extension., 1st M., Juab to Frisco..c	138	1879	1,000	1,950,000	7	J. & J.	do do	July 1, 1909
Utah & Northern 1st mort., $12,000 per mile..c*	462	1878	1,000	4,995,000	7	J. & J.	do do	July 1, 1908
Consol. M., guar., $15,000 p. m., s. f. not dr'n, g.c*	466	1886	1,000	1,836,000	5 g.	J. & J.	do do	July 1, 1926
Equipment bonds ($36,000 payable yearly).....	....	1887	1,000	142,000	5	A. & O.	do do	Apr. 1, yearly.
Idaho Central 1st mort. Nampa to Boise City ..c*	19	1887	1,000	134,000	6	J. & J.	do do	Jan. 1, 1917
Consol. M. (1st on 201 miles) gold, red. at 105..c*	1,425	1889	1,000	11,024,000	5 g.	A. & O.	do do	Apr. 1, 1919
Collateral trust, gold (redeemable at 105) guar.c*	....	1889	500 &c.	13,000,000	5 g.	M. & S.	do do	Sept. 1, 1919
Oswego & Rome—See ROME WATERTOWN & OGDENSBURG.								
Oswego & Syracuse—Stock, 9 p. c. guar., D. L. & W.	35	....	50	1,320,400	9 per an.	F. & A.	N. Y., Del. L. & W. RR.	Aug., 1893
Consolidated mortgage (guar. D. L. & W.).....	35	1876	1,000	438,000	7	M. & S.	do do	Mch. 1, 1907
Construction M., guar. prin. & int. (for $1,000,000)	35	1883	1,000	668,000	5	M. & N.	N. Y., Farm. L. & Tr. Co.	May, 1923
Owensb. Falls of Rough & G. Riv.—Old 1st mort....	...	....	....	560,000	5	.....	.....	.....
Consol. mortgage, $20,000 per mile, gold.....	....	1893	....	(†)	5 g.	.....	.....	1943
Owensboro & Nashville—1st mortgage, gold.....c*	88	1881	1,000	2,000,000	6 g.	M. & N.	N. Y., 120 Broadway.	Nov. 1, 1931
Paducah Tenn. & Ala.—1st M., $20,000 p. m., gold c*	118	'90-'92	1,000	2,432,000	5 g.	J. & J.	N. Y., Central Tr. & St. L.	July 1, 1920
Tennessee Midland 1st M., gold, interest guar..c*	135	1892	1,000	1,491,000	5 g.	M. & N.	do do	May 1, 1922
2d mortgage, gold, interest guaranteed.....c*	135	1892	1,000	1,220,000	5 g.	J. & J.	do do	July 1, 1922

Omaha & St. Louis.—Owns road from Council Bluffs Ia., to Pattonsburg, Mo., 144 miles. Formed in 1887 as successor to the Omaha Division of the St. Louis Kansas City & Northern (Wabash), sold in foreclosure. In June, 1893, John F. Barnard was appointed receiver on application of the mortgage trustee.

STOCK.—Preferred 6 per cent non-cumulative, $2,220,500; common $2,313,000 deposited in trust till June 1, 1893; par, both, $100.

BONDS.—Five coupons, from Jan. 1, 1891, to Jan. 1, 1893, both inclusive, were funded into 5 per cent bonds, due 1937, but redeemable at option of company, the new bonds being secured by the coupons deposited in trust. Interest on first mortgage due July 1, 1893, was not paid. See above. See abstract of first mortgage, V. 45, p. 213. Bills payable July 1, 1892, $50,212.

EARNINGS.—From Jan. 1 to May 31, 1893 (5 months), gross, $241,505, against $227,014. For year ending June 30, 1892, gross, $575,310; net, $59,280. In 1890-91, gross $525,487; net, $47,795. In 1889-90 gross, $654,828.—(V. 51, p. **786**; V. 52, p. 81, 391, V. 53, p. **921**.)

Oregon & California.—From Portland, Ore., to California State line, 365 miles; Albany Junction to Lebanon, 12 miles; Portland to Corvallis, 97 miles; Woodburn to Natron, 93 miles. Total, 567 miles.

HISTORY, LEASE, ETC.—Reorganized in 1887. See V. 44, p. 118, 370. Road is leased to the Southern Pacific Company for 40 years from January 1, 1887, the lessee guaranteeing interest on the bonds, and the lessor receiving any net profit and being charged with any deficit after payment of charges. Betterments are payable by lessor. The Pacific Improvement Company owns the bulk of its $19,000,000 stock, $12,000,000 of which is 7 per cent preferred; par is $100. Due So. Pac. Co. Jan 1, 1893, $373,143.

BONDS.—Land grant was about 4,000,000 acres, part of which is covered by the mortgage, proceeds of land sales going to redeem bonds drawn at par, unless purchasable lower. Trustee of mortgage, Union Trust Company, New York. The Southern Pacific Company's guaranty of principal and interest is printed on each of the 5 per cents. In 1892 net land sales subject to mortgage were 20,041 acres for $89,753; cash receipts, $26,032.

EARNINGS.—In 1892 gross earnings were $2,043,622; net, $484,928 (against $380,089 in 1891); total net income, including interest received, $516,578; fixed charges, $957,758; deficit for year, $441,180, against deficit of $489,147 in 1891. (V. 56, p. 165; V. 57, p. 469.)

Oregon Pacific.—Projected from Yaquina, on Yaquina Bay, Ore., to eastern boundary of the State, about 600 miles, of which 128 miles, to Halsted, are in operation, and 14 miles have track laid but not in regular operation. Company had a land grant of over 950,000 acres of land, of which 850,000 are said to be subject to a lien of $600,000.

HISTORY.—Foreclosure sale postponed till Oct. 28, 1893. E. W. Hadley was made receiver in February, 1893, in place of Mr. T. H. Hogg appointed Oct. 20, 1890. See V. 56, p. 414, 464. Reorganization plan (V. 54, p. 78) offered in January, 1892, failed.

STOCK, ETC.—Stock is $30,000 per mile. Net current liabilities July 1, 1892, were $865,833, of which receiver's certificates were $712,463.

EARNINGS.—In year ending June 30, 1892, gross earnings were $117,339; deficit under operating expenses, $80,465. Office, 45 William Street, New York. (V. 54, p. 78, 159, 367, 447, 845; V. 55, p. 298, 421, 806, 938, 1036; V. 56, p. 374, 414; V. 56, p. 464, 931.)

Oregon Railway & Navigation.—(*See Map Union Pacific.*)—ROAD.—East Portland, Ore., to Huntington, Ore., 403 miles; branches 656 miles; total operated Jan. 1, 1893, 1,059 miles, of which 13 miles narrow gauge. Ocean line San Francisco to Portland, 670 miles.

ORGANIZATION.—Leased for 99 years from Jan. 1, 1887, to the Oregon Short Line & Utah Northern RR.; rental 6 per cent per an. on stock and interest on bonds. This lease (see abstract V. 45, p. 539) is guaranteed by the Union Pacific, and the property is operated in the Union Pacific system. In 1889 the Oregon Short Line Co. purchased a majority of the stock, and on Jan. 1, 1893, owned $14,508,200 thereof, $13,000,000 being pledged to secure its collateral trust bonds.

DIVIDENDS since 1876—In 1879, 2 per cent; in 1880, 8 and 10 scrip; in 1881 and 1882, 8; in 1883, 10; in 1884, 6½; in 1885, 4½; in 1886, 7; in 1887 and 1888, 6; in 1889, 7 (1 per cent being extra out of assets); from Jan., 1890, to Oct., 1893, 6 p. c. per annum (1½ p. c. quarterly).

BONDS.—First mortgage has a sinking fund of $60,000 per year, plus interest on bonds canceled ($116,610 in all in year 1892), to buy bonds at or below 110, or else draw them at par on January 1, bonds so paid being canceled. The Farmers' Loan & Trust Co. is trustee of the 1st and the consolidated mortgage. Consols authorized, $25,000 per mile, of which $6,000,000 reserved for 1st 6s; when the 6s are redeemed from sinking fund a like amount of reserved consols must be canceled, thus reducing the amount per mile that may be issued.

The collateral trust issued in 1890 (trustee American Loan & Trust Company of Boston) provides for the issue of $25,000,000 bonds. The entire issue (but not less) may be redeemed on seven months' notice at 105 and interest. See abstract of mortgage. (V. 51, p. 243.)

EARNINGS.—Jan. 1 to July 31 in 1893 (7 mos.), gross earnings of railroads were $2,136,810, against $2,343,940 in 1892; net, $415,495, against $475,131. In 1892 gross, $4,831,793; net, $1,511,073; other income, $17,631; taxes, $206,774; total net income, $1,321,929. Paid interest, $1,076,461; dividends, $1,440,600; sinking fund, $116,610; interest Nor. Pacific Terminal property, $118,320; loss on water lines, $113,535; betterments, etc., $21,444; loss to lessee, $1,564,440. In 1891 gross, $5,673,172; net, $1,856,784. (V. 56, 165.)

Oregon Short Line & Utah Northern.—(*See Map Union Pacific.*)—ROAD.—Owns road from Granger, Wyoming, to Huntington, Oregon, 542 miles; branch Shoshone to Ketchum, Idaho, 70 miles; Ogden to McCammon, Idaho, 111 miles; Pocatello to Silver Bow, Montana, 256 miles; Lehi Junction to Tintic, Utah, 54 miles; Ogden, Utah, to Frisco, 275 miles; sundry branches, 117 miles (of which 40 miles narrow gauge); total, 1,425 miles. Also leases and controls the Ore. R. & Nav. Co., which see above.

ORGANIZATION.—Formed in 1889 by a consolidation of the Oregon Short Line, the Utah Northern and other lines. It is controlled by the Union Pacific Railway Co. which operates it under a traffic agreement, and owns a majority of the stock.

CAPITAL STOCK.—Stock authorized $27,000,000 (par, $100); outstanding $26,244,853, of which Union Pac. Jan. 1, 1892, owned $15,116,703 pledged as part security for the U. P. collateral trust notes of 1891.

FLOATING DEBT.—Jan. 1, 1893, $5,273,049, of which $4,066,501 due U.P. ASSETS—Company's bonds, $1,816,011; accounts receivable, $150,818; net floating debt, $3,306,220, against $2,775,435 Jan. 1, 1892. Of the $11,024,000 consols outstanding Jan. 1, 1893, $1,750,000 were pledged with U. P. as collateral for advances, with power to sell.

BONDS.—*Consolidated mortgage* due 1919 (trustee, American Loan & Trust Co.) is a first lien on 201 miles and a second on 1,220 miles. Sufficient bonds are reserved to retire prior bonds when due, and the total issue on the road in operation is not to exceed, including prior liens, $25,000 per mile. Bonds may be issued for extensions at $25,000 per mile (unless a majority of the bondholders object) and additional amounts for terminals and second track, but not exceeding in the aggregate $35,000 per mile of double track. The issue is redeemable (but only as a whole) on any coupon day at 105 and interest. There will be a sinking fund when earnings suffice, but for this no bonds can be drawn. The Union Pacific guarantees interest on this issue under a traffic agreement. See abstract of mortgage V. 51, p. 242.

The *collateral trust* bonds of 1889 are secured by deposit of $13,000,000 of Oregon Railway & Navigation stock. There is a sinking fund for this issue, but not less than the whole amount can be called for payment, and that only at 105. The Union Pacific guarantees both principal and interest of the collateral trust bonds. Trustee is American Loan & Trust Co. of Boston. See mortgage abstract, V. 51, p. 243.

EARNINGS.—Jan. 1 to July 31 in 1893 (7 months) gross $3,679,657 against $3,991,034 in 1892; net, $1,392,659, against $1,558,932.

ANNUAL REPORT.—Report for 1892 showed as follows. The charges in 1892 do not include any sum due Un. Pac. for carrying the floating debt, the annual expense for which was about $250,000:

Year ending December 31	1890.	1891.	1892.
Average miles operated.....	1,404	1,422	1,424
Gross earnings.....	$7,488,031	$7,574,456	$7,201,200
Net earns. (after deducting taxes).	2,334,047	2,783,914	2,670,122
Income from investments, etc....	884,165	1,035,652	1,026,135
Total net income.....	$3,218,212	$3,819,566	$3,696,257
Interest on bonds.....	$2,577,412	$2,849,854	2,804,627
Sinking fund.....	201,110	217,458	220,497
Loss on l'sed lin's (O.Ry. & N. syst'm)	1,789,190	1,126,949	1,564,441
Miscellaneous.....	47,182	34,411	cr. 73,526
Balance.....	df. $1,396,682	df. $409,106	def. 819,781

—(V. 52, p. **679**, 902; V. 54, p. **719**; V. 56, p. 247.)

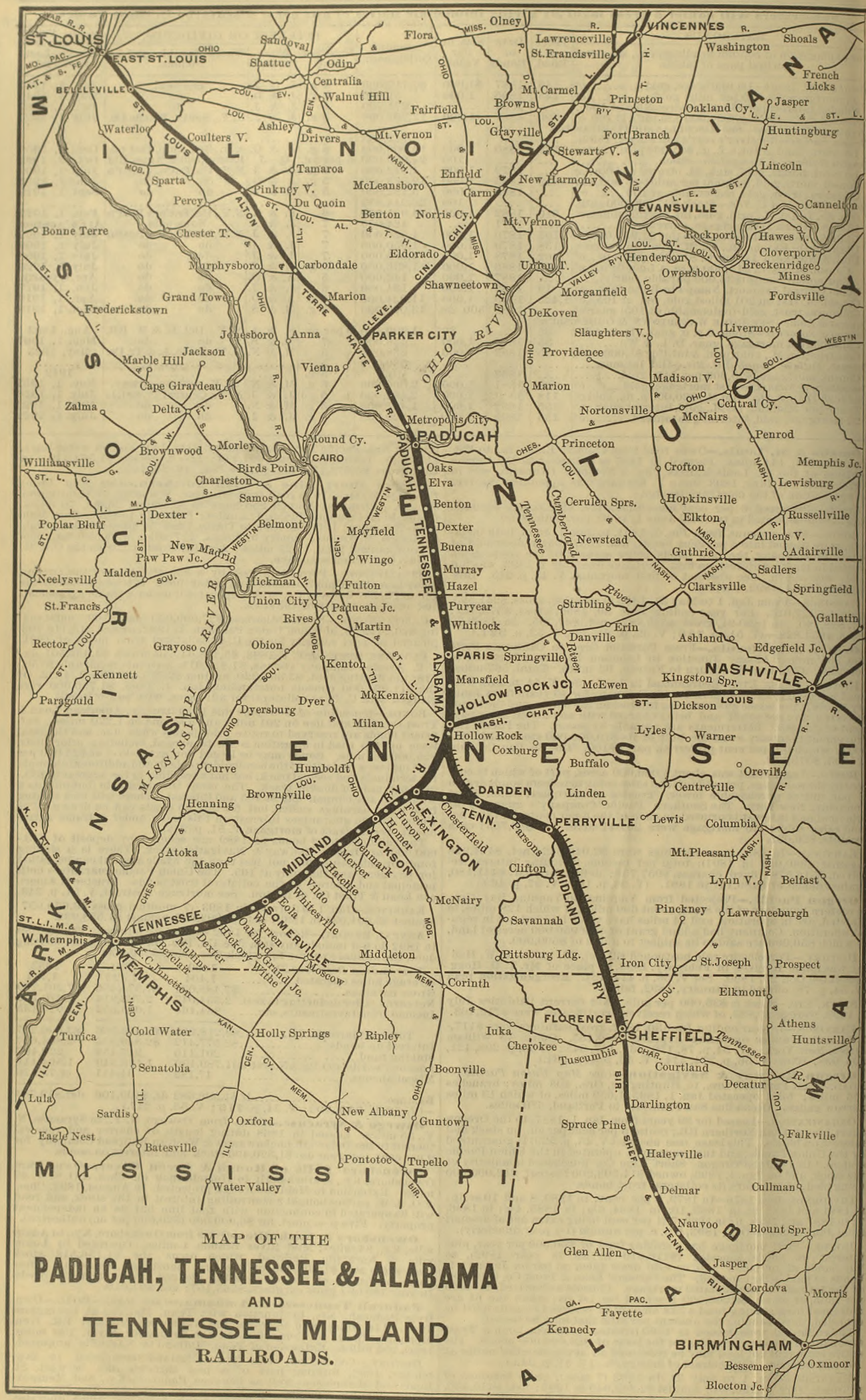
Oswego & Syracuse.—Owns from Oswego, N. Y., to Syracuse, N. Y., 35 miles. Leased in 1868 during length of charter and renewal thereof to the Delaware Lackawanna & Western Railroad Company for 9 per cent per year on $1,320,400 stock and interest on bonds.

Owensboro Falls of Rough & Green River.—Owns from Owensboro, Ky., southeasterly to Horsebranch on Ches. & O. S. W. 42 miles. Extension to Middlesborough projected. In August, 1892, Ches. & O. S. W. parties bought a controlling interest in the stock, and road will be operated in connection with that line but as an independent property. Five p. c. mort. for $6,000,000 ($20,000 per m.) authorized.

Owensboro & Nashville.—Owns from Owensboro, Ky., to Adairville, Ky., 84 miles; Mud River Branch, 4 miles. Operated by Louisville & Nashville Railroad, which owns the $1,156,518 stock (par, $100) and $1,200,000 of the first mortgage bonds—all these bonds and most of the stock being pledged under its trust deeds. In year 1891-92 gross earnings, $263,197; net, $94,010.

Paducah Tennessee & Alabama.—(*See Map.*)—ROAD.—Own, from Paducah, Ky., to junction with Tenn. Midland at Lexingtons Tenn., 118 miles, and operates the Tennessee Midland RR. from Memphis, Tenn., to Perryville, on the Tennessee River, 136 miles; total, 254 miles. Extension of Tenn. Midland to Nashville proposed.

HISTORY.—Connection with Tenn. Midland completed in September, 1892, forming part of a new through line between St. Louis and Memphis, as well as between Paducah, Ky., and Memphis and all Ohio River points. See V. 54, p. 598, 801, 965. The Tennessee Midland is controlled in the interest of this company, which operates it under a 30-year traffic contract.



MAP OF THE

PADUCAH, TENNESSEE & ALABAMA

AND

TENNESSEE MIDLAND

RAILROADS.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Panama—Stock	48	....	$100	$7,000,000	See text.	Various	N. Y., 29 Broadway.	Jan. 3, 1893
General M. for £1,000,000 sterling (See text)...c	48	1867	£200	£800,000	7 g.	A.10&O.	N. Y. Office & London.	Oct. 10, 1897
Sinking fund subsidy bonds..gold, drawn at 100.c*	48	1880	$1,000	$2,152,000	6 g.	M. & N.	N. Y., 29 Broadway.	Nov. 1, 1910
Paterson & Hud.—Stk.,8 p.c.perp.rent.N.Y.L.E.&W.	15	....	50	630,000	8 per an.	J. & J.	N. Y., 44 Exchange Pl.	July 2, 1893
Pecos Valley—1st mort., gold, $12,000 per mile..c*	89	1890	1,000	987,000	5 g.	A. & O.	N.Y., Mercantile Tr. Co.	Oct. 1, 1920
Pennsylvania—Stock	....	....	50	126,774,500	See text.	M. & N.	Philadelphia, Office.	May 31, 1893
General mort. bonds, $1,000 and £200 each..c&r	568	1867	$ or £	19,997,820	6	See text	Phila. Office & London.	July 1, 1910
Con. Mtge. of '73 secures all equally. Currency registered bonds.....r	568	1875	1,000	1,961,000	6	Q.–M. *15*	Philadelphia, Office.	June 15, 1905
Con. Mtge. of '73 secures all equally. Currency coupon bonds.....c	568	1875	1,000	2,757,000	6	J.&D. *15*	do do	June 15, 1905
Con. Mtge. of '73 secures all equally. Sterling bonds.....c	568	1873-4	£200	22,762,020	6	J. & J.	Phila. office and London	July 1, 1905
Con. Mtge. of '73 secures all equally. Gold registered bonds.....r	568	1879	1,000	3,498,000	5 g.	Q.—M.	Philadelphia, Office.	Sept. 1, 1919
Con. Mtge. of '73 secures all equally. Gold coupon bonds.....c	568	1879	1,000	1,500,000	.....	M. & S.	do do	Sept. 1, 1919
Con. Mtge. of '73 secures all equally. Gold sink. fund, 1 p. c., not drawn..c*	568	1893	1,000	3,000,000	4 g.	M. & N.	New York.	May 1, 1943
Bonds (P. W. & B. stock as collat.) not drawn...r	....	1881	1,000	7,909,000	4	J. & J.	Phila., Pa. Co. for Ins. &c.	July 1, 1921
Navy Yard mort. (extended 20 years in 1881)...r	....	1881	5,000	1,000,000	5	J. & J.	Phila., Co.'s Office.	Jan. 1, 1901
Collateral trust loan, gold, not drawn.....c*	....	1883	1,000	9,900,000	4½g.	J. & D.	Phila., Provid't L. & T. Co.	June 1, 1913
Equip. Tr. gold bonds (s. f. 5 p.c.) not drawn....c*	....	1889	1,000	2,748,000	4 g.	M. & S.	Phila., Gir'd Life &c. Co.	Sept. 1, 1914
Penn. Car Trust (in series payable 1/10 yearly)....	....	1881-4	1,000	600,000	5	Quar'ly.	Phila., Provid't L. & T. Co.	1893 to 1894
Penn. Equip. Trust (in series payable 1/10 yearly).	....	'86-91	1,000	5,887,000	4	Q.—F.	Phila., Tr. S. Dep. & I. Co.	1896 to 1901
Penn. Rolling Stock Trust (1-10 payable yearly).	....	1892	1,000	3,870,000	4	Quar.	Phila., Gir'd Life &c. Co.	1893 to 1902
Del. Ave. Market 1st mortgage.....r	....	1889	5,000	300,000	4 3/10	M. & S.	Phila., 235 So. 4th St.	Mar. 1, 1909
Delaware Ave. Bloodgood property.....r	....	1892	1,000	200,000	4 4/10	M. & S.	Philadelphia.	Sept. 1, 1912
Penn. RR. real estate purchase money gold M.c*&r	....	1893	1,000	2,000,000	4 g.	M. & N.	N. Y., Farmers' L. & Tr.	May 1, 1923
Pennsylvania Company—Stock	....	....	50	21,000,000	See text.	.....	Pittsburg, Co.'s Office.	Mar. 16, 1893
Bonds, sec. by P. Ft. W. & C. stock (s. f. dr'n at 105.r	....	1877	1,000	1,168,000	6	Q.—J.	Phila., Tr. S. D. & I. Co.	July 5, 1907
Bonds, gold, sec. by pl'ge & guar. (not dr'n..c*&r	....	1881	1,000	19,467,000	4½g.	J. & J.	.....	July 1, 1921
Car trusts	....	....	....	2,842,448	4, 4½ & 5	Various	.....	Various dates.
Penn. Lehigh & Eastern—1st M. $5,000,000, gold...	....	1889	1,000	450,000	5 g.	A. & O.	.....	Oct. 1, 1939
Pennsylvania & Northwestern—Stock (see text).....	62	....	50	2,250,000	See text.	J. & J.	Phila., Guar. Trust Co.	July 10, 1893
Bell's Gap Extension 1st mortgage .....c*	24	1875	1,000	81,000	6	F. & A.	Phila., 105 S. Fourth St.	Aug. 1, 1905
Consol. mort. (for $550,000) s. fund not dr'n..c*	24	1883	500 &c.	148,000	6	A. & O.	Phila., Guar. Trust Co.	Apr. 1, 1913
Clearfield & Jefferson 1st mortgage.....c*	38	1886	500 &c.	1,000,000	6	J. & J.	do do	Jan. 1, 1927
Penn. & N. W. gen. mortgage for $2,000,000.....	62	1890	1,000	771,000	5	J. & J.	do do	Jan. 1, 1930

STOCK authorized, $5,000,000 ($20,000 per mile); outstanding, $2,432,000. BONDS.—St. Louis Trust Co. is trustee of all three mortgages. Interest is guaranteed on the Tennessee Midland bonds, and the bonds so endorsed. On present mileage the Tenn. Mid. bonds are limited to amount now outstanding, but on any extension eastwardly from Tennessee River first mortgage bonds may be issued at $15,000 and second mortgage at $5,000 per mile of completed road. For Paducah bonds see adv. of Jan. 21, 1893. Car trusts Feb. 20, 1893, $85,609.

EARNINGS.—On Paducah road proper from Jan. 1 to Aug. 31, 1893, (8 months), gross earnings were $207,766, against $129,207 in 1892; and on Tennessee Midland, same period, $148,228, against $117,046. On Tennessee Midland in year 1892, gross, $200,665, against $210,127 in 1891; net, $49,426, against $56,280. For Tennessee Midland see also V. 51, p. 830, 908; V. 53, p. 879; V. 54, p. 598, 684, 801, 965; V. 55, p. 806. W. L. Huse, President, St. Louis. (V. 56, p. 502.)

Panama.—Owns from Colon to Panama, 48 miles. HISTORY.—Opened through January 28, 1855. In June, 1881, most of the stock was sold to parties interested in the De Lesseps Panama Canal Co. In 1892 the old arrangement with the Pacific Mail was terminated, but in June, 1893, a new agreement was made which provides for a lease to the Panama Co. of the three Pacific Mail steamers plying on the Atlantic at a rental of about $10,000 per month, the Mail Co. to handle the business on the west coast. This contract runs till June 15, 1894, with option of extension for six months. (See V. 57, p. 145.)

DIVIDENDS since 1881 have been: In 1882, 12½; in 1883, 13½; in 1884, 16; in 1885, 10; in 1886 and 1887, nil; in 1888, 26; in 1889, 9; in 1890, 5; in 1891, 5; in 1892, 2 p. c.; in 1893, January, 2 p. c.

BONDS.—In fall of 1892 £202,000 general mortgage 7s were issued, bearing an endorsement certifying that the holder has the option of having his bond extended from Oct. 10, 1897, to October 10, 1907, at 5 per cent interest, upon notice to the company before July 10, 1897, the bonds so extended to be subject to call for redemption at 105 and interest any time after Oct. 10, 1902, on 90 days' notice. The 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, and are drawn and paid off on November 1, yearly, with any surplus of the subsidy not needed for interest, $85,000 bonds being paid Nov. 1, 1892. Of the bonds given above as outstanding $633,000 of the 7s and $393,000 of the 6s were on Jan. 1, 1893, held by the sinking fund of the 7s of 1867.

ANNUAL REPORT.—The report for 1892 in CHRONICLE, V. 56, p. 578, showed net income of $820,390, against $962,233 in 1891 and $922,500 in 1890, and a surplus over interest, sinking fund and other charges of $182,816, against $323,801 in 1891 and $348,873 in 1890; dividends in 1892, $280,000. (V. 55, p. 374, 503, 723, 996, 1111; V. 56, p. 127, 375, 578, 580, 887; V. 57, p. 145, 468.)

Paterson & Hudson.—Owns from Weehawken, N. J., to Paterson, N. J., 13 miles. Leased in perpetuity at $48,400 per year to New York Lake Erie & Western, forming part of its main line.

Pecos Valley.—Projected from Pecos City, Texas, on the Texas & Pacific Railroad, via the valley of the Pecos River, to Albuquerque, New Mexico, on the Atchison Topeka & Santa Fe, about 340 miles; completed in January, 1891, from Pecos City to Eddy, about 90 miles. The mortgage (trustee, Mercantile Trust Company of New York) is for $5,000,000. Stock authorized, $5,000,000; outstanding, $1,105,000; par $100. EARNINGS.—In year 1892 gross earnings $123,737; net, $27,437. In 1891, gross, $57,778; net, $5,198. (V. 51, p. 458.)

Pennsylvania.—*(See Map)*—LINE OF ROAD—The Pennsylvania system embraces about 7,979 miles of railroad, including all east and west of Pittsburg. At the close of 1892 the mileage operated east of Pittsburg & Erie, on which earnings as reported were based, was divided as follows: Pennsylvania Division and branches, 1,591; Philadelphia & Erie Division, 546; United Railroads of New Jersey and branches, 521; total operated, New York to Pittsburg, with branches, 2,658.

ORGANIZATION, LEASES, &c.—The charter of the Pennsylvania Railroad was dated April 13, 1846. The Pennsylvania *Company* controls all the lines west of Pittsburg and Erie, the Pennsylvania Railroad Company holding all its stock.

CAPITAL STOCK.—Stock authorized by law $151,700,000; the amount outstanding has been increased from time to time, chiefly by sale at par to stockholders, for new acquisitions, etc. (V. 54, p. 447.)

DIVIDENDS.—In 1883, 8½; in 1884, 7; in 1885 and in 1886, 5; in 1887, 5½; in 1888 and 1889, 5 per cent yearly; in 1890, May, 5½; in 1891, 6; in 1892, 6; in 1893, May, 2½ per cent in cash and 2 per cent in scrip convertible into stock. See V. 56, p. 753.

BONDS.—This company owns $10,890,950 stock of the Philadelphia Wilmington & Baltimore Railroad, and the four per cent bonds of 1921 are purchased yearly, if obtainable at not over par, with the surplus proceeds of Philadelphia Wilmington & Baltimore dividends

Interest on general mortgage 6s of 1870 is payable on coupon bonds January 1 and July 1; on registered bonds, April 1 and October 1.

The *consolidated mortgage* of 1873 for $100,000,000 secures all the consols equally, though issued at different dates; of the amount authorized, a sufficient amount is reserved to retire the general mortgage of 1867. It covers all the property and franchises of the company, including its main line from Philadelphia to Pittsburg, and branches, being a total of 568 miles, partly four-tracked, together with real estate and equipment. It is also a first lien on the company's leasehold interest in other railroad lines and canals, as well as on its large investments in shares and bonds of other companies of an estimated cash value of over $50,000,000. These securities produced in 1892 an income of over $2,600,000. Sinking fund for consols Jan. 1, 1893, held —Consols canceled, $1,771,980; other securities and cash, $2,946,564. See application to N. Y. Stock Exchange in V. 57, p. 61.

The *collateral trust* loan of 1883 is secured by the deposit of mortgage bonds of subsidiary lines to the par value of $13,600,000.

The guaranteed securities are bought with 1 per cent of the net income yearly, and $8,279,630 so purchased were held Jan. 1, 1893.

GENERAL FINANCES, &c.—The total cost to the Pennsylvania Railroad Company of the stocks and bonds of other companies held in its treasury was, up to January 1, 1893, $114,648,704 (par value of the same, $166,055,554), most of which are pledged to secure Pennsylvania Railroad issues. In 1892 company subscribed to an additional $1,000,000 Pennsylvania *Company* stock and received $840,000 from dividends paid by said company. Mortgages and ground rents Jan. 1, 1893, amounted to $3,484,886.

In May, 1893, were issued $2,000,000 real estate bonds for pier property in N. Y. City and $3,000,000 consol. 4s for other improvements, an additional $3,000,000 of consol. 4s being authorized. These last were in August, 1893, reported pledged in London for a loan, with option of purchase. V. 56, p. 782.

LATEST EARNINGS.—January 1 to July 31, 1893 (7 months), gross on lines east of Pittsburg and Erie were $39,437,464, against $38,274,124 in 1892; net, $10,365,973, against $10,250,703 in 1892. For same periods on lines west of Pittsburg and Erie gross earnings in 1893 showed an increase of $704,218 compared with 1892 and the net earnings an increase of $63,045. See V. 57, p. 3 and 178.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at Philadelphia on second Tuesday in March. The report for 1892 was in the CHRONICLE, V. 56, p. 393, 412, 415, giving full particulars.

EARNINGS ON ALL LINES BOTH EAST AND WEST OF PITTSBURG AND ERIE.

Year ending Dec. 31—	1890.	1891.	1892.
Gross earnings	$133,521,623	$134,254,613	$138,974,520
Operating expenses	92,003,365	91,819,660	98,352,083
Net earnings	$41,518,258	$42,434,953	$40,622,437

The income account has been as follows, the "net income" given in the first line being the amount of income after deducting interest paid.

INCOME ACCOUNT OF PENNSYLVANIA RAILROAD COMPANY.

Year ending Dec. 31—	1890.	1891.	1892.
Net income Penn. RR. Div'n	$11,030,401	$12,257,432	$10,794,260
Net loss or gain on N. J. Div.	+396,885	—276,456	—299,199
Loss on Pitts. & Erie Div...	1,644	9,135	profit 10,849
Balance of income	$11,425,642	$11,971,841	$10,505,910
Payments—To trust fund .	93,498	98,622	89,179
Consol. mortgage redeemed.	324,800	324,780	324,780
Allegh. Val. RR. Co.—Defic'y	119,005	274,062	.....
Extraordinary expenses....	1,632,024	1,510,758	1,263,137
	$2,169,327	$2,208,222	$1,677,096
Balance to credit of income	9,256,315	9,763,619	8,828,814
Dividends.....(5½)	6,241,873	(6) 7,495,598	(6) 7,606,456
To credit of profit and loss.	$3,014,442	$2,268,021	$1,222,358
Bal. in set'm't of claims, &c.	.....	+49,019	+904,669
Expenses of floods June, '89.	1,064,704	.....	.....
Balance	$1,949,738	$2,317,040	$2,127,027
Bal. profit and loss Dec. 31.	$22,017,794	$24,334,833	$26,461,860

—(V. 54, p. 180, 345, 447, 507, 665, 702, 867; V. 55, p. 313, 1061, 1078; V. 56, p. 43, 393, 412, 415, 502, 538, 711, 782; V. 57, p. 3.)

Pennsylvania Company.—Chartered in Pennsylvania April 7, 1870, and operates all the Pennsylvania's leased lines west of Pittsburg. Its stock is owned by the Pennsylvania *Railroad*. On July 1, 1892, the Pennsylvania Company owned sundry bonds having a par value of $12,219,500, and stocks of par value of $50,640,240, these stocks and bonds representing on the company's books a value of $31,374,199 and yielding in the year 1891-92 an inome of $2,192,312. Of these securities part are pledged as said below.

DIVIDENDS.—In 1883, 4 per cent; then none till 1892, when 4 per cent was paid in March; in 1893, March, 4 per cent.

BONDS.—Besides the bonds given above as outstanding $2,032,000 of 6s and $533,000 of 4½s are held in the sinking fund.

The 6 per cent bonds are secured by deposit of $4,000,000 of Pittsburg Fort Wayne & Chicago special stock. The gold bonds of 1921 are secured by a deposit in trust of the leases of the Pittsburg Fort Wayne & Chicago and the Cleveland & Pittsburg railroads, and of bonds and stocks having a par value April 1, 1881, of $24,171,630, as well as by lien on certain real estate. They are also guaranteed as to principal and interest by the Pennsylvania Railroad Company, and are so endorsed; the trustees of the mortgage are W. H. Barnes, John P. Green and Henry D. Welsh. In 1892 and 1893 the company guaranteed certain Pittsburg Cincinnati Chicago & St. Louis bonds


MAP OF THE
PENNSYLVANIA R. R.
AND ITS CONNECTIONS.
CHICAGO
TOLEDO
CLEVELAND
ASHTABULA
ERIE
BUFFALO
PITTSBURGH
HARRISBURG
PHILADELPHIA
READING
TRENTON
NEW YORK
BALTIMORE
WASHINGTON
INDIANAPOLIS
COLUMBUS
CINCINNATI
LOUISVILLE
ST. LOUIS
VINCENNES
NEW ALBANY
MADISON
JEFFERSONVILLE
EVANSVILLE
CAIRO
NASHVILLE
RICHMOND
NORFOLK
Cape Charles
Old Pt. Comfort
Lake Michigan
Lake Huron
Lake Erie
Lake Ontario
Ohio R.
Mississippi R.
Cumberland R.
Tennessee R.
Atlantic Ocean
Chesapeake Bay
Delaware Bay
Cape May
Albemarle Sd.
Pamlico Sd.
Roanoke
Petersburg
Lynchburg
Danville
Salem
Greensboro
Weldon
Rocky Mt.
RALEIGH
Wilmington
Charleston
Columbia
Jackson
Memphis
Louisville
Cincinnati
Columbus
Indianapolis
Chicago
Detroit
Buffalo
Cleveland
Pittsburgh
Harrisburg
Philadelphia
Baltimore
Washington
Richmond
Norfolk
Portsmouth
Lexington
Huntington
Charleston
Kanawha Falls
Hinton
Covington
Staunton
Waynesboro
Gordons V.
Charlottes V.
Junc.
Quantico
Fredericksburg
Manassas
Alexandria
Warrenton
Front Royal
Strasburg Jc.
Martinsburg
Harper's Ferry
Hagers T.
Fredericksburg
Canton V.
Cambridge
Pope's Cr.
Crisfield
Franklin
Cape Charles
Old Pt. Comfort
Norfolk
Portsmouth
Weldon
Salem
Greensboro
Rocky Mt.
Raleigh
Wilmington
Charleston
Columbia
Jackson
Memphis
Louisville
Cincinnati
Columbus
Indianapolis
Chicago
Detroit
Buffalo
Cleveland
Pittsburgh
Harrisburg
Philadelphia
Baltimore
Washington
Richmond
Norfolk
Portsmouth
Lexington
Huntington
Charleston
Kanawha Falls
Hinton
Covington
Staunton
Waynesboro
Gordons V.
Charlottes V.
Junc.
Quantico
Fredericksburg
Manassas
Alexandria
Warrenton
Front Royal
Strasburg Jc.
Martinsburg
Harper's Ferry
Hagers T.
Fredericksburg
Canton V.
Cambridge
Pope's Cr.
Crisfield
Franklin
Cape Charles
Old Pt. Comfort
Norfolk
Portsmouth
Weldon
Salem
Greensboro
Rocky Mt.
Raleigh
Wilmington

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Pennsylvania Poughkeepsie & Bost.—1st M., gold.c*	73	1889	$1,000	$1,500,000	6 g.	J. & J.	July,'90, coup. last paid	Jan. 1, 1939
2d mortgage for $500,000, gold	73	1890	1,000	(?)	6 g.	J. & J.	do do	Jan. 1, 1910
Slate Valley RR. 1st mortgage	....	1886	500 &c.	61,500	4	J. & J.	.....	July 1, 1916
Peoria & Bureau Val.—Stk., 8 p. c. rent'l C. R.I.&P.	47	....	100	1,500,000	8 per an.	F. & A.	N.Y.,Ch.R.I. & Pac. RR.	Aug., 1893
Peoria Decatur & Evansville—Stock	....	....	100	8,500,000	....	.....	.....	.....
1st mort.(Peoria Div., Pekin to Mattoon) gold.c*	110	1880	1,000	1,287,000	6 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1920
1st m. (Evansv.Div., Mattoon to Evansville,) g.c*	128	1880	1,000	1,470,000	6 g.	M. & S.	do do	Sept. 1, 1920
Second mortgage, gold c*	244	1886	....	2,088,000	5 g.	M. & N.	do do	Nov. 1, 1926
P. D. & E. Gen. M., $10,000,000, gold	336	1893	1,000	See text.	5 g.	.....	New York.	1943
Peoria & Eastern—Stock	....	....	100	10,000,000	....	.....	.....	.....
Ind. Bloom. & West. 1st M., pref., int. guar...c&r	202	1879	100 &c.	1,000,000	7	J. & J.	N. Y., Drexel, M. & Co.	Jan. 1, 1900
Ohio Indiana & West. 1st M., pref., gold, int. gu.c*	342	1888	500 &c.	500,000	5 g.	Q.—J.	do do	Apr. 1, 1938
P. & E. consol. M. $10,000,000, interest guar..c*	202	1890	1,000	8,103,000	4	A. & O.	do do	Apr. 1, 1940
2d consol. mortgage, income, non-cumulative. ..c	202	1890	1,000	4,000,000	4	April 1	N. Y., when earned.	Apr. 1, 1990
Peoria & Pekin Union—1st mortgage, gold.....c	20	1881	1,000	1,495,000	6 g.	Q.—F.	N. Y., Central Trust Co.	Feb. 1, 1921
2d mortgage, gold.....c	20	1881	1,000	1,499,000	4½g.	M. & N.	do do	Feb. 1, 1921
Perkiomen—1st M., ser. I (1st l'n) gold, gu. p. & i.c*	38	1887	100 &c.	799,600	5 g.	Q.—J.	Phila., Pa. Co. Ins. on L.	Jan. 1, 1918
1st M., ser. 2 (2d l'n) gold, guar. p. & i. (end.)..c*	38	1888	1,000	1,125,000	5 g.	Q.—J.	do do	Jan. 1, 1918
Petersburg—Stock	59	....	100	960,800	See text.	J. & J.	Richmond.	July 1, 1893
Guar. pref. stock, 3 per cent, lien prior to mortg.	59	....	100	323,500	See text.	J. & J.	do	July 1, 1893
1st mort. (payable $25,000, due yearly Jan. 1)c&r	59	1869	500 &c.	124,000	8	J. & J.	Richm'd and Petersb'g.	Jan.,1894-'98
Mort. bonds, class A, $200,000 reserved for 1st M.	59	1881	1,000	693,000	5	J. & J.	do do	July 1, 1926
Mortgage bonds, class B	59	1881	1,000	800,000	6	A. & O.	do do	Oct. 1, 1926
Phil. & Balt. Cent.—1st M. $2,500,000, $1,200,000 4½s	79	1881	1,000	2,200,000	4½ & 5	M. & N.	Phila., Penn. RR. Co.	Nov. 1, 1911
Phila. & Erie—Common stock ($10,000,000 author.)	287	....	50	7,985,000	See text.	.....	Phila. Of., 233 S. 4th St.	Mch. 15, 1892
Preferred stock, 7 per cent, special	287	....	50	2,400,000	7 per an.	Yearly.	do do	Dec. 31, 1892
Sunb. & E. 1st mort. (extended in 1877).....c&r	40	1857	1,000	976,000	7	A. & O.	Phila., Penn. RR. Co.	Oct. 1, 1897
General mort., gold, guar. by Pa. RR.....c	287	1869	1,000	8,680,000	6 g.	J. & J.	Phil., Pa. RR. & London.	July 1, 1920
General mort., gold, guar. ($5,263,000 are 5s)..r	287	1869	1,000	10,018,000	4 g. & 5 g.	A. & O.	Phila., Penn. RR. Co.	July 1, 1920
Phila. Germ. & Chestnut Hill—1st M., gu. by Pa. RR.r	7	1883	1,000	1,000,000	4½	M. & N.	Phila., Penn. RR. Office.	May 1, 1913
Phila. Germ. & Norrist'n—Stock rental., P. & R. RR.	29	....	50	2,246,900	See text.	Q.—M.	Phila., 132 So. 3d St.	Sept. 4, 1893
Phila. Harrisburg & Pittsburg—1st mort., gold.c*&r	44	1890	1,000	(?)	5 g.	A & O15	Phila., Comp'y's office.	Oct. 15, 1925
Phil. Newtown & N. Y.—1st M., gold. gu. p.&i.(end.)c*	22	1892	1,000	1,600,000	5 g.	A. & O.	Phil., Phil. & Read. RR.	Oct. 1, 1942

EARNINGS.—The total mileage operated or controlled by this company is 3,532—operated directly by Pennsylvania Co. 1,184 miles. In year 1892 gross, $22,506,656; net, $8,052,353; charges, $6,822,379; balance, surplus, $1,229,974; dividends paid (4 per cent), $840,000.

Income account has shown after payment of all obligatory charges: deficit in 1886 of $200,674; in 1887, net profit, $675,516; in 1888, loss, $74,891; in 1889, net profit, $727,802; in 1890, net profit, $1,081,958; in 1891 net profit, $1,725,938; in 1892, profit, $1,229,974. (V. 53, p. 21; V. 54, p. 387, 404, 406, 444, 525; V. 55, p. 57, 161, 973.)

Pennsylvania & Northwestern.—Owns Bellwood, Pa., to Horatio, 62 miles; total, including branches, 73 miles. A consolidation Jan. 1, 1890, of the Bells Gap and Clearfield & Jefferson roads.

STOCK.—In March, 1893, increase to $2,500,000 was authorized Dividends—In 1890, 5 p. c.; in '91, 5; in '92, 5½; in '93, 6 p. c.

BONDS.—Of the $2,000,000 general mortgage bonds authorized, sufficient are held to retire the prior issues, when due. Five p. c. car trusts due 1893 to 1902, $671,000, due $86,000 yearly on Mar. 1.

EARNINGS.—In year 1892 gross $856,282 against $860,332 in 1891 net, $250,196; interest, $114,870; dividends, $120,000; balance, surplus, $16,326. E. J. Berwind, Pres't, Philadelphia.—(V. 56, p. 414.)

Pennsylvania Poughkeepsie & Boston.—Operates from Slatington, Pa., to Campbell Hall, N. Y., 96 miles, of which three sections, aggregating 44 miles, belong to other companies. Completed in Nov., 1889. Interest defaulted Jan. 1, 1891, and in February, H. H. Kingston, of Philadelphia, was made receiver. Road operated by Philadelphia & Reading from April, 1892, to August, 1893. See V. 57, 61, 341. In August the New York Susquehanna & Western began operating the New York & New Jersey division, and the Lehigh Valley the Pennsylvania division for a percentage of earnings. Receiver's certificates July 1, 1893, were $252,000; floating debt Jan. 1, 1893, $1,459,436; total bonded debt, $2,000,000. Capital stock, $2,000,000; par, $50. In year ending June 30, 1892, gross earnings were $197,984; deficit under operating expenses, $16,629; charges, $237,191; net loss, $253,820. Total deficit to June 30, 1892, $805,236.

Peoria & Bureau Valley.—Owns from Bureau Junction to Peoria, Ill., 47 miles. The road was leased in perpetuity April 14, 1854, to the Chicago Rock Island & Pacific at a rental of $125,000 per annum.

Peoria Decatur & Evansville.—*(See Map Evansville & Terre Haute.)*—Owns from Pekin to Evansville, 235 miles; branch, 6 miles; leases, Pekin, Ill., to Peoria, Ill., 10 miles; through Decatur, 3 miles; total, 254 miles, and is about to absorb the Chicago & Ohio River, Olney, Ill., northerly to Sidells on Ch. & East Ill., 86 miles.

HISTORY, ETC.—Operated in harmony with the Evansville & Terre Haute, to which was due July 1, 1892, on loan account, $352,122. On same date bills payable were $77,260 and equipment notes and contracts $59,123. Company owns $250,000 Peoria & Pekin Union stock. Consolidation with Chic. & Ohio River was effected in Aug., 1893, (see V. 56, p. 207, 464), and the stock raised from $8,400,000 to $8,500,000.

BONDS.—The new general mortgage is for $10,000,000, of which $4,845,000 is held by trustee to retire P. D. & E. bonds when due; $750,000 to retire $500,000 Chicago & Ohio River 1st 6s and its $750,000 incomes; $500,000 to pay floating debt, and the remainder reserved for terminals, equipment, branches, etc. In September, 1893, none had been issued. Fixed charges, previously $299,820 per annum, were to be $339,820 after consolidation.

LATEST EARNINGS.—Jan. 1 to Sept. 7, 1893 (8¼ months), gross earnings were $594,602, against $575,164 in 1892.

ANNUAL REPORT.—Year ends June 30. Report for 1891-92 in V. 55, p. 894, showed gross earnings, $836,815; net, $340,734; total fixed charges, $331,870; surplus, $8,864, against deficit of $13,526 in 1890-91. (V. 55, p. 894; V. 56, p. 207, 464, 622; V. 57, p. 145.)

Peoria & Eastern.—Owns from Pekin Ill., to Indianapolis, Ind. 202 miles, and has a lien of $5,000,000 on Springfield Division, Indianapolis to Springfield, Ohio, 141 miles; trackage, Pekin to Peoria, 9; total operated, 352 miles. Operated by Cleve. Cincinnati Ch. & St. L.

LEASE, ETC.—Formerly Ohio Indiana & Western, sold in foreclosure in 1890, reorganized per V. 49, p. 616, and leased till Apr. 1, 1940, to Cleveland Cincinnati Ch. & St. L., which guarantees interest, but not principal, of the first consols, and owns one-half the $10,000,000 stock, par $100. If the Peoria & Eastern's earnings added to the net income (up to $200,000) over operating expenses of the Springfield Division of the Ohio Indiana & Western exceed the sums necessary to pay the Peoria & Eastern's fixed charges and to reimburse the Big Four for all advances up to that time, the surplus is to go to the second consol. incomes, and any surplus to the Peoria & Eastern itself.

BONDS.—The consolidated mortgage of 1890 covers, besides the road owned, the $5,000,000 purchase money lien on the Springfield Division. See abstracts of mortgages of 1890 in V. 51, p. 246, and of O. Ind. & Western mortgage, V. 47, p. 201. Due lessee July 1, 1892, $199,062.

EARNINGS.—For July, 1893, gross, $143,330, against $145,973 in 1892; net, $20,326, against $38,675. For 12 months ending June 30 earnings were:

12 months.	*Gross.*	*Net.*	*Interest, etc.*	*Balance.*
1892-3	$1,740,502	$272,352	$441,620 def.	$169,268
1891-2	1,833,143	523,434	454,519 sur.	68,915

—(V. 55, p. 461.)

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 $1,000,000 was taken by the different Peoria RR. companies, and they pay a rental and also terminal charges. See V. 36, p. 253. Receipts in 1891-92, $598,086; net, $207,227; paid interest, $157,155; dividends, (4 per cent) $40,000; betterments, $5,663.

Perkiomen.—Owns from Perkiomen Junction, Pa., to Emaus Junction, Pa., 39 miles. Stock subscription, $38,040. Reorganized in 1887. There is due Philadelphia & Reading RR. on loan account upwards of $900,000. In year ending June 30, 1892, gross earnings were $314,289; net, $127,015; interest, etc., $101,532; surplus, $25,483.

Petersburg.—Owns Petersburg, Va., to Garysburg, N. C., 59 miles; rents Garysburg to Weldon (Seaboard & Roanoke), 2 miles; total, 61 miles. Reorganized in 1877 without foreclosure. Preferred stock is guaranteed 3 per cent yearly, then common receives 3 per cent, then both stocks share pro rata. Dividend on common stock in January, 1892, 3 per cent; in July, 3; in 1893, January, 3 per cent; July, 3 p. c.

EARNINGS From January 1, to July 31, 1893 (7 months), gross $337,412, against $336,663 in 1891-92. In year ending June 30, 1893, gross were $542,685; net, $208,661. In 1891-92, gross, $526,460; net, $233,720. (V. 53, p. 879.)

Philadelphia & Baltimore Central.—Philadelphia to Westchester, 26 miles; Wawa to Octoraro, Md., 46 m.; Brandywine Br., 1 m.; leased Chester Creek Railroad, 7 miles; total operated, 80 miles. The Philadelphia Wilmington & Baltimore Railroad holds practically all the $2,495,650 stock, and operates the road as part of its system. In 1891-92 gross earnings, $1,026,302; net, $211,442; surplus above charges, $87,903, including interest on deposits, etc., $24,164.

Philadelphia & Erie.—*(See Map Pennsylvania RR.)*—ROAD—Owns road extending from Sunbury to Erie, Penn., 287 miles.

ORGANIZATION, LEASE, &C.—Formerly Sunbury & Erie. Leased to Pennsylvania RR. Co. for 999 years, and actual net receipts paid as rental. Pennsylvania RR. owned Dec. 31, 1892, $3,501,800 common and $2,400,000 special stock and $3,823,000 general mortgage bonds, and city of Philadelphia (sink. fund) $2,250,000 common stock.

DIVIDENDS.—On common stock 2 per cent was paid in March, 1892.

BONDS.—The general mortgage is guaranteed by Pennsylvania RR.

LATEST EARNINGS.—January 1 to July 31, 1893 (7 months), gross, $3,004,232 agst. $2,748,113 in 1892; net, $948,479, agst. $714,288.

ANNUAL REPORT.—The report for 1892 in CHRONICLE, V. 56, p. 287 (see also p. 332), showed earnings as follows:

Year end. Dec. 31—	1889.	1890.	1891.	1892.
Gross earnings	$4,689,137	$5,113,787	$5,201,361	$5,256,551
Expenses (incl. all taxes).	2,928,744	3,415,595	3,516,391	3,740,942
Net earnings	$1,760,393	$1,698,192	$1,684,970	$1,515,609
Total net income	$1,778,573	$1,716,440	$1,702,985	$1,535,563
Interest on debt	$1,034,470	$1,034,470	$1,042,470	$1,042,470
Interest on special stock.	168,000	168,000	168,000	168,000
Interest on equipment...	174,920	183,614	156,003	143,298
Extraordinary expenses .	323,331	.....	.....	
Organization expenses...	8,000	8,000	8,000	8,000
Surplus	$69,851	$322,356	*$328,512	$173,794

* A dividend of 2 per cent on common stock was paid in March, 1892. —(V. 50, p. 274; V. 52, p. 278; V. 54, p. 365, 406; V. 56, p. 287, 332.)

Philadelphia Germantown & Chestnut Hill.—In Philadelphia from Germantown Junction, on Connecting Railway, to Chestnut Hill, 7 miles. From May 1, 1883, leased for 30 years to the Pennsylvania Railroad Company, which guarantees 4½ per cent on the bonds. Rental, net earnings. Pennsylvania Railroad owns $999,750 of the $1,000,000 stock (par, $50). Gross earnings in 1892, $264,728 against $248,754 in 1891; net, over expenses and taxes, $89,443 against $83,917; int., $45,000; rentals, etc., $4,251.

Philadelphia Germantown & Norristown.—Philadelphia Pa., to Norristown, Pa., 17 miles; Germantown Branch, 3 miles; Plymouth RR., 9 miles; other, 4 miles; total, 34 miles. Leased November 10, 1870, to Philadelphia & Reading Railroad for 999 years at a rental of $269,623 and $8,000 yearly for organization expenses. Dividends usually 3 per cent quarterly (12 per annum) were in 1893 temporarily reduced to 2½ per cent quarterly on account of certain losses sustained.

Philadelphia Harrisburg & Pittsburg.—Owns from Harrisburg, Pa., to Shippensburg, on the Western Maryland Railroad, 41 miles, sidings and laterals 14 miles. Opened in April, 1891, and leased for 999 years to the Philadelphia & Reading, which by endorsement on each, guarantees the bonds, principal and interest. The rental covers interest on bonds, taxes and expenses. Stock, $2,000,000; par, $50. Mortgage is for $2,000,000. (V. 51, p. 383, 459; V. 52, p. 124, 643.)

Philadelphia Newtown & New York.—Owns from Second and Butler streets, Philadelphia, northerly to Newtown, with branch under construction from Olney to connection with Tabor branch of Philadelphia & Reading, 22 miles in all. Consolidated with Philadelphia & Newtown Connecting RR. in 1892, and above mortgage issued to retire $700,000 old 6s, and to complete and equip the line. The first 5s are endorsed with Reading's guaranty of principal and interest.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Philadelphia & Reading—Stock	....	....	$50	$40,344,362	....	.....	.....	.....
Receivers' certificates	All	1893	....	See text.	6	.....	.....	.....
1st mortgage, $ and £ c	....	1843	$ & £	1,512,700	6	J. & J.	Philadelphia & London.	July, 1910
Mortgage loans of 1844, 1848 and 1849 c	....	1844-9	1,000	954,000	6	J. & J.	Phila., Of., 227 S. 4th St.	July, 1910
Mortgage loan of 1857 convertible c	....	1857	500 &c.	79,000	4½	J. & J.	do do	July, 1910
Mortgage loan of 1868 c	....	1868	1,000	2,700,000	7	A. & O.	do do	Oct. 1, 1893
Consol. mortgage ($8,162,000 are gold 6s) c	....	1871	200 &c.	18,811,000	6 g. & 7	J. & D.	Cou. June,'93,purchas'd	June 1, 1911
Impr't M., gold, s. f., drawn at 100, V. 48, p.260.c	....	1873	$ or £	9,364,000	6 g.	A. & O.	Cou. Apr., '93, purch.	Oct. 1, 1897
General mortgage of 1874 (see text)	....	....	....	.....	....	.....	.....	.....
Consol. M.of 1882, gold, stamped, pay. at notice.c*	....	1882	500&c.	5,767,042	5 g.	M. & N.	May, 1893,coupon paid.	May 1, 1922
General mortgage ($100,000,000), gold c*&r	327	1888	1,000&c	See text.	4 g.	J. & J.	Jan., '93, coup. last pd.	Jan. 1, 1958
1st pref. inc. M., not cum. ($24,400,000) gold...c*	327	1888	1,000	23,865,097	Up to	Feb. 1	See text.	Jan. 1, 1958
2d pref. inc. M., not cum. ($22,500,000) gold...c*	327	1888	1,000	16,155,000	5 p ct.	Feb. 1	do	Jan. 1, 1958
3d pref. inc. M., not cum., gold c*	327	1888	1,000	See text.	when	Feb. 1	do	Jan. 1, 1958
3d pref. inc. M., gold, non-cum., convertible	327	1888	1,000	4,811,000	earned	Feb. 1	5 per cent paid Feb., '93	Jan. 1, 1958
Terminal M., gold, gu. by P. & R. Term. RR..c*&r	....	1891	1,000	8,500,000	5 g.	Q.—F.	Phila., Prov. Life & Tr.	May 1, 1941
Ten-year sinking fund gold loan, red. at 100...c*	....	1892	1,000	1,985,000	5 g.	F. & A.	do do	Feb. 1, 1902
Delaware River Terminal Pur. Money M., gold.c*	....	1892	1,000	700,000	5 g.	M. & N.	Phila., Guar. Trust.	May 20, 1942
Delaware River Term. Ext. Pur. Mon. M., gold.c*	....	1892	1,000	1,220,000	5 g.	J. & J.	Philadelphia.	July 1, 1942
Collateral trust bonds ($10,000,000) gold	....	1892	1,000	As collateral	5 g.	J. & J.	do do	Jan. 1, 1912
Deferred incomes (after stock). See V. 54, p. 239.	....	1882	50 &c.	25,568,090	6	.....	.....	Irredeemable.
Car trust, Series B, $102,000 due each March 1.c*	....	1884	1,000	102,000	6	M. & S.	Phila., Union Trust Co.	102,000 y'rly
Car trust, Series C, $30,000 due Q.—M c*	....	1887	1,000	540,000	5	Q.—M.	Phila., Fidelity Tr. Co.	120,000 y'rly
Car trust, Series D, $310,000 due Nov 1., gold..c*	....	1890	1,000	2,170,000	5 g.	Q.—F.	Phila., Prov't Life & Tr.	300,000 y'rly
Equipment notes	....	....	....	5,000,000	....	.....	.....	1893-1898
Mortgages on real estate	....	....	....	1,568,495	.....	.....	.....	.....
P. & R. Coal & I. purchase money & real estate M.	....	'72-'84	500 &c.	12145,106	5, 6 & 7	Various	Phila., Of., 227 S. 4th St.	1893 to 1904
Do do guar. extended in 1892, gold.	....	....	500 &c.		6 g.	Semi-an	do do	Various, 1897
Do do guar. extended in 1893, gold.	....	....	500 &c.		6 g.	.....	do do	Jan. 1, 1898

Philadelphia & Reading.—*(See Map)*—LINE OF ROAD—Owns main line, Philadelphia to Mount Carbon, Pa., 98 miles; branches owned, 229 miles; leased lines, 1,601 miles; roads controlled, 526 miles; total operated November, 1892, 2,454 miles, against 1,173 Nov., 1891; but in August, 1893, the Lehigh Valley lease was terminated, reducing the mileage over 1,000 miles, and in the same month the Phila. Read. & N. England, 167 miles, was placed in the hands of a separate receiver.

HISTORY, LEASES, &C.—The Philadelphia & Reading Company was chartered April 4, 1833. It leases a number of roads in Pennsylvania; also, the North Pennsylvania Railroad and Delaware & Bound Brook, forming the line from Philadelphia to New York.

Receivers were in possession from May, 1880, to February, 1883, and from June, 1884, to January, 1888. In February, 1886, the Drexel-Morgan syndicate effected a reorganization without foreclosure. (See plan V. 43, p. 747). Voting trust expired Aug. 1, 1892.

On Feb. 20, 1893, receivers were once more appointed, the floating debt having become unmanageable. The receivers are J. Lowber Welsh, Judge E. M. Paxson and Joseph H. Harris, President of the Reading. Mr. McLeod, resigned the presidency on May 1, 1893. See V. 56, p. 311, 332, 465, 539, 580, 622.

The Central of New Jersey and the Lehigh Valley systems were leased early in 1893, with a view to concentrating their coal interests; but in August, 1892, the lease of the Central, and in August, 1893, that of the Lehigh Valley, was terminated.

The Boston & Maine stock bought in 1892 was disposed of in May, 1893. (V. 56, p. 836.)

A traffic agreement with the Buffalo Rochester & Pittsburg was made in May, 1892. See V. 54, p. 799.

In September, 1892, the Port Reading RR. (which see) was completed. It extends 20 miles from Bound Brook to Staten Island Sound (near New York), where extensive terminals were to be established.

The Market street station in Philadelphia was opened in March, 1893

COAL PROPERTIES.—The Railroad Company owns all the stock ($8,000,000) of the Philadelphia & Reading Coal & Iron Company. In December, 1892, an arrangement was made to have the Finance Company of Pennsylvania become the commercial agents of the Coal & Iron Company, but it is said this arrangement will end when the Reading receivers are discharged. See V. 55, p. 1111; V. 56, p. 711. The estates of the coal company aggregate upwards of 194,000 acres, classified as follows:

Coal lands owned (acres)	95,144	Timber lands owned (acres)	70,489
Coal lands leased (acres)	7,429	Iron ore lands (acres)	21,000
Total area (acres)			194,062

CAPITAL STOCK.—The dividends paid on Philadelphia & Reading stock from 1870 to 1875, inclusive, were 10 per cent each year; in 1876 2½ per cent was paid and nothing since. In March, 1893, there were $4,833,000 third preference bonds, convertible into common stock.

GUARANTIES.—See SUPPLEMENT of January, 1893. The terms of the income mortgages of 1888 are understood by some to forbid the payment of interest on any bonds since guaranteed unless such interest is earned by the property covered by the guaranteed loan. See page VII. of advertisements in CHRONICLE of June 10, 1893.

BONDS.—The *general mortgage* 7s and 6s of 1874 for $24,686,000 and other prior bonds are held alive as collateral security for the general mortgage of 1888. The *consolidated* 5s of 1882 are payable at par at any time. The May, 1893, coupon on these bonds was paid in cash.

The *general mortgage*, and first, second and third preference incomes (trustee of all, Pennsylvania Company for Insurance on Lives, etc., of Philadelphia) cover in addition to the 327 miles of road owned the title to leased lines (mostly leased for 999 years), all real estate, rolling stock and vessels of the company, $8,000,000 Philadelphia & Reading Coal & Iron Company stock, as well as the real estate of that company, and, subject to a mortgage to Philadelphia & Reading Railroad Company dated July 1, 1874, stock in other coal and iron companies. An abstract of the general mortgage was in the CHRONICLE, V. 46, p. 679, and of the preference income mortgages in V. 47, p. 141 and 142.

The total authorized issue of *general* 4s is $100,000,000; of this amount $44,353,000 was listed in March, 1893, and of the balance there was reserved for special purposes approximately the following: To retire improvement bonds and bonds prior thereto, $33,421,700; for real estate mortgages, $1,894,000; for Coal & Iron Company's land mortgages, $9,692,000; for securities of lines leased and controlled, $10,555,000. This last amount is to be held for the purpose mentioned till Jan. 1, 1898, but thereafter will be applicable to "betterments, equipment and other after-acquired property." N. Y. Stock Exchange May 22, 1893, reported $44,353,000 outstanding, but company Dec. 1, 1892, only $40,586,189.

In the *income mortgages* net earnings are defined as the profits of the railroad company for each fiscal year ending Nov. 30 derived from all sources, after paying operating expenses, taxes and existing rentals, guarantees and interest charges (but not fixed charges of the same sort subsequently created); also, after deducting expenses of "renewing, replacing and repairing its said property and premises, including such reasonable improvements thereof and additions thereto as shall be necessary for the safe, proper and economical operation of the same."

The *third preference incomes* may be increased to any amount "for value." The company on Dec. 1, 1892, reported $18,249,216 outstanding (including those convertible), and the plan of May, 1893 mentions $18,304,000 as issued. The floating debt statement, however published in February, 1893, showed $3,744,000 to be pledged as collateral, while it is said $5,000,000 more were deposited as security for the Lehigh Valley lease. See V. 56, p. 711. Certain of the third preference bonds are convertible at option of holders into common stock.

In February, 1889, the first and second preference bonds received full interest, and the third 2½ per cent. In 1890 only ⅜ of 1 per cent was paid on the first incomes; in Feb., 1891, nil; in Feb., 1892, 5 per cent on firsts and 4⅛ per cent on seconds; in February, 1893, full interest on all three classes.

The *terminal mortgage bonds* for the construction of the Terminal RR. are the Reading's own bonds, and are secured by a mortgage upon all the property of the Terminal Co. and by a traffic contract between Reading and the Terminal Co. The trustee is the Provident Life & Trust Co. of Phila. Amount authorized, $8,500,000, all of which had been issued prior to Sept., 1893. See V. 53, p. 391.

The *ten-year sinking fund loan* due 1902 is secured by $2,196,000 coal land mortgage bonds deposited with the Penn. Co. for Insurance, &c., the trustee. The bonds are subject to call at par and interest.

As to the *collateral trust bonds of* 1892 see V. 56, p. 43 Chattel mortgages for $403,000 on equipment were reported filed in March, 1893.

FLOATING DEBT.—On Feb. 20, 1893, the receivers' statement showed floating debt secured by collateral $9,867,347; total floating liabilities, including amounts due for coal, rentals, supplies, wages, etc., $18,472,838. Total current assets, supplies, coal and money due for coal, freight, etc., $15,779,784. See full statement V. 56, p. 437, 464. The reorganization plan of May, 1893, showed floating debt of $14,991,941 and equipment notes due 1893-98 of $5,000,000. V. 56, p. 931, 973.

GENERAL FINANCES.—The income account for year ending Nov. 30, 1892, showed full interest earned on all the preference incomes, and this amount was paid, though the funds therefor were borrowed, the earnings having been expended on the property. This raised the floating debt to an amount beyond the power of the company to carry and receivers were appointed. A reorganization plan presented in May, 1893, failed to go through. V. 56, p. 931, 973.

Interest on the general mortgage due July 1, 1893, went unpaid. Receivers' certificates for $3,545,523 for the railroad company and $197,526 for the Coal & Iron Company were authorized in July, 1893, to provide for part of the floating debt. Guaranteed interest due Aug. 1, 1893, on Phila. Read. & N. E. and Phila. & Frankford bonds was not paid. See V. 57, p. 60. On Aug. 18, 1893, the Reading turned over to the Lehigh Valley 400,000 tons of coal in settlement of coal claims, thereby reducing its floating debt $1,000,000.

Drexel & Co. and Brown Bros. & Co. *purchased* coupons of the improvement mortgage due April 1, and also the interest of the consol 6s and 7s due June 1. They will also purchase and extend the 2d mort. 7s, amounting to $2,700,000, maturing Oct. 1, 1893. (See V. 57, p. 423.)

LATEST EARNINGS.—For eight months ending July 31 results were as follows, the Coal Company report for 1892-93 including the Lehigh Valley coal department. The combined results of the railroad and coal companies it will be seen were a deficit in 1892-93 of $1,089,974, against a deficit of $175,985 in 1891-92. (V. 57, p. 218.)

(a) RAILROAD COMPANY.

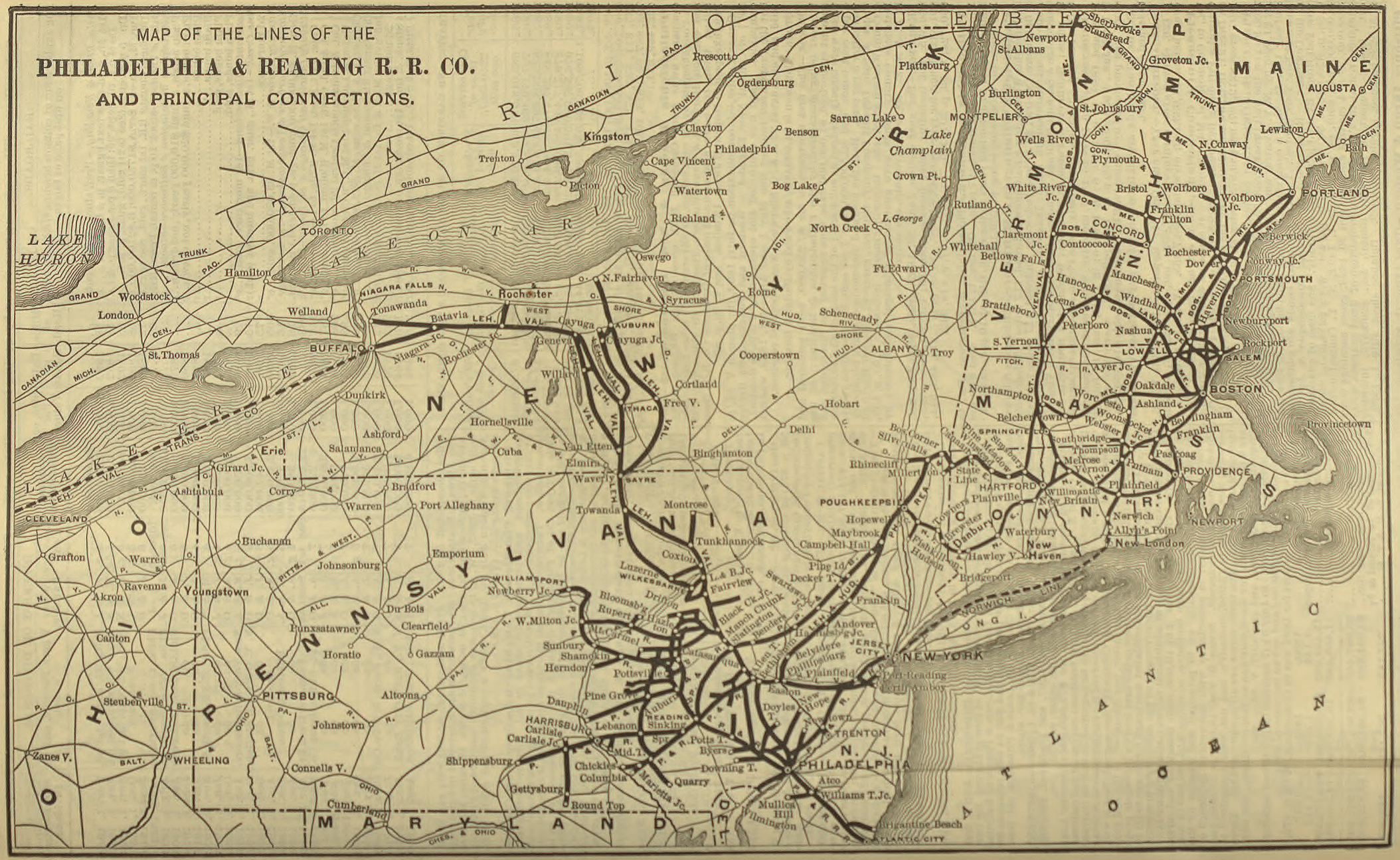
8 *mos.*	*Gross earns.*	*Net.*	*Other inc.*	*Charges, &c.*	*Balance.*
1892-3..	$14,910,681	$5,602,528	$436,500	$6,367,964	def. $328,936
1891-2..	14,547,304	6,227,002	398,039	6,279,540	sur. 345,501

(b) COAL COMPANY [incl. Lehigh Valley Coal in 1892-3.]

8 *mos.*	*Gross earns.*	*Net.*	*Improv'ts.*	*Charges, &c.*	*Balance.*
1892-3	$28,429,749	def. $9,612	$207,426	$544,000	def. $761,038
1891-2..	19,993,575	731,902	719,388	534,000	def. 521,486

ANNUAL REPORT.—Fiscal year ends Nov. 30. Annual meeting is held second Monday in January. Report for 1891-92 in V. 56, p. 59, 80, 85, 665.

Years ending Nov. 30—	1890.	1891.	1892.
Passenger traffic	$3,898,261	$4,045,862	$4,267,021
Coal traffic	9,305,536	17,250,083	18,272,167
Merchandise traffic	7,210,380		
Miscellaneous	448,480	482,694	370,809
United States mail	71,830	75,162	76,250
Income from stks. & bds., from steam colliers, &c.	1,231,963	1,257,307	1,337,817
Total earn'gs RR. Co..	$22,166,450	$23,111,109	$24,324,065
Operating expenses	13,901,188	13,176,631	13,656,828
Net earnings RR. Co..	$8,265,262	$9,934,478	$10,667,237
Net earnings C. & I. Co....	df.151,158	482,665	1,273,148
Total net both Co's....	$8,114,144	$10,417,143	$11,940,385
Rentals RR. Co	2,830,744	2,838,351	2,840,098
Interest RR. Co	4,351,312	4,502,882	4,669,992
Interest Coal & Iron Co...	822,126	815,526	1,060,828
Sinking fund Coal & I. Co..	340,107	395,423	187,980
Total deductions	$8,344,289	$8,552,182	$8,758,898
Balance, both companies.	def.$230,185	sur.$1,864,961	sur.$3,181,487


MAP OF THE LINES OF THE
PHILADELPHIA & READING R. R. CO.
AND PRINCIPAL CONNECTIONS.
LAKE ONTARIO
LAKE HURON
LAKE ERIE
ONTARIO
PENNSYLVANIA
NEW YORK
VERMONT
NEW HAMPSHIRE
MAINE
MASSACHUSETTS
CONNECTICUT
R. I.
MARYLAND
N. J.
ATLANTIC OCEAN
Toronto
Hamilton
Kingston
Prescott
Ogdensburg
Clayton
Cape Vincent
Trenton
Picton
Watertown
Oswego
Rochester
Buffalo
Niagara Falls
Tonawanda
Batavia
Welland
St. Thomas
Woodstock
London
Dunkirk
Ashford
Salamanca
Erie
Girard Jc.
Ashtabula
Corry
Bradford
Warren
Port Allegheny
Buchanan
Grafton
Ravenna
Akron
Youngstown
Johnsonburg
Emporium
Punxsatawney
Clearfield
Canton
Horatio
Gazzam
Steubenville
Pittsburg
Altoona
Johnstown
Zanes V.
Wheeling
Connells V.
Cumberland
Shippensburg
Gettysburg
Round Top
Carlisle
Harrisburg
Lebanon
Reading
Pine Grove
Dauphin
Sunbury
Shamokin
Herndon
Pottsville
Mt. Carmel
W. Milton Jc.
Newberry Jc.
Williamsport
Du Bois
Luzerne
Wilkesbarre
Driftton
Rupert
Bloomsburg
Coxton
Towanda
Montrose
Tunkhannock
Waverly
Sayre
Elmira
Van Etten
Cuba
Hornellsville
Ithaca
Cortland
Free V.
Binghamton
Cooperstown
Delhi
Hobart
Oneonta
Schenectady
Troy
Albany
Rome
Syracuse
Auburn
Cayuga
Cayuga Jc.
Geneva
Williamson
Richland
Philadelphia
Benson
Saranac Lake
Plattsburg
Bog Lake
Crown Pt.
North Creek
L. George
Ft. Edward
Whitehall
Rutland
Burlington
Montpelier
St. Albans
Newport
Sherbrooke
Stanstead
Groveton Jc.
St. Johnsbury
Wells River
White River Jc.
Bellows Falls
Claremont Jc.
Brattleboro
S. Vernon
Keene
Peterboro
Hancock Jc.
Contoocook
Concord
Plymouth
Bristol
Wolfboro
Franklin
Tilton
Wolfboro Jc.
Rochester
Dover
N. Berwick
Conway Jc.
Portsmouth
Newburyport
Rockport
Salem
Boston
Lowell
Lawrence
Haverhill
Manchester
Nashua
Windham
Ayer Jc.
Oakdale
Ashland
Framingham
Worcester
Woonsocket
Webster
Southbridge
Thompson
Putnam
Providence
Newport
Provincetown
Northampton
Belchertown
Springfield
Hartford
Plainville
Willimantic
New Britain
Norwich
Allyn's Point
New London
Waterbury
New Haven
Hawley Y.
Bridgeport
Danbury
Poughkeepsie
Rhinecliff
Millerton
Boston Corner
Silvermills
Pine Meadow
Winsted
Shipbury
Campbell Hall
Maybrook
Hopewell Jc.
Towners
Dover Plains
Fishkill-on-Hudson
Pine Id.
Decker T.
Franklin
Swartswood Jc.
Andover
Hackettstown Jc.
Belvidere
Phillipsburg
Plainfield
Jersey City
New York
Port Reading
Perth Amboy
Long I.
Norwich Line
Trenton
Doyles T.
New Hope
Yardley
Penn Manor
Potts T.
Byers
Downing T.
Philadelphia
Atco
Williams T. Jc.
Mullica Hill
Wilmington
Brigantine Beach
Atlantic City
Quarry
Marietta Jc.
Columbia
Chickies
Mt. T.
Sinking Spring
Reading
Fairview
L. & B. Jc.
Black Ck. Jc.
Manch. Chunk
Slatington
Bendersville
Hazleton
Driftton
Lake Champlain
Lake George
Lake Memphremagog
Lake Winnipesaukee
Lake Winnipiseogee
Lake Sunapee
Lake Ontario
Lake Erie
Lake Huron
Canadian Pac.
Grand Trunk
Canadian Trunk
Canadian Grand
Canadian Michigan
Niagara Falls N. Y. & O.
West Shore
Lehigh Valley
Lehigh & Hudson River
Lehigh & New England
Lehigh & Susquehanna
Delaware & Hudson
Delaware, Lackawanna & Western
Erie
Pittsburg & Western
Baltimore & Ohio
Chesapeake & Ohio
Pennsylvania
Northern Central
Philadelphia & Reading
Central Vermont
Rutland
Boston & Maine
Maine Central
Concord & Montreal
Portland & Ogdensburg
Boston & Lowell
Boston & Albany
New York, New Haven & Hartford
New York & New England
Old Colony
Providence & Worcester
Norwich Line
Long Island
Fitchburg
Vermont & Massachusetts
Connecticut River
Connecticut & Passumpsic River
Grand Trunk
Canadian Pacific

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tab es.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rat- per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Princi pal, When Due. *Stocks*—Last Dividend.
Phila. Read. & New Eng.—Pref. stock, 5 per cent	....	....	....	$2,000,000	....	.....	.....	.....
1st M., gold (See text.) guar. p. & i. (end).....c*	58	1892	$1,000	3,750,000	4 g.	F. & A.	Feb., '93, coup. last pd.	Nov. 1, 1942
Do (4 p.c. till Sept.'95; then 5 p.c.) guar.p. & i.c*	58	1892	1,000	2,500,000	4-5g.	M. & N.	Nov., '92, coup. last pd.	Nov. 1, 1942
Do 5 per cents (See text) gold, guar. p. & i.....	58	1892	....	See text.	5 g.	M. & N.	Nov., '92, coup. last pd.	Nov. 1, 1942
Inc. M, non-cu., Ser.A,$1750,000; B.$2100,000.c*	58	1892	1,000	3,850,000	5 g.	Oct. 1	None paid.	Oct. 1, 1952
Dutchess County RR. 1st mort., gold. See text.c*	12	1890	1,000	350,000	6 g.	J. & D.	.....	June 1, 1940
Phila. & Trenton—Stock 10 p. c. rental, Penn RR..	27	....	100	See text.	10peran.	Q.—J.	Phila., Company's Office	July, 1893
Philadelphia Wilmington & Baltimore—Stock.....	....	....	50	11,819,350	See text.	J. & J.	Phila., 233 S. Fourth St.	July 1, 1893
Plain bonds, s. fund $16,000 yearly, not drawn..r	....	1875	1,000	800,000	6	A. & O.	Phil. Of.; Bost., Kid. Peab	Apr. 1, 1900
Plain bonds, s. fund $20,000 yearly, not drawn..r	....	1880	1,000	1,000,000	5	J. & D.	do do	June 1, 1910
Plain bonds.....r	....	1887	1,000	1,000,000	4	A. & O.	do do	Apr. 1, 1917
Plain bonds.....r	....	1887	1,000	1,000,000	4	M. & N.	Phila., 233 S. Fourth St.	Nov. 1, 1922
Plain bonds, gold.....r	....	1891	1,000	930,000	4 g.	J. & J.	do do	Jan. 1, 1926
Plain bonds, gold.....r	....	1892	1,000	1,000,000	4 g.	A. & O.	do do	Oct. 1, 1932
Piedmont & Cumberland—1st mortgage, gold....c*	29	1886	1,000	650,000	5 g.	F. & A.	New York & Baltimore.	Aug. 1, 1911
Pine Creek—1st M., guar. prin. and interest (end.)r	75	1885	1,000	3,500,000	6	J. & D.	N. Y. Gd. Cent. Station.	Dec. 1, 1932
2d mortgage.....r	75	1882	1,000	47,000	6	J. & D.	do do	Dec. 1, 1932
Pittsburg Akron & W.—1st M. $3,630,000, gold...c*	105	1890	1,000	2,450,000	5 g.	A. & O.	See text.	Apr. 1, 1940
Pittsburg Chartiers & Youghiogheny—1st mortgage.	16	1882	500 &c.	320,000	6	F. & A.	Pittsburg Office.	Feb. 1, 1902
Gen. M. $1,000,000, gold, gu. p.&i. (end.) See text.	16	1892	1,000	380,000	4 g.	A. & O.	do do	Apr. 1, 1932
Pittsburg Cincinnati Chicago & St. Louis—Pref. st'k	1,083	....	100	22,485,049	See text	Semi-an	N.Y., Farmers' L'n & Tr.	Apr. 17, 1893
Chic. & Gt. East. 1st M. (Chic. to Logansport)..c*	117	1863-5	1,000	223,000	7	A. & O.	N. Y., Union Trust Co.	1893 & 1895
Col. & Ind. Cent. 1st M. (Colum. to Ind. & br.).c*	187	1864	1,000	2,631,000	7	J. & J.	do do	Nov., 1904
Col. & Indianapolis Central 2d mortgage.....c*	208	1864	1,000	780,000	7	M. & N.	do do	Nov., 1904
Union & Loganspt 1st M. (U'n City to Logans.)c*	93	1865	1,000	715,000	7	A. & O.	do do	Dec., 1905
Chic. St. L. & Pitts. cons. M. ($22,000,000) gold..c*	580	1883	1,000	1,506,000	5 g.	A. & O.	do do	Oct. 1, 1932
Cincinnati Richmond & Chicago 1st mortgage.. .	36	1866	1,000	552,000	7	J. & J.	do do	July 1, 1895
Jeff'nville, Mad. & In. 1st M. (s. f. drawn at 110).c	222	1866	1,000	2,483,000	7	A. & O.	N. Y., Farm. L. & Tr. Co.	Oct. 1, 1906
2d mortgage.....c	222	1870	1,000	1,995,000	7	J. & J.	do do	July 1, 1910
Steub. & Ind., 1st mortgage, extended in 1884.r	116	1864	1,000	3,000,000	5	J. & J.	N. Y., Nat'l City Bank.	Jan. 1, 1914
Pitts. C. & St. L., 1st consol. mortgage.....c&r	216	1868	1,000	6,863,000	7	F. & A.	Phila., Penn. RR. Office.	Aug. 1, 1900

TRAFFIC AND EARNINGS OF RAILROAD AND COAL & IRON COMPANIES.

Year end'g Nov.	*Coal carried (tons of 2240 lbs.), one mile.*	*Merchandise carried one mile.*	*Coal from lands of C. & I. Co., tons 2240 lbs*	*Gross receipts both companies.*	*Net earnings of both companies*
1885..	665,018,573	359,526,194	6,040,178	$34,343,501	$7,926,304
1886..	727,179,462	398,862,487	6,209,202	35,683,096	7,335,603
1887..	835,308,697	444,614,423	6,901,497	41,188,737	12,430,054
1888..	848,257,474	435,904,463	6,732,486	39,638,990	9,677,988
1889..	879,717,468	485,690,228	6,614,127	38,355,601	7,992,819
1890..	976,587,989	591,379,912	7,338,472	41,096,224	8,114,104
1891..	1,109,706,524	570,586,877	8,080,463	44,422,843	10,417,143
1892..	.....	.....	.....	60,881,829	11,940,385

—(V. 55, p. 100, 147, 161, 178, 216, 331, 332, 374, 421, 463, 545, 639, 680, 704, 723. 857, 927, 996, 1111; V. 56, p. 42, 43, 59, 80, 82, 83, 85, 165, 311, 332, 373, 374, 414, 437, 464, 502, 539, 665, 669, 711, 754, 793, 887, 931, 973, 1015, 1057; V. 57, p. 22, 61, 105, 218, 255, 341, 376, 423, 469, 511.)

Philadelphia Reading & New England.—Road.—This company owns from Campbell Hall, crossing the Hudson River at Poughkeepsie by its own bridge, to Silvernails, 58 miles; and leases and controls Hartford & Conn. Western, Hartford to Rhinecliff, 109 miles; total, 167 miles; also assumed lease of Dutchess Co. RR., from Poughkeepsie to Hopewell Junc., 12 miles. See V. 56, p. 82.

Organization.—A consolidation in July, 1892, [by plan in V. 54, p. 597] of Central New England & Western and Poughkeepsie Bridge companies. Road was controlled and operated by Phila. & Reading, but the guaranteed interest due May 1 and August 1, 1893, was not paid, and on August 22 J. K. O. Sherwood was appointed receiver.

Stock—Common is $4,600,000, all owned by Phila. & Reading.

Bonds.—The first mortgage is for $7.250,000, both principal and interest being guaranteed by the Philadelphia & Reading; of the amount authorized, $1,000,000 tives were reserved for future use, and these were largely pledged as collateral; of the balance $3,750,000 are 4 per cent bonds and $2,500,000 bear 4 per cent for first three years, thereafter 5 per cent. Both the first and income mortgages (Guaranty Trust & Safe Deposit Company, trustee), cover $1,390,000 Hartford & Conn. Western stock, etc. Regarding incom bonds see V. 55, p. 463. Dutchess County bonds were guaranteed principal and interest by P. R. & N. E. As to receivership, see above.

Earnings.—For year ending June 30, 1892, gross, $666,358; net, $66,675; net including other income, $90,436; interest, taxes, &c., $91,532; deficit for year 1891-92, $1,096. (V. 55, p. 177, 216, 463, 544, 680, 724; V. 56, p. 207, 375, 754, 932; V. 57, p. 218, 342.

Philadelphia & Trenton.—Philadelphia (Kensington), Pa., to Morrisville, Pa., and branch, 27 miles. On Dec. 1, 1871, leased with the United Cos. of N. J. for 999 years to the Penn. RR., at 10 p. c. on $194,-100 stock, the total issue being $1,259,100.

Philadelphia Wilmington & Baltimore.—Mileage as follows: Philadelphia Wilmington & Baltimore Railroad, 117 miles; Philadelphia & Baltimore Central, 80 miles; Delaware Railroad, 117 miles; Queen Anne & Kent Railroad, 26 miles; Delaware & Chesapeake, 54 miles; Cambridge & Seaford Railroad, 27 miles; Delaware Maryland & Virginia 98 miles; Baltimore & Potomac, 97 miles; Washington Southern, 35; total operated, 651 miles. Practically owns Phila. & Baltimore Central.

Dividends.—From 1868 to 1887, inclusive, 8 per cent was paid; in 1888 and 1889, 7; in 1890, 6; in 1891, 6; in 1892, Jan., 4; July, 3; in 1893, Jan., 4 p. c.; July, 3½ p. c. In April, 1881, nearly the whole stock was purchased by Pennsylv. RR., which now holds $10,890,950.

Bonds.—The bonds are all to be secured by any mortgage which may be issued on the road.

Annual Report.—Year ends Oct. 31. Report for 1891-92 in V. 56, p. 126, showed gross earnings $9,437,802; net, $2,162,627; surplus over charges, $1,033,183; dividends, $827,355. (V. 56, p. 126).

Piedmont & Cumberland.—Road extends from Piedmont, West Va., to Cumberland, Md., 29 miles. It connects with the West Virginia Central & Pittsburg Railroad, by which it is operated. Penn. RR. Co. on Dec. 31, 1892, owned $200,000 of the $650,000 stock—par $50. In 1891 gross $212,757; net $89,925; interest, etc., $39,705.

Pine Creek.—Owns from Stokesdale Junction to Newberry Junction, Pa., on the Fall Brook Road, 75 miles. Stock all owned (excepting $1,000) by N. Y. Central and the road leased to the Fall Brook Railway Co., forming a connection between Philadelphia & Reading lines and New York Central. The 1st mortgage bonds are guaranteed by the Central, the Reading and the Corning Cowanesque & Antrim (now Fall Brook Ry. Co.) jointly and severally. See form of guaranty, V. 56, p. 650. June 30, 1893, bills payabl were $254,555. Stock, $1,000,000 (par, $50), of which July 1, 1892, N. Y. Central owned $999,000. For 4 months ending April 30, 1893, gross earnings were $299,068; rental to P. C., $89,720; proportion of fixed charges, $70,-000. Lessors report in 1892-93: Rental, &c., $295.573; interest, $226,523; balance, surplus, $69,059. Balance sheet July 1, 1893, showed a balance to debit of income account of $236,926.

Pittsburg Akron & Western.—Owns Akron, O., to Delphos, 165 miles; completed in 1892. Stock authorized, $4,230,000; par, $100. The Akron & Eastern was incorporated in same interest to build from Akron, O., to New Castle, Pa., 70 miles, of which 11 miles reported built early in 1893. W. A. Lynch was appointed receiver of Pittsburg Akron & Western July 30, 1893. Only a portion of the April, 1893, coupons were paid. (V. 57, p. 218.)

Pittsburg Chartiers & Youghiogheny.—Owns from Chartiers to Beechmont and branches, 16 miles in all. Stock authorized, $1,000,000; outstanding, $700,000, owned jointly by guarantors mentioned below. Trustee of general mortgage for $1,000,000 is Fidelity Title & Trust Co. of Pittsburg. Of the 4 per cents issued, or to be issued, one-half are to be endorsed with the guaranty of the Pittsburg Cincinnati Chicago & St. Louis, the other half with the guaranty of the Pittsburg & Lake Erie. See guaranty, V. 56, p. 650. They are not subject to call before maturity. Earnings in year 1892 were gross, $159,191, against $133,053 in 1891; net, $58,494. (V. 56, p. 127.)

Pittsburg Cincinnati Chicago & St. Louis.—*(See Map.)*—The system, clearly seen on adjoining map, includes:

Lines owned.	*Miles.*
Pittsburg, Pa., to Chicago, Ill.	504
Rencomb Jc. to Anoka Jc....	166
Bradford Jc. to Indianapolis.	104
Indianapolis to Jeffersonville	108
Branches	201
Total owned	1,083
Trackage—	
Indianapolis to Kokoma.....	55
Louisville Bridge.....	2
In Columbus, Indianap., etc.	3

Lines leased (*See these co's.)	*Miles.*
* Chartiers	23
*Little Miami and depend's..	192
Cincinnati Street Con. Ry...	3
Pitts. Wheeling & Ky.....	28
Eng. Connecting Ry. in Chic.	2
Other lines.....	5
Leased jointly with T. H. & I.	
*St. Louis Vandalia & T. H...	158
Total of all Jan. 1, 1893...	1,554

Organization, &c.—Formed in 1890 by consolidation (per terms in V. 50, p. 875) of Chicago St. Louis & Pittsburg, Jeffersonville Madison & Indianapolis, Cincinnati & Richmond and Pittsburg Cin & St. L. Controlled by Pennsylvania Co. and RR. Co. through ownership of stock.

Capital Stock.—The stock authorized is: Common, $45,000,000; preferred, $30,000,000; par, $100. Outstanding Jan. 31, 1893, common, $24,191,834; preferred, $22,485,049; also held in reserve for stocks old companies unexchanged, common, $673,635; preferred, $633,874. Stock listed, common, $25,539,300, preferred, $24,000,000.

The preferred stock is "non-cumulative and entitled to a dividend of 4 per cent per annum out of the net earnings as declared by the Board, with the right after 3 per cent has been declared on the common to an additional 1 per cent, making 5 per cent in all." After 5 per cent has been declared in any year on both common and preferred, the two stocks share pro rata.

Dividends on preferred: In 1891, 3 per cent; in 1892, March, 2 per cent; October, 2 per cent; in 1893, April, 2 per cent.

Exchange of Stock.—In the consolidation Pittsburg Cin. & St. L. first and second pref. and common received $100 of new preferred for two shares ($50 each) of old stock; Chicago St. Louis & Pittsburg Railroad preferred received $66 66 new preferred and $33 34 new common for each $100 share of old stock; Chicago St. Louis & Pittsburg old common, exchanged for new common, share for share.

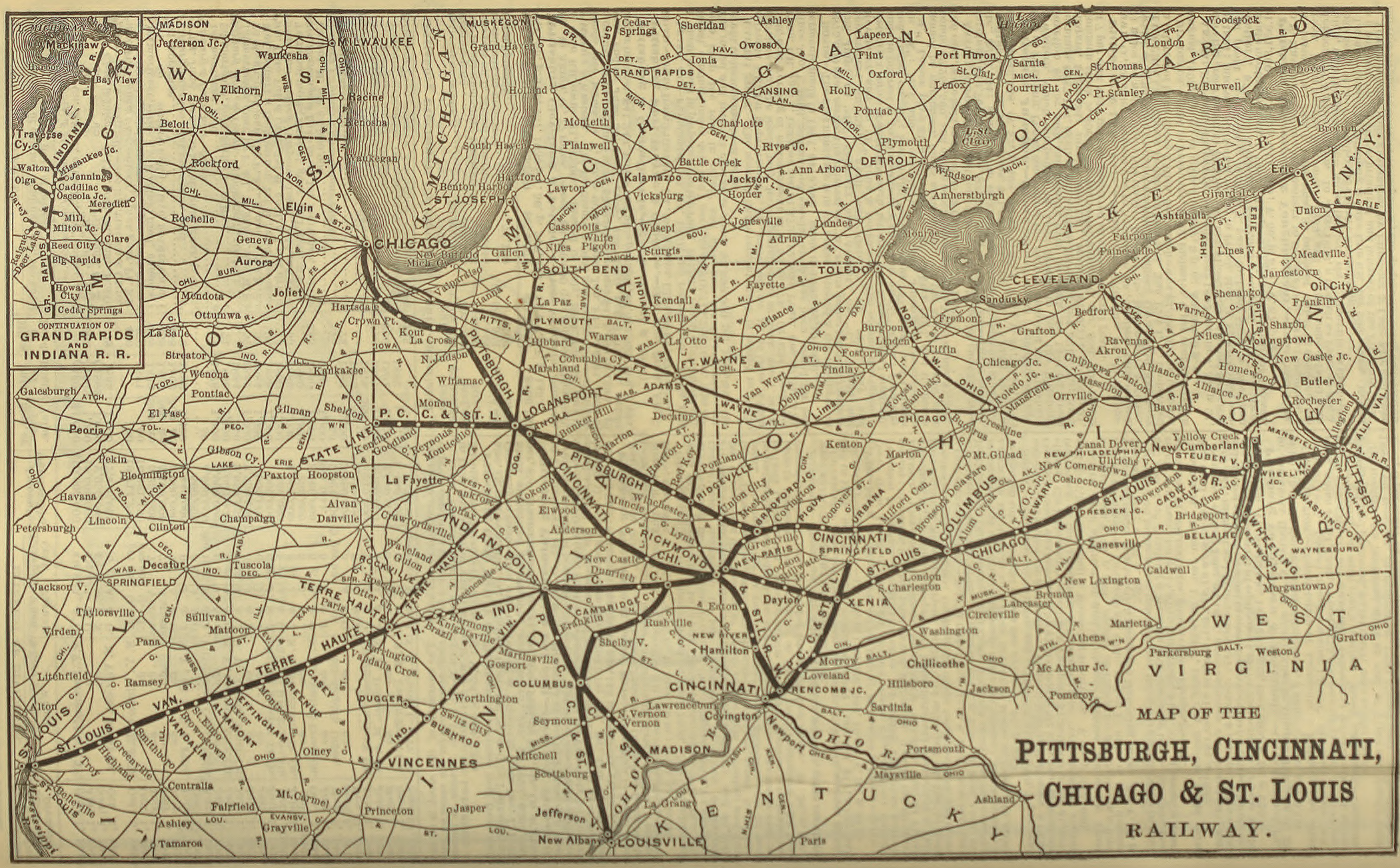
Unexchanged Jan. 31, 1893: Pittsb. Cin. & St. L. common, $470,650, Chic. St. Louis & Pittsb., common, $638,267, and preferred, $98,003; Steubenville & Indiana, common, $92,239; other, $8,350.

Bonds.—The *consolidated mortgage* for $75,000,000 (Farmers' Loan & Trust Co. of N. Y. and W. N. Jackson trustees) covers all the railroad properties and equipment acquired, or to be acquired, as well as its franchises. Consols for $20,813,000 are reserved for the purpose of retiring all sectional bonds. The Railway Company has agreed that it will, at the time of the maturity of the latter, pay them off, to the end that the consolidated mortgage may become the first lien on the whole property. The remainder of the consolidated mortgage bonds are to be issued from time to time for improvement of the company's property, the purchase and construction of additional railway and for other lawful purposes. The series A (Nos. 1 to 10,000, both inclusive) and series B Nos. 10,001 to 18,000, both inclusive, equaling $18,000,000 in all, are guaranteed unconditionally as to principal and interest by the Pennsylvania Company, in accordance with the vote of its Board of Directors, and are so endorsed. Series B Nos. 18,001 to 20,000, and series C, Nos. 20,001 to 22,956, inclusive, had not been guaranteed as late as March 1, 1893. The three series are all equally secured. There are 4 per cent car trusts for $288,840 due at various dates. See adv. Chronicle May 21, 1892, and guaranty, V. 56, p. 604.

Earnings.—From Jan. 1 to July 31 (7 months) in 1893 gross earnings showed an increase of $59,988 and net an increase of $65,272.

Annual Report.—Report for 1892 was in Chronicle, V. 56, p. 872.

Year ending Dec. 31.	1890.	1891.	1892.
Miles operated (system proper)	1,144	1,142	1,143
Gross earnings.....	$15,452,932	$14,895,591	$16,173,589
Operating expenses.....	11,465,489	10,939,808	12,260,984
Net earnings.....	$3,987,443	$3,955,783	$3,912,605
Net earnings, incl. other inc...	$3,991,889	$3,961,946	$3,912,605
Net earns. of L. Miami & 5 7 profits St. L. V. & T. H	387,185	367,171	483,983
Total.....	$4,379,074	$4,329,117	$4,396,588


MAP OF THE
PITTSBURGH, CINCINNATI,
CHICAGO & ST. LOUIS
RAILWAY.
CONTINUATION OF
GRAND RAPIDS
AND
INDIANA R. R.
CHICAGO
PITTSBURGH
CINCINNATI
ST. LOUIS
INDIANAPOLIS
COLUMBUS
SPRINGFIELD
XENIA
DAYTON
RICHMOND
VINCENNES
LOUISVILLE
MADISON
TOLEDO
CLEVELAND
DETROIT
LOGANSPORT
FT. WAYNE
SOUTH BEND
GRAND RAPIDS
LANSING
TERRE HAUTE
MICHIGAN
ONTARIO
ERIE
WEST VIRGINIA
KENTUCKY
INDIANA
ILLINOIS
OHIO

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Pitts. Cinn. Chic. & St. Louis—(Concluded).—								
Pitts. Cin. Ch. & St. L. cons. M., "A," gold.	1,083 (See text.)	1890	$1,000	$10,000,000	4½ g.	A. & O.	N.Y., Farmers' L'n & Tr.	Oct. 1, 1940
do do "B," gold.		1892	1,000	10,000,000	4½ g.	A. & O.	do do	Apr. 1, 1942
do do "C," gold.		1892	1,000	2,956,000	4½ g.	M. & N.	do do	Nov. 1, 1942
Pittsb. Cleve. & Toledo—1st M., gold, int. guar. B. & O..	78	1882	1,000	2,400,000	6 g.	A. & O.	N. Y., Cent. Trust Co.	Oct. 1, 1922
Pittsburg & Connellsville—See BALTIMORE & OHIO.								
Pittsb. Ft. Wayne & Chic.—Stock, 7 p. ct. guar. Pa. RR.	470	....	100	19,714,286	7 per an.	Q.—J.	N. Y., Winslow, L. & Co.	Oct. 5, 1893
Guaranteed special imp. stock, 7 p. c. guar. by end	470	1871	100	16,961,150	7 per an.	Q.—J.	do do	Oct. 1, 1893
1st mortgage, series A to F } Sink. fund, cumula- }	468	1862	500 &c.	5,250,000	7	Various	do do	July 1, 1912
2d do series G to M } tive, not drawn. c* }	468	1862	500 &c.	5,160,000	7	Various	do do	July 1, 1912
3d mortgage	468	1862	500 &c.	2,000,000	7	A. & O.	do do	July 1, 1912
Pittsburg Junction—1st mortgage, gold.....c*	8	1882	1,000	1,440,000	6 g.	J. & J.	N. Y., 3d N. B. & Pitts.	July 1, 1922
Pitts. Junc. Terminal 1st M., gold, guar. p. & i...	....	....	....	500,000	5 g.	A. & O.	.....	Oct. 1, 1907
Pittsburg & Lake Erie—Stock.....	....	....	50	4,000,000	See text.	F. & A.	Pittsburg, Co.'s Office.	Aug. 1, 1893
1st mortgage, gold.....c	71	1878	1,000	2,000,000	6 g.	J. & J.	do do	Jan. 1, 1928
2d mortgage, gold, Series A. & B.....c	71	1889	1,000	2,000,000	5 g.	A. & O.	N. Y., Security & Tr. Co.	Jan. 1, 1928
Pittsburg McK. & Yough.—Stock guar., see text.....	....	1884	50	3,959,650	6 per an.	J. & J.	N. Y., Union Trust Co.	July 1, 1893
1st mortgage, guar. by P. & L. E. and L. S. & M. S.c	57	1882	1,000	2,250,000	6	J. & J.	do do	July 1, 1932
2d M., gu. p. & i. (end.) by P. & L. E. and L. S. & M. S.c	57	1884	1,000	900,000	6	J. & J.	do do	July 1, 1934
McKeesport & Bellevernon, 1st M., gold, assumed	28	1888	1,000	600,000	6 g.	J. & J.	Pittsb'g, Fidelity Tr. Co.	July 1, 1918
Pitts. Ohio Val. & Cin.—1st M. gold, s. f. not drn.c*	15	1890	1,000	300,000	5 g.	A. & O.	Phil., Pa. RR., 233 So. 4th	Oct. 1, 1920
Pittsb. Painesville & Fairport—1st M., gold, int. gu.c*	63	1886	1,000	1,000,000	5 g.	J. & J.	N. Y., Mercantile Tr. Co.	July 1, 1916
Terminal mort., interest guar. by Pittsb. & West.	....	1889	1,000	250,000	5	J. & J.	do do	July, 1916
Pitts. Shenango & Lake Erie—1st mortgage, gold.c*	143	1890	1,000	3,000,000	5 g.	A. & O.	N. Y., Central Trust Co.	Oct. 1, 1940
Consol. M. for $4,800,000.....c*	....	1893	1,000	See text.	5	J. & J.	do do	July 1, 1943
Pittsburg Virginia & Charleston—Stock.....	73	....	50	2,024,750	5 per an.	May.	Philadelphia Office.	May 5, 1893
1st mortgage, gold.....	73	1882	1,000	3,000,000	5	A. & O.	do do	Sept. 1, 1912
Debenture certificates.....	....	1892	....	1,050,000	5	J. & J.	.....	Dec. 31, 1895
Pittsburg & Western—1st M., Pitts. Newcastle & L. E.	....	1878	500 &c.	219,000	7	J. & D.	Allegheny, Pa., 1st N. Bk.	June 1, 1898
1st mortgage for $10,000,000, gold.....c*	226	1887	1,000	9,700,000	4 g.	J. & J.	N. Y., Drexel, M. & Co.	July 1, 1917
2d mortgage for $3,500,000, gold .....c*	226	1891	1,000	3,500,000	5 g.	M. & N.	do do	May 1, 1941
Foxburg Bridge Co. 1st mortgage, guaranteed..	....	1882	....	100,000	6	M. & S.	N. Y., Union Trust Co.	Sept. 1, 1902
Pittsburg Youngstown & Ashtabula—Common stock	125	....	50	1,333,342	See text.	M. & S.	N. Y., Farm. L. & Tr. Co.	Sept. 25, 1893

Pittsburg Cincinnati Chicago & St. Louis.—(Concluded.)—

	1890.	1891.	1892.
Interest on bonds.....	$2,564,390	$2,358,025	$2,323,594
Rentals paid.....	833,655	802,053	802,084
Car trusts (including interest).	155,412	144,826	102,214
Interest on L. Miami securities	79,444	79,444	.....
Dividends on preferred.....	.....	(3) 669,574	(4) 896,847
Miscellaneous.....	71,199	7,736	5,682
Bal., sur. (over div. in '91 and '92)	$674,974	$267,459	$266,167

—(V. 55, p. 100, 257, 1036; V. 56, p. 207, 461, 872; V. 57, p. 145.)

Pittsburg Cleveland & Toledo.—From Newcastle Junction, Pa., to Akron, O., 77 miles. Stock, $3,000,000 (par $50), of which Balt. & Ohio RR. owns $1,505,000. Leased in July, 1884, for 99 years to Pittsburg & Western. The Baltimore & Ohio guarantees interest on the bonds (see terms in V. 39, p. 607.) From Jan. 1 to Aug. 31, 1893 (8 months), gross earnings were $529,976, against $411,486 in 1892. In year ending June 30, 1892, gross, $585,163; net, $102,751; deficit under interest, $41,249. Loans and bills payable, $3,072,692, Feb., 1893.

Pittsburg & Connellsville.—(SEE BALTIMORE & OHIO.)

Pittsburg Fort Wayne & Chicago.—*(See Map Penn. RR.)*—ROAD.—Owns from Pittsburg, Pa., to Chicago, Ill., and br., 470 miles.

LEASE, &C.—Foreclosed Oct. 24, 1861, and reorganized. From July 1, 1869, leased in perpetuity to the Penn. RR. at a rental equivalent to interest, sinking fund of debt and 7 per cent on $19,714,286 stock. The lessees keep the road in repair and also pay taxes, expenses, &c. The rental and interest charge is about $3,390,000 per year, and the profit to lessees has been large.

CAPITAL STOCK.—The special improvement stock is issued to Pennsylvania RR. for improvements, &c., under article 16 of lease, which provides that the lessor may issue special bonds or stock. See V. 50, p. 139, and wording of endorsement in V. 56, p. 774. Of this stock the Penn. RR. Jan. 1, 1893, owned $1,472,512, and Penn. Co., $7,543,176. Since Jan. 1, 1893, guaranteed special stock has been issued for betterments made in 1891, $479,042; made in 1892, $2,107,820.

BONDS.—The first mortgage is in six series, lettered A to F inclusive, of $875,000 each series, the interest on "A" series being payable January and July; on "B," February and August; on "C," March and September; on "D," April and October; on "E," May and November, and on "F," June & December. The second mortgage is also in six series of $860;000 each, lettered G to M inclusive (J omitted), and the interest is payable January and July on "G" series; February and August on "H"; March and September on "I"; April and October on "K"; May and November on "L," and June and December on "M." Lessee pays $104,100 yearly to sinking fund, and if bonds cannot be purchased, funds accumulate. Of the above 1st mortgage bonds, $2,262,500, and of the second mortgage $2,585,500, and $1,568,686 cash, were held in the sinking funds Jan. 1, 1893.

ANNUAL REPORT.—Report for 1892 was in V. 57, p. 59, showing gross earnings, $12,769,832; net, $3,576,738; profit to lessee over interest, etc., $293,234; also paid to sinking fund $104,100, leaving a balance of $189,134. In 1891 gross, $11,659,144; net, $4,178,560; profit to lessee, $946,138. (V. 52, p. 498, 938; V. 56, p. 774; V. 57, p. 59, 218.)

Pittsburg Junction.—Owns 8 miles of tracks (including sidings, &c.) at Pittsburg, Penn., connecting the Balt. & Ohio and the Pittsburg & Western, which companies in 1882 agreed to pay the Pittsburg Junction $2 for each car passing over its road. In 1891-92 gross earnings $287,114, against $215,105 in 1890-91; net, $212,725; fixed charges, $132,434; surplus $80,291, against $119,711 in 1890-91. Common stock is $960,000; preferred, $480,000; par, $50. Dividends of 7 per cent were paid on preferred stock for several years.

Pittsburg & Lake Erie.—Owns from Pittsburg, Pa., to Youngstown, O., 68 miles; branch line to Newcastle, Pa., 3 miles; total owned, 71 miles (of which 66 double track); leases Pitts. McKeesport & Yough. (which see), 93 miles; total operated, 164 miles. Owns $350,000 stock of the Pitts. Chartiers & Yough.—which see. The P. & L. E. is operated in interest of Lake Shore & Mich. So., which owns $2,000,050 of its stock.

DIVIDENDS.—1884 to February, 1892, inclusive, 6 per cent yearly; in August, 1892, 5 p. c.; in 1893, January, 5 p. c.; August, 5 p. c.

ANNUAL REPORT.—Report for calendar year 1892 was in V. 57, p. 21, showing gross earnings $4,350,126; net, $1,382,255; against $926,830 in 1891; interest, $225,434; rental to Pittsb. McK. & Y., $466,923; one-half profit on Pittsburg McK. & Y. paid to Lake Shore & Michigan Southern, $75,123; dividends, $400,000; surplus, $214,775. Real estate mortgages Jan. 1, 1893, $136,242; balance to credit of income, $1,551,860. (V. 54, p. 641, 889; V. 56, p. 375; V. 57, p. 21.)

Pittsburg McKeesport & Youghiogheny.—Owns from Pitts. to N. Haven, Pa., 57 m.; McKeesport to Bellevernon, 28 m.; branches, 5 m.; leases 3 m.; Jan. 1, 1893, total, 93 miles, of which 12 miles double track. Road opened November, 1883, and in 1890 consolidated with McKeesport & Bellevernon. In July, 1893, a branch to Perryopolis, 5 miles, was completed, and an extension via Unionville to the lower coke fields of the Connellsville district was proposed.

LEASE.—Leased to Pittsburg & Lake Erie RR. for 999 years. Rental is 6 per cent on the stock, principal and interest of the Pittsburg McK. & Yough. bonds being guaranteed by Pittsburg & Lake Erie and Lake Shore & Michigan Southern companies, the guaranties being endorsed on the share certificates and bonds. The guaranty of the stock is on the express condition that the holder shall accept par for the same on July 1, 1934. See wording of guaranty in V. 56, p. 774. Profits to lessees in 1892, $150,246, of which one-half was payable to the Lake Shore & Michigan Southern.—(V. 52, p. 126; V. 56, p. 403, 774.)

Pittsburg Ohio Valley & Cincinnati.—Owns road from Bellaire, O., to Powhattan, O., 15 miles. Operated for cost by Pennsylvania Company in connection with Cleveland & Pittsburg from Dec. 1, 1892. Stock authorized $1,500,000; outstanding, Jan. 1, 1893, $300,000; par, $50. Trustee of mort; (for $1,500,000), Fidelity Ins., etc., Co of Phila.

Pittsburg Painesville & Fairport.—Owns from Fairport, O., to Youngstown, etc., O., 63 miles. Operated at cost by Pittsburg & Western, but interest of bonds is guaranteed. Common stock, $800,000; preferred, $250,000 (par, $50). of which in 1892 the Pittsburg & Western purchased all the common and $160,000 preferred. In year ending March 31, 1891, gross earnings, $293,578; net, $61,440; deficit under charges, $4,978, against surplus of $36,143 in 1889-90. (V. 52, p. 795.)

Pittsburg Shenango & Lake Erie.—*(See Map.)*—Owns from Butler, Pa., to Girard, Pa., or Wallace Junction, 107 miles; branches to Conneaut, etc., 40 miles; leases to terminals, Erie, etc., Pa., 3 miles; Meadville Conneaut Lake & Linesville RR., Linesville to Meadville, 21 miles; trackage, N. Y. Chic. & St. L., to Erie, 10 m.; total, 185 miles.

ORGANIZATION, ETC.—Reorganized in Oct., 1890, after consolidation with other companies. In April, 1893, consolidated with the Erie Terminal and the Conneaut Terminal Co's. Capital stock, $4,800,000. Consolidated mortgage is for $4,800,000, of which $3,000,000 are reserved to retire the first mortgage at maturity and $1,250,000 to redeem a like amount of bonds of the Erie Terminal and Conneaut Terminal companies, which latter bonds are about to be canceled. The remainder of the authorized issue, $550,000, will be used in payment of equipment already purchased. The lake traffic secured in 1893 through the opening of the Conneaut Harbor terminals has largely increased the earnings. In Sept., 1893, contracted with Lake Superior Consol. Iron Mines for transportation of ore. (V. 56, p. 841.)

EARNINGS.—From Jan. 1 to Aug. 31, 1893 (8 months), gross earnings were $315,530, against $242,109 in 1892.

In calendar year 1892 gross earnings were $390,903, against $336,955 in 1891; net, $156,821; rental, $10,917; interest, $141,212; balance, surplus, $4,692.—(V. 54, p. 120, 526, 598, 1048; V. 56, p. 841.)

Pittsburg & Western.—*(See Map of Baltimore & Ohio.)*—ROAD—Owns from Alleghany City, Pa., to New Castle, Pa., 64 miles; Callery Junction to Mount Jewett, 139 miles, (of which 124 miles narrow gauge); branches, 9 miles; total owned, 212 miles. Leases for 99 years Pittsburg Cleveland & Toledo, New Castle Junction, Pa., to Valley Junction, O., 77 miles. Proprietary lines, Pittsburg Painesville & Fairport Railroad, Niles to Fairport, in Ohio, 54 miles and Windsor branch, 9 miles; others, 19 miles; trackage, 26 miles; total operated, 398 miles.

ORGANIZATION, ETC.—Sold in foreclosure June 8, 1887; new company organized June 25 according to plan in V. 44, p. 370. In Feb., 1891, the Baltimore & Ohio bought $6,050,000 common stock, and is preparing to use the road as part of a through route to Chicago. The Allegheny & Lawrence RR. is to be built from Bryant to Moravia, Penn., 40 miles, to shorten this route and lessen the grade. V. 55, p. 237.

STOCK.—Common, $8,500,000, and preferred, $5,000,000, 5 per cent non-cumulative; both in $50 shares. Control held by Baltimore & Ohio. Common stock was increased by $1,500,000 in '92 to purchase $960,000 stock of the Pittsburg Painesville & Fairport, $1,300,000 (of the $1,500,000) stock of the Allegheny & Lawrence (see "organization" above), and $382,500 Trumbull & Mahoning securities. V. 55, p. 332, 680.

BONDS.—For abstract of first mortgage (trustee, Mercantile Trust Company) see V. 45, p. 439. Second mortgage for $3,500,000 is a first lien on terminals at Youngstown, Ohio, and on 12 miles of new double-track road under construction along the Mahoning River. See V. 52, p. 238, 499, 762; V. 56 p. 625.

In addition to the above indebtedness there were outstanding in 1892: $81,000 of old Pittsburg & Western first mortgage bonds, due 1900, real estate mortgages for $315,375; car trusts, $448,207. Interest is guaranteed on $1,250,000 Pitts. Painesville & Fairport bonds.

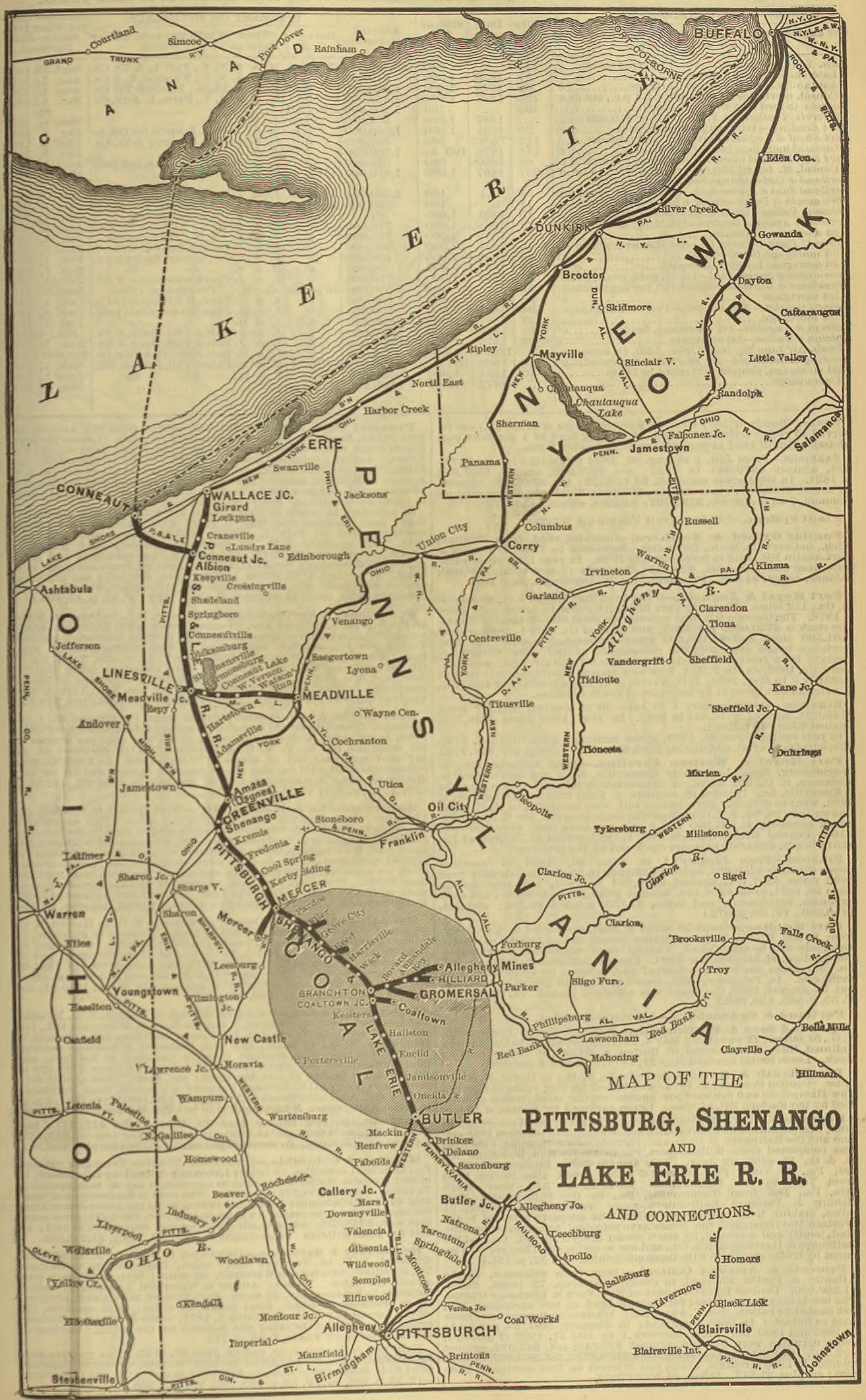
EARNINGS.—From Jan. 1 to Sept. 7, 1893 (84 months), gross earnings total system were $1,874,461, against $1,589,168 in 1892.

For year ending June 30, 1892, gross earnings were $2,402,565; net, $462,327; interest and taxes, $808,487; deficit, $346,160; if from this is deducted amount charged to operating expenses for extraordinary expenditures on account of equipment ($379,920) surplus for year would be $33,759. (V. 55, p. 100, 147, 257, 332, 680, 895; V. 56, p. 625.)

Pittsburg Youngstown & Ashtabula.—Owns Kenwood, Pa., to Ashtabula Harbor, O., 99 miles; Niles to Alliance Junction, O., 25 miles; Canfield Branch, 1 mile; trackage, 3 miles. Total, 128 miles.

ORGANIZATION.—Consolidation of Ashtabula & Pittsburg and other roads in 1887. Leased from December 12, 1887, to Pennsylvania Company, which Jan. 1, 1893, owned $375,000 common and $1,550,000 preferred stock; rental net earnings. Lease may be terminated at option of either party on one year's notice. Stock authorized—Common, $2,000,000, and preferred, $2,000,000; both in $50 shares.

DIVIDENDS.—On preferred stock at rate of 7 per cent yearly since 1887; on common, in September, 1890, 2½ per cent; in September, 1891, 3 per cent; in 1892, 6 p. c.; in 1893, March, 3 p. c.; Sept., 3 p. c


CANADA
LAKE ERIE
NEW YORK
PENNSYLVANIA
OHIO
BUFFALO
Courtland
Simcoe
Port Dover
Rainham
Osborne
Eden Cen.
Silver Creek
DUNKIRK
Gowanda
Brocton
Dayton
Skidmore
Cattaraugus
Mayville
Sinclair V.
Little Valley
Ripley
North East
Chautauqua
Chautauqua Lake
Randolph
Harbor Creek
Sherman
Falconer Jc.
Jamestown
Salamanca
ERIE
Swanville
Panama
CONNEAUT
WALLACE JC.
Girard
Lockport
Jacksons
Columbus
Russell
Union City
Corry
Craneville
Lundys Lane
Edinborough
Conneaut Jc.
Albion
Keepville
Crossingville
Irvineton
Warren
Kinzua
Garland
Ashtabula
Shadeland
Springboro
Clarendon
Tiona
Venango
Centreville
Vandergrift
Sheffield
Jefferson
Saegertown
Lyona
Tidioute
Kane Jc.
LINESVILLE
Meadville
MEADVILLE
Titusville
Wayne Cen.
Sheffield Jc.
Andover
Cochranton
Tionesta
Duhrings
Jamestown
Utica
Marlen
Amasa (Agnes)
GREENVILLE
Oil City
Oleopolis
Shenango
Stoneboro
Franklin
Tylersburg
Millstone
Latimer
Sharon Jc.
Sharps V.
PITTSBURGH
MERCER
Clarion Jc.
Clarion R.
Siegel
Warren
Sharon
Mercer
Clarion
Niles
Foxburg
Brooksville
Falls Creek
Leesburg
Allegheny Mines
Troy
Youngstown
Wilmington Jc.
HILLIARD
Parker
Sligo Fur.
Easton
GROMERSAL
Coaltown
Phillipsburg
Bells Mills
Canfield
New Castle
Hallston
Lawsonham
Red Bank
Clayville
Euclid
Mahoning
Lawrence Jc.
Moravia
Jamisonville
Hillman
Wampum
Leonia
Palestine
Wurtemburg
Onchiata
BUTLER
N. Galilee
Mackin
Brinker
Homewood
Renfrew
Delano
Paboldts
Saxonburg
Beaver
Rochester
Callery Jc.
Butler Jc.
Allegheny Jc.
Mars
Natrona
Leechburg
Industry
Downeyville
Tarentum
Apollo
Liverpool
Valencia
Springdale
Homers
Wellsville
Gibsonia
Salisbury
Woodlawn
Wildwood
Livermore
Yellow Cr.
Semples
Black Lick
Elfinwood
Blairsville
Kendall
Verona Jc.
Coal Works
Elliotsville
Montour Jc.
Allegheny
PITTSBURGH
Blairsville Int.
Johnstown
Imperial
Brintons
Mansfield
Birmingham
Steubenville
MAP OF THE
PITTSBURG, SHENANGO
AND
LAKE ERIE R. R.
AND CONNECTIONS.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Pitts. Young. & Ash.—(Con.)—Preferred stock	125	....	$50	$1,700,000	7 per an.	M. & S.	N. Y., Far. L. & Tr. Co.	Sept. 25, 1893
Lawrence RR. 1st mortgage	17	1865	1,000	310,000	7	F. & A.	N. Y., Winslow, L. & Co.	Aug. 1, 1895
Ashtabula & Pittsburg 1st mortgage	62	1878	1,000	1,500,000	6	F. & A.	Phila., Fidelity Tr. Co.	Aug. 1, 1908
Consol. mort. (for $4,000,000) s. f. 1 p.c., not dr.	125	1887	1,000	1,562,000	5	M. & N.	N. Y., Farm. L. & Tr. Co.	Nov. 1, 1927
Pontiac Oxford & Northern.—Stock	100	....	100	1,000,000	3 in 1891	.....	.....	(?)
Pt. Jervis Monticello & N. Y.—1st M., g ($10,000 p.m.)	....	1887	1,000	364,000	6 g.	J. & D.	.....	Dec. 1, 1927
Port Reading.—1st mortgage, gold, guar.	20	1891	1,000	1,500,000	5 g.	J. & J.	Phil., Penn Co. for Ins. &c	Jan. 1, 1941
Port Royal & Augusta—1st mort. and 2d mort.	112	'78-'82	500	362,000	6	J. & J.	N. Y. Security & Tr. Co.	1898 & 1899
General mortgage income bonds, gold	112	1878	100 &c.	1,500,000	6	J. & J.	.....	Jan. 1, 1899
Port Royal & West Carolina—Augusta & Knox. M.	68	1880	500	630,000	7	J. & J.	July, '92, coup. last paid	July 1, 1900
Consol. M. for $2,500,000, redeemable at 110.	227	1887	1,000	1,870,000	6	M. & N.	.....	May 1, 1937
Portland & Ogdensburg—See MAINE CENTRAL.								
Portland Saco & Portsmouth—Stock (guar. by rental)	51	....	100	1,500,000	6 per an.	J. & J.	Boston, Treasur. Office.	July 15, 1893
Portsmouth & Dover—Stock, 6 p. c. guar. East. Mass.	11	....	100	769,000	6 per an.	J. & J.	Portsmouth, Treasurer.	July 1, 1893
Potomac Valley—1st M. $2,000,000, gold, guar.	15	1891	1,000	(?)	5 g.	J. & J.	Baltimore.	Jan. 1, 1941
Prescott & Arizona Central—1st M., g, s.f. not drn.	73	1886	1,000	775,000	6 g.	J. & J.	N. Y., Atlantic Tr. Co.	Jan. 2, 1916
2d mortgage, incomes	73	1886	1,000	775,000	6	J. & J.	N. Y., when earned.	Jan. 2, 1916
Prospect Park & Coney Isl.—1st M. convertible.	10	1874	1,000	500,000	7	J. & J.	1st Nat. Bank of Br'klyn	Jan. 1, 1895
2d mortgage for $500,000	10	1886	1,000	420,000	6	F. & A.	Of., 4 Court Sq. Br'klyn.	Feb. 1, 1926
3d mortgage for $200,000 gold	10	1891	1,000	96,000	6 g.	M. & S.	do do	Mch. 1, 1931
Providence & Springfield—1st M. gold, guar., p&i.	30	1892	1,000	750,000	5 g.	J. & J.	Providence, Globe N.Bk.	July 1, 1922
Providence & Worcester—Stock (10 per cent rental)	51	....	100	3,500,000	10 per an	Q.—M.	Providence, Office.	Sept. 30, 1893
1st mortgage	51	1877	1,000	1,500,000	6	A. & O.	Prov., R.I. Hosp. & Tr. Co.	Oct. 1, 1897
Quincy Omaha & Kansas City—Pref. 1st mortgage.	134	1887	1,000	250,000	5	J. & D.	June '90 coup. last paid.	Dec. 1, 1917
1st mortgage	134	1887	1,000	1,489,240	3, 4, 5	J. & D.	.....	Dec. 1, 1917
Raleigh & Augusta—1st mortgage, funding	98	1886	1,000	1,000,000	6	J. & J.	Balt. & Phil. Mech. N.Bk.	Jan., 1926
Raleigh & Gaston—1st mortgage	97	1873	1,000	1,000,000	8	J. & J.	Balt. & Phil. Mech. N.Bk.	Jan. 1, 1898
Seab. Air Line Eq. bonds, Ser. A&B, (½ issue)	....	1890-1	1,000	212,500	5	J. & D.	Balt. Merc. Tr. & Dep. Co.	$25,000 J'ne 1
Reading & Columbia—1st mortgage (extended)	40	1862	100 &c.	650,000	5	M. & S.	Phila., Phil. & Read. RR.	Mch. 1, 1912
2d mortgage, coupon (extended in 1884)	40	1864	1,000	350,000	5	J. & D.	do do	June 1, 1904
Debentures	....	1877	1,000	1,000,000	6	.....	.....	Dec. 1, 1917

BONDS.—Bonds of 1887 (trustee, Farmers' Loan & Trust Co.) are reserved to retire divisional bonds. A sinking fund of 1 per cent purchases bonds of 1887 at par; otherwise payments lapse.

EARNINGS.—From Jan. 1 to Aug. 31, 1893 (8 months), gross $975,654, against $970,943 in 1892; net, $398,326, against $381,616 in 1891. In 1892 gross earnings, $1,453,255; net, $546,542; interest on bonds, $189,800; other charges, $15,494; dividends (6 per cent on common, 7 on preferred), $198,702; balance, surplus, $142,546.

Plant System.—SEE SAVANNAH FLORIDA & WESTERN.

Pontiac Oxford & Northern.—Operates road from Pontiac, Mich., to Caseville, Mich., 100 miles. Successor to Pontiac Oxford & Port Austin RR., sold in foreclosure in 1889. In year 1891 gross earnings were $107,106; net, $25,141; dividends (3 per cent), $30,000; balance, deficit, $4,858. President, Geo. W. Debevoise, New York.

Port Royal & Augusta.—Owns from Port Royal, S. C., to Augusta, Ga., 112 miles. Formerly Port Royal RR., sold in foreclosure June 6, 1878. The Georgia RR. was endorser on $500,000 of the old bonds. The stock is $750,000, par $100, and Central Ga. July 1, 1892, owned $401,500 stock and $1,176,600 general mortgage bonds. The first mortgage bonds are $250,000, redeemable at 105. The Central of Georgia is in receiver's hands, but interest due July, 1892, and Jan. and July, 1893, on the P. & A. first and second mortgages was paid at maturity. In May, 1893, J. H. Averill was made receiver of the P. R. & A. in the suit brought by the State of South Carolina.

EARNINGS.—From January 1 to June 30 (6 months) in 1893 gross $145,820, against $116,894 in 1892. In year 1892 gross $238,718, against $359,749 in 1891.

In year ending June 30, 1891, gross earnings, $364,707; net, $73,935; surplus over int. and sinking fund, $36,215. (V. 56, p. 207, 836, 972.)

Port Royal & Western Carolina.—Owns Augusta, Ga., to Spartanburg, S. C., Laurens to Greenville, S. C., and McCormick to Anderson, S. C., 227 miles. A consolidation in 1886 of the Augusta & Knoxville, &c. Interest on Augusta & Knoxville bonds due Jan. 1, 1893, went to default. Foreclosure suit was instituted in May, 1893, and on June 28, '93, J. B. Cleveland was made receiver. See V. 56, p. 972. Stock common, $1,234,000 and 6 p. c. non-cum. pref., $184,000—par $100. Central RR. of Georgia July 1, 1892, owned $1,767,000 of the above bonds, $694,000 common stock and all the preferred.

EARNINGS.—From January 1 to June 30, 1893 (6 months) gross earnings $158,635, against $130,965 in 1892. In calendar year 1892 gross $297,167, against $394,784 in 1891. In year ending June 30, 1891, gross $428,426, against $380,291 in 1889-90; net over expenses, betterments and taxes, $7,155, against $9,703; charges, $156,300. (V. 56, p. 972.)

Port Reading.—Owns 20 miles of road, completed in Sept. 1892, from Bound Brook, N. J., to Staten Island Sound, where extensive terminals will be established. Capital stock authorized $2,000,000—outstanding, $1,565,000, par $100. The Philadelphia & Reading RR. Co. guarantees the bonds, principal and interest, by endorsement on each bond. In February, 1892, leased the Central RR. of New Jersey, but in August, 1892, the lease was adjudged illegal. (V. 54, p. 762; V. 55, p. 545, 639, 680.)

Portland & Ogdensburg.—See MAINE CENTRAL.

Portland Saco & Portsmouth.—Portland, Me., to Portsmouth, N. H., 51 miles. It was leased May 4, 1871, in perpetuity to the Eastern Railroad, Mass. (now merged in Boston & Maine), at 10 per cent on stock. Lease rental changed May 21, 1877, and now 6 per cent

Portsmouth & Dover.—Portsmouth, N. H., to Dover, N. H., 11 miles. Opened February 1, 1874, and leased for fifty years to Eastern New Hampshire at 6 per cent per annum on the stock, rental guaranteed by the Eastern RR. of Mass. Lease assumed by Boston & Maine.

Potomac Valley.—This company, controlled by the Western Maryland, was organized in 1890 to build connecting links between that system and the Baltimore & Ohio and Philadelphia & Reading. Its road was completed from Williamsport, Pa., to Cherry Run, W. Va., on the B. & O., 15 miles, in July, 1892, and in July, 1893, from Porters, Pa., to York, Pa., about 16 miles. Road also to be built from York to the Philadelphia & Reading RR. near Marietta, Pa., and from Thomasville, Pa., to the Philadelphia Harrisburg & Potomac Railroad, 8 miles west of Harrisburg, 21 miles, making total mileage 65 miles. The property is leased to the Western Maryland, and the bonds have principal and interest guaranteed, jointly and severally, by the Western Maryland RR. Co. and the Baltimore & Harrisburg RR. Co., and are so endorsed. They are also secured by traffic contracts with these companies. (V. 52, p. 121.)

Prescott & Arizona Central.—Owns from Seligman, on the Atlantic & Pacific Railroad, to Prescott, Arizona, 73 miles. Stock, $1,200,000. Central Trust Company of New York is mortgage trustee. The bonds may be purchased for sinking fund at not exceeding 110, but cannot be called. See V. 48, p. 233. Interest on incomes has been paid as follows: In 1890, 4 per cent; in January, 1891, 2½ per cent; in 1892 and 1893, nil. From January 1 to July 31, 1892 (7 months), gross earnings were $74,496, against $75,016; net, $42,972, against $22,547. In 1891 gross earnings were $139,822; net, $60,907, against $82,269 in 1890; rentals, taxes, and interest on first mortgage, $59,290; surplus, $1,617. Office, 42 Wall Street.

Prospect Park & Coney Island.—Owns from 9th Avenue and 20th Street, Brooklyn, to Coney Island, etc., 6 miles. Leases to Coney Island Point, etc., 2½ miles; other, 1 mile; trackage, Parkville to Bay Ridge, 3½ miles; total operated, 13 miles. Stock is $250,000; par, $100. The Long Island RR. stockholders voted January 24, 1892, to acquire controlling interest in stock. It is expected that the debt will be readjusted, and new bonds, bearing lower rate of interest, be issued to retire old securities. See V. 56, p. 42.

In addition to bonds as above there are $250,000 non-cumulative 6 per cent incomes due May 1, 1920, which are not secured by mortgage, and on July 1, 1892, $155,800 loans and bills payable. The company sold its horse-car property and franchises to the Atlantic Horse RR. Co., and holds a 5 per cent bond and mortgage of that company for $420,000. In 1891-92 gross earnings were $159,387, against $158,267 in 1890-91; net, $29,567; net including income from rents, $70,457; charges, $90,218; deficit, $19,761. Total deficit June 30, 1892, $110,232.—(V. 55, p. **372**; V. 56, p. 42, 164.)

Providence & Springfield.—Providence, R. I., to Douglas, Mass., on the N. Y. & N. E. main line, 30 miles. Stock is $517,450 (par, $100), a majority of which was acquired in July, 1890, in interest of the New York & New England, and road leased to that company for 99 years from October 1 at 6 per cent on stock. See V. 51, p. 458; V. 55, p. 177. Of the bonds for $750,000 $500,000 were issued to retire old first mortgage due July 1, 1892, and $250,000 for an extension of 7 miles completed in 1893; they are guaranteed by the New York & New England RR. In year 1889-90 gross earnings, $138,036; net, $48,422.

Providence & Worcester.—Owns from Providence, R. I., to Worcester, Mass., 44 miles: branches, 7 miles; total operated, 51 miles. From July 1, 1892, leased for 99 years at 10 per cent per annum on the stock to the N. Y. N. H. & Hartford. Extra dividend of 4½ per cent was paid out of assets in March, 1893. In 1892-93, total income was $491,511; surplus after expenses, charges and 10 per cent dividends, $43,973, against deficit of $60,962 in 1891-92. (V. 48, p. 829; V. 51, p. 681; V. 56, p. 83.)

Quincy Omaha & Kansas City.—West Quincy to Trenton, Ill., 134 miles; trackage (C. B. & Q.), to Quincy, 3 miles. This company is successor to the Quincy Missouri & Pacific sold in foreclosure and reorganized. Default was made on Dec., 1890, coupons. It is proposed to reorganize the company, issuing $500,000 of 5 per cent gold bonds for present preferred bonds, floating debt, steel rails, etc., and preferred stock for unpreferred 1st mortgage and scrip. The stock is $1,489,240 (par $100). From Jan. 1 to Aug. 31, 1893 (8 months), gross earnings were $171,648, agst. $181,773 in 1892; net, $47,449, against $41,891. In 1892 gross $279,735; net $65,744; taxes, $10,895; interest, $7,150.

Raleigh & Augusta.—Owns from Raleigh, N. C., to Hamlet, N. C., 98 miles; Hamlet to Gibson, 10 miles; leases Moncure to Pittsboro, 10 miles; Cameron to Carthage, 12 miles; total, 130 miles. Controlled by Raleigh & Gaston, which July 1, 1892, owned $742,700 stock, and so by Seaboard & Roanoke. Stock is $873,000; par, $100. In 1891-92 gross earnings, $281,368; net, $65,457; surplus (including other receipts) over fixed charges, $2,671, against $38,361 in 1890-91; net current liabilities July 1, 1892, $304,698.

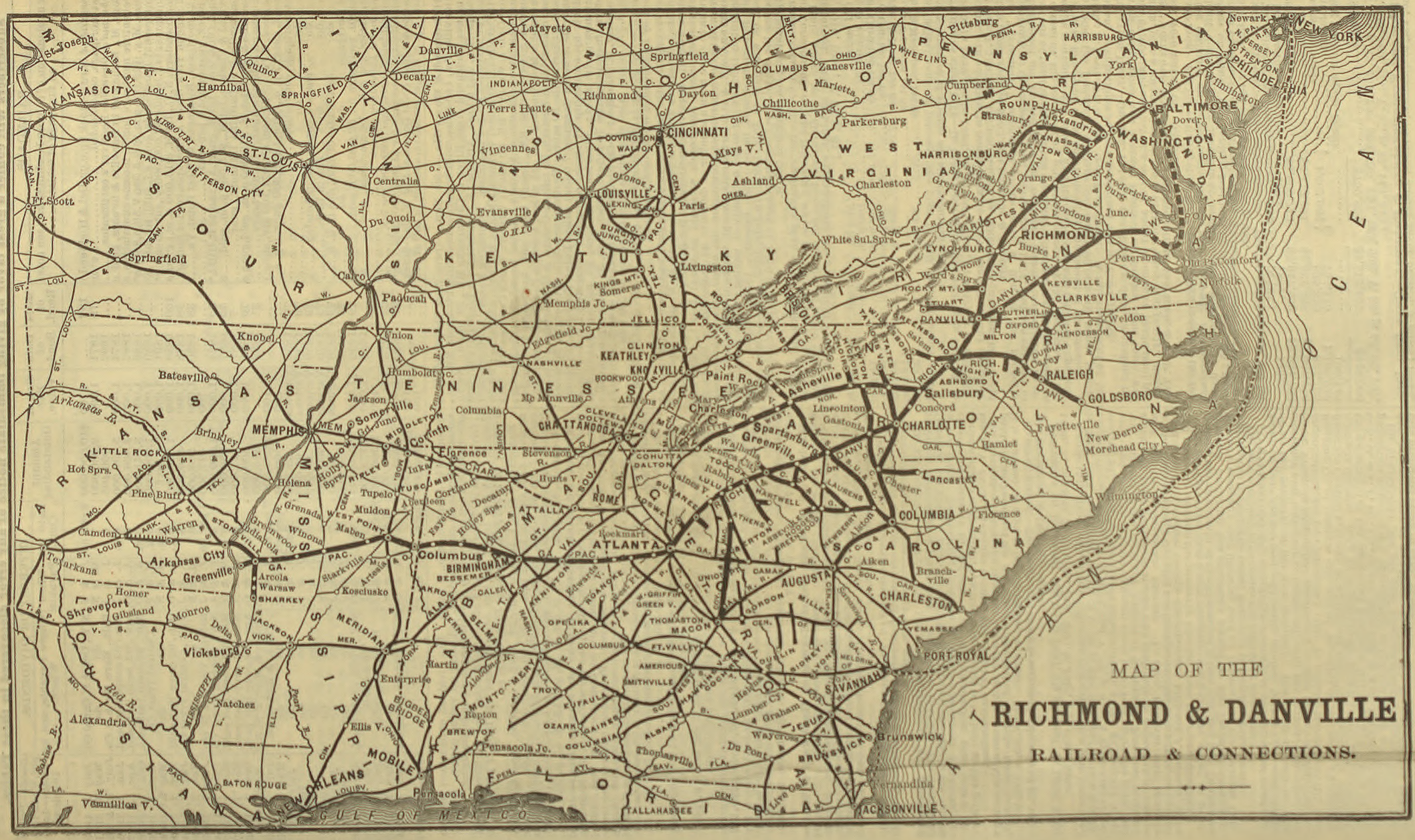
Raleigh & Gaston.—Owns from Raleigh to Weldon, N. C., 98 miles, and Louisburg branch, 10 miles. Controls Raleigh & Augusta RR., 108 miles, and has large interest in Durham & Northern RR., Durham to Henderson, N. C., 42 miles; and with Seaboard & Roanoke controls Carolina Central; also controls Georgia Carolina & Northern and jointly guarantees the bonds. Seaboard & Roanoke owns $742,200 of the Raleigh & Gaston $1,500,000 stock; par, $100. Semi-annual dividends have been paid at National Farmers' & Planters' Bank, Baltimore, April 1 and Oct. 1. Dividends in 1889, 1890 and 1891, 6; in 1892, 4 p. c.; in 1893, April, none. No dividend may be expected before fall of 1893.

EARNINGS.—In year ending June 30, 1892, gross, $471,141; net, $151,722, against $214,292 in 1890-91; income other sources, $49,825; interest paid, $80,000; dividends (5 per cent) $75,000; surplus, $46,547

Reading & Columbia.—Owns from Columbia to Sinking Springs, Pa., 39 miles; branches, 13 miles; Lancaster & Reading RR., leased, 15 miles; operates Marietta Junction to Chickies, 6 miles; total operated, 74 miles. Stock, $958,373; par, $50. The road is controlled and operated by the Philadelphia & Reading (which holds the above debentures), but accounts kept separate. In year ending Nov. 30, 1892, gross earnings were $348,334; net, $85,464; interest and rentals, $134,500; deficit for year, $49,036 Total deficit to Nov. 30, 1892, $1,283,858.

Rensselaer & Saratoga.—Owns Troy to Ballston N. Y., 26 miles Whitehall, N. Y., to Vermont line, 7 miles; Eagle Bridge to Rutland Vt., 62 miles; Saratoga to Whitehall, 39 miles; branch, 3 miles; total owned, 137 miles. Leases: Albany to Waterford Junction, 12 miles; Saratoga to Schenectady, 22 miles; Fort Edward to Caldwell, 14 miles; other branches, 7 miles; total leased, 56 miles; total operated, 192 miles. Leased in perpetuity March 1, 1871, to the Delaware & Hudson; rental, 8 per cent on the stock and interest on the bonds. Wording of guaranty on stock was in V. 56, p. 773.

EARNINGS.—For the year ending June 30, 1893, gross receipts were $2,510,925, against $2,573,278 in 1891-92; net, $1,002,017, against $991,674; deficit under charges, $186,196 against $187,208 in 1890-91. —(V. 55, p. 298, 806; V. 56, p. 290, 793; V. 57, p. 300.)


MAP OF THE
RICHMOND & DANVILLE
RAILROAD & CONNECTIONS.
ATLANTIC OCEAN
GULF OF MEXICO
KANSAS CITY
ST. LOUIS
CINCINNATI
LOUISVILLE
CHATTANOOGA
ATLANTA
BIRMINGHAM
MEMPHIS
NEW ORLEANS
MOBILE
VICKSBURG
SHREVEPORT
LITTLE ROCK
NASHVILLE
KNOXVILLE
RICHMOND
WASHINGTON
BALTIMORE
PHILADELPHIA
NEW YORK
CHARLOTTE
COLUMBIA
CHARLESTON
AUGUSTA
SAVANNAH
JACKSONVILLE
PORT ROYAL
BRUNSWICK
RALEIGH
GOLDSBORO
LYNCHBURG
DANVILLE
HARRISONBURG
CHARLOTTESVILLE
ROANOKE
BRISTOL
ASHEVILLE
SALISBURY
GREENVILLE
SPARTANBURG
MACON
COLUMBUS
MERIDIAN
JACKSON
VICKSBURG
SPRINGFIELD
DECATUR
INDIANAPOLIS
COLUMBUS
ZANESVILLE
PITTSBURG
HARRISBURG
WASHINGTON
ALEXANDRIA
FREDERICKSBURG
RICHMOND
PETERSBURG
NORFOLK
OLD POINT COMFORT
WEST POINT
WILMINGTON
NEW BERNE
MOREHEAD CITY
FAYETTEVILLE
HAMLET
FLORENCE
CHESTER
AIKEN
BRANCHVILLE
SAVANNAH
FERNANDINA
JACKSONVILLE
TALLAHASSEE
PENSACOLA
MOBILE
NEW ORLEANS
BATON ROUGE
VERMILION V.
SHREVEPORT
TEXARKANA
ARKADELPHIA
HOT SPRS.
PINE BLUFF
BRINKLEY
HELENA
MEMPHIS
BATESVILLE
KNOBEL
SPRINGFIELD
FT. SCOTT
HANNIBAL
QUINCY
ST. JOSEPH
CENTRALIA
DU QUOIN
CAIRO
PADUCAH
UNION
HUMBOLDT
JACKSON
SOMERVILLE
BROWNSVILLE
MIDDLETON
CORINTH
IUKA
TUSCUMBIA
FLORENCE
COLUMBIA
MT. PLEASANT
MT. MINNEVILLE
CLINTON
KEATHLEY
KINGS MT.
SOMERSET
LIVINGSTON
PARIS
MAYS V.
ASHLAND
CHILLICOTHE
MARIETTA
PARKERSBURG
CHARLESTON
WHITE SUL. SPRS.
GREENBRIER
STAUNTON
ORANGE
MANASSAS
STRASBURG
ROUND HILL
HARRISONBURG
LEXINGTON
BUENA VISTA
GLASGOW JUNC.
BOWLING GREEN
GUTHRIE
HOPKINSVILLE
CLARKSVILLE
KEYSVILLE
DANVILLE
MILTON
OXFORD
HENDERSON
DURHAM
CAREY
WELDON
RICH. & ASHBORO
RICH. & DANV.
SALEM
GREENSBORO
MONTVALE
ROCKY MT.
WARD'S SPRS.
LYNCHBURG
BURKE
CHARLOTTESVILLE
GORDONS
JUNC.
FREDERICKSBURG
ALEXANDRIA
DOVER
WILMINGTON
TRENTON
NEWARK
N. PA. & N.J. R.R.
PENN. R.R.
WHEELING & L. E. R.R.
O. & M. R.R.
B. & O. R.R.
C. & O. R.R.
N. & W. R.R.
V. & S. W. R.R.
K. C. M. & B. R.R.
K. C. & S. R.R.
M. K. & T. R.R.
T. & P. R.R.
I. C. R.R.
L. & N. R.R.
C. N. O. & T. P. R.R.
A. & V. R.R.
A. & C. R.R.
A. & G. W. R.R.
S. A. & A. P. R.R.
S. A. & M. R.R.
S. A. & G. R.R.
S. F. & W. R.R.
S. L. I. M. & S. R.R.
S. L. & S. F. R.R.
S. L. & S. W. R.R.
T. & P. R.R.
V. S. & P. R.R.
W. & A. R.R.
W. P. R.R.
Y. & M. V. R.R.
Z. & M. R.R.
Arkansas R.
Red R.
Mississippi R.
Sabine R.
Tennessee R.
Cumberland R.
Ohio R.
Missouri R.
Pearl R.
Alabama R.
Tombigbee R.
Roanoke R.
James R.
Potomac R.
Delaware R.
Hudson R.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Rensselaer & Sara.—Stock 8p.c.gu.Del.& Hud.)end.)	192	....	$100	$10,000,000	8 per an.	J. & J.	N.Y., Del. & H.Canal Co.	July 1, 1893
1st mortgage, consolidated.....c*&r	79	1871	1,000	2,000,000	7	M. & N.	do do	May 1, 1921
Richmond & Danville—Receiver's certificates.....	....	1892	....	999,495	6	J. & J.	Balt., Merc. Tr. & D. Co.	July, '93 & '94
Cons. M., Richmond to Danville & br'ches, gold.c	....	1874	1,000	5,997,000	6 g.	J. & J.	Jan.,'93 coup. last paid.	Jan. 1, 1915
Debenture mortgage bonds, income cumulative.c	....	1882	1,000	3,368,000	6	A. & O.	Apr.,'92, coup. last paid.	Apr. 1, 1927
Cons. M. g. ($15,000 p.m.)$ & £ (see V.56,p.880).c*	....	1886	1,000	3,041,000	5 g.	A. & O.	Apr.,'92,coup. last paid.	Oct. 1, 1936
Equipment Trust bonds, gold, s.f.,subj. to call..c*	....	1889	1,000	1,390,000	5 g.	M. & S.	Central Trust Co.	Sept. 1, 1909
Equipments.f. bonds, $2,000,000, g.,sub. to call.c*	....	1891	1,000	See text.	6 g.	M. & N.	do do	May'94-1906
Northwestern, N. C., 1st M. ($15,000 p. m.) g. gu.c	100	1888	1,000	1,500,000	6 g.	A. & O.	Oct.,'92,coup. last paid.	Apr. 1, 1938
Richmond York River & Chesapeake, 1st mortg..	38	1873	1,000	400,000	8	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1894
2d mortgage, Richmond to West Point, Va.....	38	1880	1,000	500,000	6	M. & N.	do do	Nov. 1, 1900
Stock, guaranteed 6 per cent.....	....	....	100	497,500	6 per an.	J. & J.	Richm., Va., R.& D. rec.	July 1, 1893
Wash.Oh.& West. 1st M. guar.,Alexan.to R.Hill.c*	50	1884	1,000	1,000,000	4	F. & A.	N.Y., Central Trust Co.	Feb. 1, 1924
Oxford & Clarksv. 1st M., $15,000 p. m.,gold....c	50	1887	1,000	750,000	6 g.	M. & N.	May,'92, coup. last paid.	Nov. 1, 1937
Clarksville & N. Carolina 1st mort., guar.....	7	1887	1,000	111,000	6	M. & N.	May,'92, coup. last paid.	Nov. 1, 1937
Danville & West. 1st M. $15,000 p. m., gold,guar c	70	1891	1,000	500,000	5 g.	A. & O.	Apr.,'92,coup. last paid.	Oct. 1, 1936
Richmond & Mecklenburg, 1st mortgage.....	31	1882	....	315,000	6	M. & N.	Richm'd, Mech's' N. Bk.	Nov., 1921
Rich.Fred. & Pot.—St'k,com.($1,071,100 div.,oblig.)	....	....	100	2,238,000	7 per an.	J. & J.	Phila. & Richmond.	July 3, 1893
Stock, guar. 7 p. c., except $19,300 guar. 6 p. c..	....	....	100	500,400	7 per an.	M. & N.	do do	May 1, 1893
1st mortgage, convertible.....	79	1856	Various	35,370	6 & 7	J. & J.	do do	July, 1895
do do	79	1856	Various	99,070	5	J. & J.	do do	1901
do coupon bonds due in London.....	79	1858	Various	48,687	5	J. & J.	do do	1901
do do due in U. S.....	79	1870	Various	300,000	6	M. & N.	do do	1901
do certificates of debt, due in U. S.....	79	1858	Various	83,363	7	J. & J.	do do	July, 1899
2d mortgage do do	79	'44-66	....	53,511	5	J. & J.	do do	1901-1902
Consol. mortgage for $2,000,000, gold.....c*&r	79	1890	$1,000	500,000	4½g.	A. & O.	N.Y., Phila. or Richm'd.	Apr. 1, 1940
Rich. Nichol. Irv. & B.—1st mortgage, gold.....c*	....	1889	1,000	2,375,000	6 g.	J. & J.	In default.	July 1, 1919
Richmond & Petersburg—Stock.....	23	....	100	1,000,000	See text.	J. & J.	Richmond, Office.	July 1, 1893
Consolidated mortgage ($30,000 are 7s).....	23	1875	500 &c.	380,000	6 & 7	M. & N.	do do	May 1, 1915
Consolidated mortgage for $1,000,000, gold....c*	27	1890	1,000	300,000	4½g.	A. & O.	N. Y., Brown Brothers.	Apr. 1, 1940
Richmond & West Point Terminal R. & W. Co.—Stock	....	....	100	70,000,000	....	.....	.....	.....
Pref. 5 p. c. stk., cumulative, subject to call at 110	....	....	100	5,000,000	See text.	J. & J.	.....	July 15, 1891

Richmond & Danville.—*(See Map.)*—Owns from Richmond, Va., to Danville, Va., 140 miles, with branches, including Piedmont RR., &c., 80 miles; Richmond York River & Chesapeake RR., 39 miles; North Carolina RR., 223 miles; Atlanta & Charlotte Air Line Railway, 269 miles; total system proper 751 miles. Operating leases: Northwestern North Carolina, 100 miles; Virginia Midland Railway, 408 miles; Washington Ohio & Western RR, 50 miles; Western North Carolina RR., 309 miles; Charlotte Columbia & Augusta RR. and leased lines, 363 miles; Columbia & Greenville RR., leased lines and branches, 296 miles; Richmond & Mecklenburg RR., 31 miles; Georgia Pacific Railway, 567 miles; Statesville & Western, 20 miles; Oxford & Henderson, 13 miles; Oxford & Clarksville, 50 miles; Northeastern RR. of Georgia, 40 miles; Clarksville & North Carolina, 7 miles; High Point Railroad, 28 miles. Controls by ownership of stock, operating separately: Asheville & Spartanburg, 70 miles; Elberton Air Line, 51 miles; Danville & Western, (narrow gauge) 70 miles; other lines, 96 miles; total auxiliary system, 2,569 miles; total Richmond & Danville system March 1, 1892, 3,320 miles. Also steamship lines reckoned at 200 miles.

STOCK.—The stock is $5,000,000 (par $100), of which $4,976,100 is owned by Richmond & West Point Terminal.

RECEIVERSHIP.—On June 16, 1892, this road was placed in hands of receivers. Receivers are now Samuel Spencer, F. W. Huidekoper and Reuben Foster. Receivers' certificates for $1,000,000 issued in 1892.

Interest on leased line bonds was paid as usual July 1, 1892, but there have since been a number of defaults as indicated in the table above and in the separate statements for the other lessor companies. Interest on the R. & D.'s own bonds, except the equipment loan, went to default in 1892, owing to the necessity of paying rentals in order to retain important leased lines. The January, 1893, coupon on the consol. 6s was paid in July, 1893. In July, 1893, suit was brought to foreclose the consol. 5 per cent mortgage of 1886 in furtherance of the reorganization plan described below.

REORGANIZATION.—The reorganization plan of the Richmond & West Point Terminal offered the following terms to such of the securities in the table above as it disturbed, those not mentioned below being left undisturbed. [For earnings, explanations, etc., see plan V. 56, p. 858, 874, 1016, 1058; V. 57, p. 61.]

Old issues.	*New 5s.*	*Cash.*	*Pref. stock.*
R. & D. consol. 5s.....	100 p. c.	5 p. c.	.....
N. W. Carolina 1st 6s.....	35 p. c.	.....	75 p. c.
Ox. & Clarks. 1st 6s.....	30 p. c.	.....	80 p. c.
Clarks. & N. C. 1st 6s	30 p. c.	.....	80 p. c.
Dan. & Western 1st 5s	.....	.....	110 p. c.
Rich. & Mecklen. 1st 6s.....	80 p. c.	.....	20 p. c.

For adjustment of interest see plan in full, and for terms offered other companies of system see statement for each.

DIVIDENDS since 1876—In 1881, 5 per cent; in 1882, 7; in 1887, 3; in 1888, 5; in 1889, 10; in 1890, 10; in 1891, Jan., 5; July, 5; in 1892, nil

BONDS.—In addition to bonds in table above there were out as collateral Dec. 1, 1892, $1,487,000 consol. 5s, $909,000 equipment 6s (except part in treasury) and $552,000 Danville & Western 5s.

The "debenture" mortgage bonds have a lien on the property subject only to the consolidated mortgage of 1874, and are entitled to such interest not exceeding 6 per cent per annum (cumulative) as remains out of the earnings of the company after paying the interest on the consol 6s, the rental of all properties leased by the company at the time the mortgage was made, and its operating and renewal expenses, the sum so to be paid to be determined by the Board of Directors.

In 1890 the Richmond & Danville issued $6,000,000 bonds jointly with the E. Tenn. Va. & Ga. (See East Tenn.) A full statement of the company's obligations on its leased lines was in V. 54, p. 488.

FLOATING DEBT.—On Jan. 1, 1893, the floating debt, including receivers' obligations and accrued interest on funded debt (net) was about $7,000,000, carried at a cost of about 6 per cent [$420,000] per annum, plus a commission on much of it of 2½ per cent yearly. Securities "worth over $2,000,000" borrowed from the Rich. & W. P. Terminal were among the collateral.

EARNINGS.—For the entire system the Terminal plan presents the following estimate on the old basis for the year 1892-93: Net earnings without deducting for insufficient maintenance, $3,650,000; fixed charges on bonds and floating debt held by public, $4,542,235; fixed charges on bonds held by Terminal Co., $454,390; deficit for the year, $1,346,625. See full statement V. 56, p. 885.

ANNUAL REPORT.—Year ends June 30. The following figures are for the 751 miles of the system proper. (See V. 55, p. 721.)

Year ending June 30—	1890.	1891.	1892.
Gross earnings.....	$5,600,712	$5,947,359	$5,944,783
Net earnings.....	$2,413,831	$2,861,868	$2,907,716
Interest on bonds	1,662,967	895,350	824,195
Rentals, &c.....		754,115	1,135,316
Sink'g fund for equip. bonds.	.....	.....	100,145
Surplus	$750,864	$1,212,403	$848,060

—(V. 55, p. 22, 257, 298, 590, 639, **721**, 765, 996; V. 56, p. 43, 82, 207, 247, 539, 580, 874; V. 57, p. 22, 145, 342.)

Richmond Fredericksburg & Potomac.—Owns from Richmond, Va., to Quantico, 79 miles; James River branch, 3 miles; leases Quantico to Junction, etc., 3 miles. The dividend obligations receive same dividends as common stock, but carry no voting power. Of consols sufficient are reserved to provide for prior bonds maturing.

DIVIDENDS of 7 per cent paid on common stock and dividend obligations in 1888 and 1889; in 1890, 6½ per cent; in 1891, 7 per cent; in 1892, 7; in 1893, Jan., 3½ p. c.; July, 3½ p. c.

EARNINGS.—Jan. 1, 1893, to July 31, 1893 (7 months), gross $476,925 against $451,065 in 1892; net, $162,406, against $179,180. In year ending June 30, 1892, gross, $746,528; net, $290,951; surplus over interest and dividends, $49,834, against surplus of $52,084 in 1890; betterments, $17,896. (V. 52, p. **39**; V. 53, p. **753**; V. 55, p. **977**.)

Richmond Nicholasville Irvine & Beattyville.—Line of road—Versailles, Ky., to Beattyville at the Three Forks of the Kentucky River, 97 miles, of which 62 miles are in operation. In Dec., 1891, John MacLeod was appointed receiver. The claims against the company were said early in 1892 to be not exceeding $500,000 Stock authorized, $2,425,000: par, $100. The guaranty placed on certain of the bonds by officers of the Louisville New Albany & Chicago was declared illegal, but litigation respecting same was pending in 1893. (V. 51, p. 609; V. 53, p. 846; V. 55, p. 257.)

Richmond & Petersburg.—Owns from Richmond to Petersburg-Va., 23 miles. James River branch, 4 miles.

DIVIDENDS since 1883—In 1884, 1885 and 1886, 5 per cent; in 1887, 6; from 1888 to July, 1893, inclusive, 7 per cent per annum.

LATEST EARNINGS.—July 1, 1892, to June 30, 1893 (1 year), gross, $359,773, against $338,263 in 1891-92; net, $105,207, against $95,113.

ANNUAL REPORT.—Fiscal year ends June 30. Annual report for 1891-92 in V. 55, p. 977 showed gross earnings, $337,839; miscellaneous receipts, $31,639; total receipts, $369,478; net, $126,329; total net income, $135,347; interest, $36,600; dividends, $70,000. —(V. 53, p. **879**; V. 55, p. **977**.)

Richmond & West Point Terminal Railway & Warehouse Co.—The mileage controlled and operated was about 8,816 miles (including water lines) as follows: Richmond & Danville system, 3,320 miles; East Tennessee Virginia & Georgia system, 2,318 miles; Alabama Great Southern, 296 miles; Central Railroad of Georgia, 2,682 miles; Water lines: Ocean Steamship Company and Baltimore Ches. & Rich. S. B.

HISTORY, ETC.—Incorporated act of Va. Legislature in March, 1880, and purchased a large amount of Southern railroad securities, which enabled it to operate the systems above named.

RECEIVERSHIP.—On June 22, 1892, W. G. Oakman was appointed receiver. Default took place Aug. 1 and Sept. 1, 1892. The Central of Georgia, the Rich. & Danville and the East Tenn. are also in the hands of receivers. Net floating debt Jan. 1, 1893, was about $100,000, exclusive of interest in default. The reorganization plan below described states only $10,679,000 of 5 per cents to be held by the public; the N. Y. Stock Exchange reports $11,065,000 outstanding.

In November, 1892, the receiver brought suit to recover the moneys paid by the Terminal for $4,000,000 Central of Georgia stock bought, it is claimed, at a price far exceeding its value. See V. 55, p. 422, 938.

CAPITAL STOCK.—The preferred stock is secured by deposit of $2,500,100 Richmond & Danville stock.

DIVIDENDS on preferred stock—In 1887, 2½ per cent; in 1888, 5; in 1889, 5; in 1890, 5; in 1891, Jan., 2½; in July, 2½; since, none.

REORGANIZATION.—The Drexel-Morgan reorganization plan presented in May, 1893, was given in full in V. 56, p. 858, 874, and certain modifications thereof in pp. 1016, 1058, and V. 57, p. 61. A syndicate representing $15,000,000 guarantees subscriptions to the $8,000,000 5 per cents and the $33,333,000 common stock to be sold under the plan, and will succeed to the rights of holders of Richmond Terminal common stock and East Tennessee stocks who shall fail to deposit their shares and pay the assessments thereon. In case, however, any security holder fails to accept the plan the Reorganization Committee, composed of Messrs. C. H. Coster, George Sherman and Anthony J. Thomas, have full power to exclude the property affected from the reorganization.

The plan provides that a new company shall acquire, so far as practicable, the ownership of the Richmond & Danville and East Tennessee systems, including the securities owned by the Terminal Company. The new company may likewise hold an interest in the Georgia Central, unless it should be found desirable to dispose of this latter.

The new company is to create the following securities:

(A) $140,000,000 *first consolidated mortgage and collateral trust one-hundred-year five per cent gold bonds*, secured by mortgage and pledge of all the property of the new company. The fixed amount of this mortgage may hereafter be increased, with the written consent of the Stock Trustees hereinafter mentioned (either before or after the reorganization), for two purposes: (1st) To acquire the Central RR. and Banking Co. of Georgia and any of its allied or successor companies (Georgia Central system), or additional securities thereof or modified interests therein. (2d.) To acquire, in such form as may be determined, the ownership of the Cincinnati Southern Railway, now leased to the C. N. O. & T. P. Ry. Co., or any other line as a substitute therefor. All properties acquired will be subjected to the lien of the mortgage.

(B) $75,000,000 *five per cent non-cumulative preferred stock.* The new company may at any time exercise any charter right to redeem this preferred stock in cash, at par.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Richmond & West Pt. Ter. R. & W. Co.—Concluded.								
Collat. trust bonds, gold, subject to call at 105...	....	1887	$1,000	$5,500,000	6 g.	F. & A.	Feb. '92, coup. last paid.	Feb. 1, 1897
Consol. collat. trust, gold, subject to call at 100.c*	....	1889	1,000	11,065,000	5 g.	M. & S.	Mar. '92, coup. last paid.	Mch. 1, 1914
Rio Grande Junction—Stock	62	....	100	2,000,000	....	.....	.....	.....
1st mortgage, gold, guar. jointly.....c*	62	1889	1,000	1,850,000	5 g.	J. & D.	N. Y., Maitland, P. & Co.	Dec. 1, 1939
Rio Grande Southern—Stock, $25,000 per mile.....	180	....	100	4,510,000	....	.....	.....	.....
1st mortgage, $25,000 per mile, gold.....c*&r	180	1890	1,000	4,510,000	5 g.	J. & J.	N. Y., Maitland, Phelps	July 1, 1940
Rio Grande Western—Preferred stock.....	522	....	100	6,250,000	See text.	Q.—F.	N.Y., office, 32 Nassau St.	Aug. 1, 1893
1st trust mortgage, for $16,000,000, gold.....c*	504	1889	1,000&c	14,000,000	4 g.	J. & J.	N. Y., State Trust Co.	July 1, 1939
One-year notes.....	....	1892	....	400,000	5, 5½ & 6	.....	N. Y., Of., 32 Nassau St.	1893 & 1894
Roanoke & Southern—Stock.....	122	....	100	2,396,450	....	.....	.....	.....
1st Mortgage, gold, $15,000 p. m., guar. p. & i...c*	122	1892	1,000	2,041,000	5 g.	M. & S.	N. Y., Ed. Sweet & Balt.	Mch. 1, 1922
Equip. trust ($210,000) guar. p. & i. by N. & W...c*	....	1891	1,000	106,000	6	J. & D.	Balt. Merc. Tr. & Dep. Co.	$21,000 Dec. 1
Roch. & Genesee Val.—Stock, 6% rental N.Y.L.E.&W.	18	....	100	555,200	6 per an.	J. & J.	N.Y., by N.Y.L.E.&W.Co	July 1, 1893
Rock Island & Peoria—Stock.....	113	....	....	1,500,000	5 per an.	J. & J.	N. Y., Corn Exch. Bank.	July 1, 1893
1st mortgage.....r	91	1878	25,000	150,000	10	J. & J.	do do	Jan. 1, 1906
Consolidated 1st mortgage.....r	113	1885	5,000	450,000	6	J. & J.	do do	Jan. 1, 1925
Rome (Ga.)—Mortgage for $2,000,000.....c*	....	1890	1,000	(†)	5 g.	F. & A.	New York City.	Feb. 1, 1920
Rome Watertown & Ogdensburg—Stock, guar. (end.)	....	....	100	9,500,000	5 per an.	Q.—F.	N. Y., Gr. Cent. Station.	Aug. 15, 1893
1st M., Wat. & R., Rome to Cape Vin., s.f., not dr'n.c*	97	1855	100 &c.	417,800	6	M. & S.	do do	Sept. 1, 1910
Syracuse North'n, 1st M. Syracuse to Sandy Cr.c*	45	1871	1,000	500,000	7	J. & J.	do do	July 1, 1901
Consol. M. (int. but not prin. payable in gold)..c.	All	1874	1,000	9,081,000	5	A. & O.	do do	July 1, 1922
Oswego Bridge and Syr. Ph. & Os. 1st mortgages	18	1885	....	275,000	6 & 6 g.	F. & A.	do do	Feb. 1, 1915
Norwood & Montreal 1st mortgage, gold.....	13	1886	....	130,000	5 g.	A. & O.	do do	Apr. 1, 1916
R. W. & Og. Term. RR. 1st M., gold, assumed....c*	14	1888	1,000	375,000	5 g.	M. & N.	do do	May 1, 1918
Oswego & Rome, 1st mortgage, guaranteed.....	28	1865	1,000	350,000	7	M. & N.	do do	May 1, 1915
Oswego & Rome 2d M., gold, gu. by R. W. & O.c*	28	1891	1,000	400,000	5 g.	F. & A	do do	May 1, 1915

Richmond & West Point Terminal.—(Concluded.)

(C) $160,000,000 common stock.

Both classes of stock of the new company (except sufficient to qualify directors) are to be deposited with three stock trustees, who shall be appointed by Messrs. Drexel, Morgan & Co. The stock shall be held by the stock trustees and their successors, jointly for five years, and for such further period (if any) as shall elapse before the preferred stock shall have paid five per cent cash dividend in one year, although the stock trustees may, in their discretion, deliver the stock at an earlier date. Certificates of beneficial interest, entitling the holder to dividends, will be issued in lieu of the stock so deposited.

No additional mortgage shall be put upon the property to be acquired hereunder, nor shall the authorized amount of the preferred stock be increased without the consent in each case of a majority in amount of the preferred stockholders.

Under the plan, $6,800,000 in cash is to be raised from the sale of new bonds, while about $16,500,000 in cash is to be raised by selling at 15 $33,333,000 new common stock, and from assessments, thus avoiding fixed charges on this sum. This, and other savings are expected to give a large earning power to the new preferred stock so soon as the railways are brought up to a proper physical condition.

On the basis herein set forth, assuming that all the properties are brought into the reorganization, and capitalizing the C. N. O. & T. P. rental at $18,000,000 bonds, the capitalization of the new company outstanding on completion of the reorganization may be estimated per mile of railroad owned or controlled at about the following:—

Bonds, $20,000 per mile; preferred stock, $10,000 per mile; common stock, $25,000 per mile.

APPLICATION OF NEW BONDS.—The new bonds are to be applied as follows:—

Reserved to acquire as necessary and desirable a like amount of bonds and guaranteed stocks, which are not disturbed, belonging to R. & D. and East Tenn systems.	$74,494,000
Issuable forthwith in readjustment of certain securities of R. & D. and East Tenn. systems.....	20,198,000
To readjust Terminal bonds.....	1,925,000
Reserved for extensions, betterments, rolling stock and additions (see below)	35,383,000
To be sold at once at 85.....	8,000,000
Total authorized issue of bonds.....	$140,000,000

Of the $35,383,000 bonds reserved for extensions, betterments, rolling stock and additions, not over $2,500,000 are to be used in any one calendar year; except that an additional $3,000,000 may be specifically appropriated, with the unanimous consent of the stock trustees, for the building of branches or extensions, if undertaken within 3 years after the creation of the new mortgage.

EXCHANGE OF SECURITIES.—The stocks and bonds assenting to the plan are deposited with Drexel, Morgan & Co., 23 Wall Street, N. Y., The Terminal stocks and bonds are exchangeable as follows:
Six per cent bonds for 35 p. c. of new 5s and 90 p. c. new pref. stock.
Five per cent bonds for 70 p. c. new pref. stock and 30 p. c. common.
Preferred stock for 35 per cent new preferred and 65 per cent common.
Common stock (on payment of assessment of $12 50 per share) to receive 12½ per cent new preferred and 100 per cent common.

SECURITIES OWNED AND PLEDGED.—A list of the securities owned and pledged as security for the old bonds will be found in the SUPPLEMENT for May, 1893. These securities were sold July 13, 1893, and bought in under the plan.

EARNINGS.—Fixed charges now are $9,900,000, while the estimated net earnings for the year ending June 30, 1893, are only $7,000,000, leaving a deficit of $2,900,000. On the new basis the fixed charges will be reduced to $6,789,000, showing a surplus of net earnings on that basis of $211,000. The plan says the 1892-93 net may be regarded as a minimum.

—(V. 55, p. 23, 59, 147, 178, 216, 257, 298, 332, 463, 504, 590, 724, 895, 938, 1078; V. 56, p. 43, 82, 207, 414, 465, 622, 669, 754, 858, 874, 887, 923, 932, 972, 974, 1058; V. 57, p. 24, 61, 91, 105, 342.)

Rio Grande Junction.—Owns road from Rifle Creek, Col., to a connection with the Rio Grande Western at Grand Junction, 62 miles. This is a connecting link in the standard-gauge route between Ogden and Denver and Colorado Springs. Leased by Colorado Midland and Denver & Rio Grande at 30 per cent of gross earnings, which companies jointly and severally guarantee the bonds, principal and interest. Stock is $2,000,000 (par, $100), of which Colorado Midland (Atchison) July 1, 1892, owned $737,150. (V. 51, p. 829, 830; V. 52, p. 204.)

Rio Grande Southern.—*(See Map Denver & Rio Grande.)*—Road completed Jan., 1892, from Dallas (new name Ridgeway), Col., on the Denver & Rio Grande, southerly to Durango, 162 miles, and branches to Telluride and coal fields near Hesperus, 18 miles, all narrow gauge. Built in the interest of the Denver & Rio Grande. Mortgage (trustee, Central Trust Company of New York) is for $5,000,000 at $25,000 per mile on road and equipment. See abstract of mortgage V. 54, p. 163, and application to New York Stock Exchange in full in V. 54, p. 446. On Aug. 1, 1893, E. T. Jeffery was appointed receiver. V. 57, p. 218.

EARNINGS.—July 1, 1892, to May 31, 1893 (11 months), gross $663,658, against $430,562 in 1891-92; net, $326,244, against $235,780. In year ending June 30, 1892, gross earnings, $491,607; net, 267,400; interest charge on 112 miles operated during the year, $140,000; balance surplus, $127,400.—(V. 53, p. 674; V. 54, p. 160, 163, 444, 446; V. 55, p. 463, 764, 1036; V. 57, p. 218.)

Rio Grande Western.—*(See Map.)*—LINE OF ROAD—Owns Crevasse, Col., to Ogden, Utah, 310 miles, to Alta, Bingham Coal Mines, etc., 51 miles; San Pete branch, Thistle to Manti, 61 miles; Sevier Railway (proprietary line—all securities owned), Manti to Salina, 26 miles; Tintic Range Ry. (proprietary line, all securities owned)—Springville to Eureka, and spurs, 52 miles; total owned, 500 miles. Leases Crevasse to Grand Junction, 18 miles. Total operated, 518 miles. Also owns 11 miles of tramways. The Rio Grande Junction Road, 64 miles, opened in November, 1890, affords a through connection of standard gauge to the Denver & Rio Grande and the Colorado Midl'd. (See V. 51, p. 680.)

HISTORY.—Formed in June, 1889, to succeed the Denver & Rio Grande Western, by plan of March, 1889, for widening gauge and retiring old securities with new issues. See V. 48, p. 429; V. 52, p. 941.

CAPITAL STOCK.—Common stock authorized and outstanding, $10,000,000; preferred stock authorized, $7,500,000; outstanding, as in the table; par, $100. Preferred stock is entitled to 5 per cent dividend, non-cumulative, then common stock to 5 per cent, after which both classes of stock share pro rata.

In June, 1892, common stock for $2,500,000 was sold to common and preferred stockholders at 40, the proceeds paying for all the securities of the Tintic Range Railway, completed in March, 1892. See V. 54, p. 526, 762. An increase in preferred stock from $5,000,000 to $6,250,000 in April, 1891, was made at $65 per share. See V. 52, p. 499.

DIVIDENDS.—Preferred stock—A dividend of 2½ per cent in preferred stock was paid February, 1891, and the first quarterly cash dividend of 1¼ per cent May, 1891; Aug. 1¼; Nov., 1¼. In 1892, 5 per cent; in 1893, Feb., 1¼ per cent; May, 1¼; August, 1¼ per cent.

BONDS.—See abstract of mortgage (Central Trust Co., trustee) in V. 49, p. 237, and statement to New York Stock Exchange in V. 50, p. 73.

LATEST EARNINGS.—From July 1 to July 31, 1893 (1 month), gross, $197,917, against $249,703 in 1892; net, $35,025, against $95,579.)

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held on fourth Monday in October. Full report for 1891-92 with balance sheet, etc., was in V. 55, p. 1063, 1077, 1079. Advance figures for 1892-93.

Year end. June 30—	1890.	1891.	1892.	1893.
Mileage.....	387	407	512	514
Gross earnings.....	$1,622,234	$2,346,130	$2,643,924	$2,496,462
Net income	520,686	856,783	928,571	846,468
Interest on bonds.....	393,500	535,500	560,000	560,000
Rental, etc.....	11,143	15,144	37,120	60,558
Dividends	.....	255,369	312,398	312,416
Total payments..	$404,643	$806,013	$909,519	$932,974
Sur. (over divs. '90-91 '91-'92 & '92-'93)...	$116,043	$50,770	$19,051	$86,506

—(V. 55, p. 100, 420, 1062, 1077, 1079; V. 57, p. 91.)

Roanoke & Southern.—SEE NORFOLK & WESTERN.

Rochester & Genesee Valley.—Owns from Avon to Rochester, N. Y., 18 miles. Leased July 1, 1871, in perpetuity, to Erie Railway. Rental, $34,012. James Brackett, President, Rochester, N. Y.

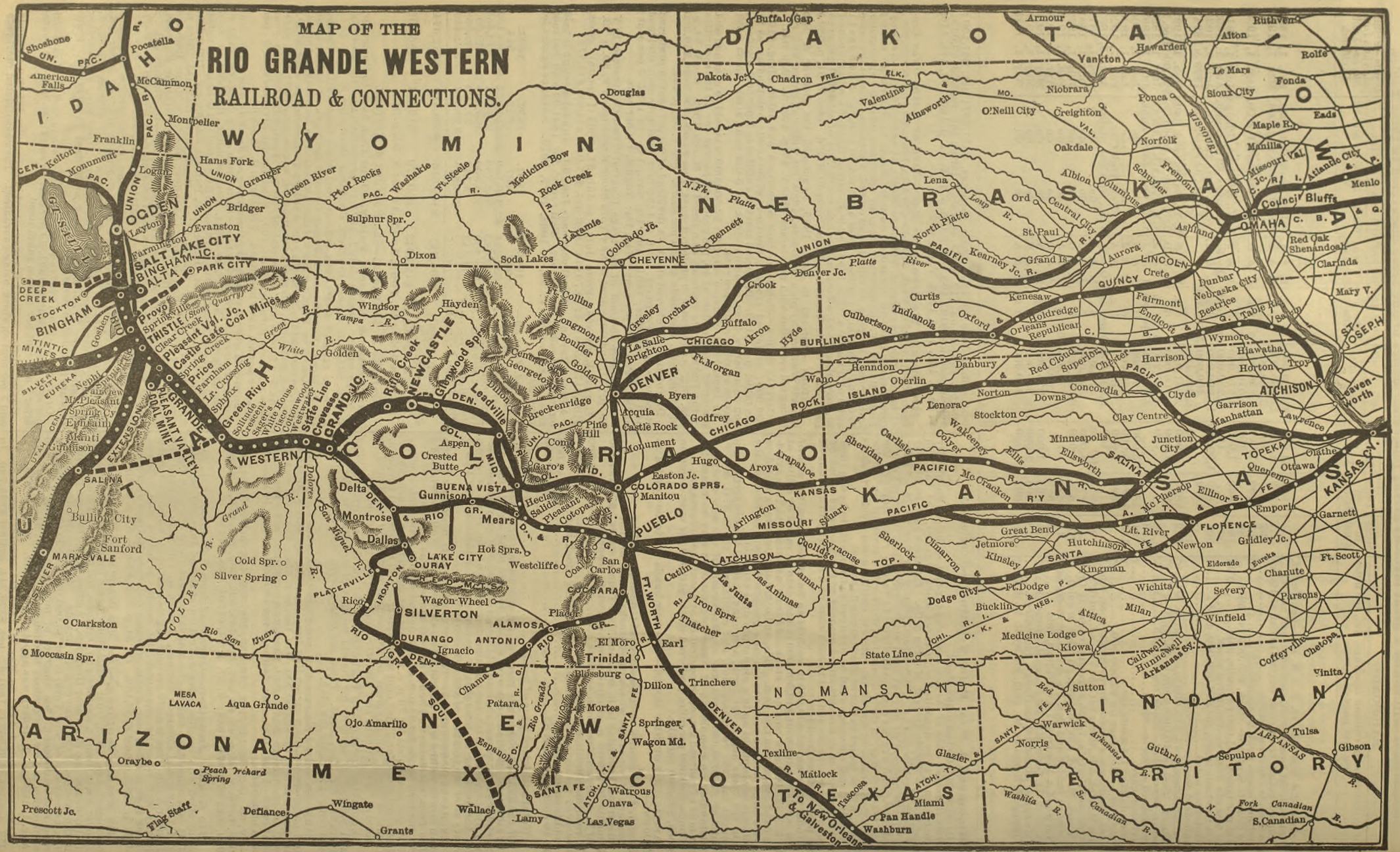
Rock Island & Peoria.—Owns from Rock Island, Ill., to Peoria, Ill., 91 miles; Rock Island & Mercer County Railroad, 22 miles; total, 113 miles. The Peoria & Rock Island was sold in foreclosure April 4, 1877, to the bondholders. In year 1891-92 gross earnings were $759,208; net, $344,538; surplus over interest, taxes, &c., $291,438; dividends, 5 per cent and a special of 10 per cent, $225,000. In year 1890-91, gross earnings, $659,199. Semi-annual dividends of 5 per cent per annum have been paid. President, R. R. Cable.

Rome Watertown & Ogdensburg.—*(See Map New York Central & Hudson River Railroad.)*—Owns from near Niagara Falls to Massena Springs, N. Y., 299 miles, less 28 miles, Richland to East Oswego, leased from the Oswego & Rome RR.; Richland to Rome, 41 miles; branches to Cape Vincent, Ogdensburg, Pulaski, Fulton, etc., 109 miles; total owned, 421 miles. Leases Utica & Black River Railroad, Utica to Ogdensburg, and Clayton branch, 150 miles; Oswego & Rome Railroad as above, 28 miles; Carthage Watertown & Sackett's Harbor Railroad, Carthage to Sackett's Harbor, 30 miles; trackage—to Niagara Falls, 2 miles; Fulton to East Oswego (New York Ontario & Western Railway), 12 miles; total leased, 222 miles Total operated, 643 miles.

LEASE.—In March, 1891, leased during its corporate existence and renewals thereof to the New York Central & Hudson River RR. Co., which assumes the debt and guarantees 5 per cent on the stock. The stockholders received a stock dividend of 20 per cent. For wording of guaranty see V. 52, p. 463. Stock authorized $10,000,000. Earnings are included in those of the lessee.

DIVIDENDS.—From 1887 to February, 1891, both inclusive, at rate of 6 per cent yearly; March, 1891, 20 per cent in stock; in May and thereafter 5 per cent per annum guaranteed.

BONDS.—Utica & Black River is leased in perpetuity, interest on bonds and 7 per cent on stock being guaranteed. The consolidated mortgage


MAP OF THE
RIO GRANDE WESTERN
RAILROAD & CONNECTIONS.
IDAHO
WYOMING
COLORADO
UTAH
NEBRASKA
KANSAS
OKLAHOMA
NEW MEXICO
ARIZONA
TEXAS
INDIAN TERRITORY
NO MANS LAND
SALT LAKE CITY
OGDEN
DENVER
COLORADO SPRS.
PUEBLO
CHEYENNE
OMAHA
COUNCIL BLUFFS
ATCHISON
TOPEKA
KANSAS CY.
ST. JOSEPH
LINCOLN
QUINCY
FLORENCE
DURANGO
SILVERTON
ANTONIO
ALAMOSA
TRINIDAD
LAKE CITY
BUENA VISTA
GUNNISON
GRAND JC.
GLENWOOD SPR.
LEADVILLE
NEWCASTLE
PARK CITY
BINGHAM JC.
ALTA
THISTLE
PROVO
SPRINGVILLE
PLEASANT VAL. JC.
CASTLE GATE COAL MINES
PRICE
EARNHAM
GREEN RIVER
SPLOR
CREPEASE
STATE LINE
WESTERN
PLEASANT VALLEY COAL MINE
EXTENSION
MARYSVALE
SALINA
DEEP CREEK
STOCKTON
TINTIC MINES
SILVER CITY
EUREKA
MANTI
EPHRAIM
SPRING CY
MT PLEASANT
FAIRVIEW
NEPHI
GUNNISON
MONTROSE
DELTA
DALLAS
OURAY
RICO
SILVER SPRING
COLD SPR.
HOT SPRS.
MEARS
WESTCLIFFE
CRIPPLE CREEK
VICTOR
WAGON WHEEL GAP
PLACERVILLE
IRONTON
SAN MIGUEL JC.
SAN CARLOS
COCHARA
PLACER
EL MORO
BLOSSBURG
DILLON
TRINCHERE
MORTES
SPRINGER
WAGON MD.
PATARA
CHAMA
ESPANOLA
OJO AMARILLO
AQUA GRANDE
MESA LAVACA
MOCCASIN SPR.
CLARKSTON
ORAYBE
PEACH ORCHARD SPRING
PRESCOTT JC.
FLAG STAFF
DEFIANCE
WINGATE
GRANTS
WALLACE
LAMY
LAS VEGAS
WATROUS
ONAVA
SANTA FE
TEXLINE
MATLOCK
MIAMI
PAN HANDLE
WASHBURN
TO NEW ORLEANS & GALVESTON
GLAZIER
WARWICK
SUTTON
NORRIS
GUTHRIE
TULSA
SEPULPA
GIBSON
VINITA
COFFEYVILLE
CHETOPA
CALDWELL
HUNNEWELL
ARKANSAS CY.
WINFIELD
PARSONS
CHANUTE
FT. SCOTT
GARNETT
EMPORIA
OTTAWA
OLATHE
LAWRENCE
LEAVENWORTH
ATCHISON
HIAWATHA
HORTON
TROY
WYMORE
BEATRICE
NEBRASKA CITY
FAIRMONT
CRETE
DUNBAR
RED OAK
SHENANDOAH
CLARINDA
MARY V.
ASHLAND
ATLANTIC CITY
MENLO
MISSOURI VAL. JC.
MANILLA
MAPLE R.
EADS
FONDA
SIOUX CITY
LE MARS
ALTON
RUTHVEN
ROLFE
ARMOUR
VANKTON
HAWARDEN
DAKOTA JC.
BUFFALO GAP
DOUGLAS
MEDICINE BOW
ROCK CREEK
SULPHUR SPR.
DIXON
SODA LAKES
COLORADO JC.
BENNETT
LARAMIE
HANNS FORK
EVANSTON
BRIDGER
GRANGER
GREEN RIVER
FT. BRIDGER
WASHAKIE
FT. STEELE
PT. OF ROCKS
LOGAN
LAYTON
FARMINGTON
MONUMENT
KELTON
GR. SALT LK.
SHOSHONE
POCATELLA
AMERICAN FALLS
MCCAMMON
MONTPELIER
FRANKLIN
NIOBRARA
VALENTINE
AINSWORTH
O'NEILL CITY
CREIGHTON
PONCA
NORFOLK
OAKDALE
ALBION
COLUMBUS
SCHUYLER
FREMONT
LENA
ORD
CENTRAL CITY
LOUP R.
ST. PAUL
GRAND IS.
KEARNEY JC.
NORTH PLATTE
N. FK. PLATTE R.
PLATTE RIVER
DENVER JC.
CROOK
CURTIS
KENESAW
HOLDREDGE
ORLEANS
REPUBLICAN
INDIANOLA
CULBERTSON
OXFORD
ENDICOTT
AURORA
ELWOOD
TABLE ROCK
SALEM
CHESTER
HARRISON
DANBURY
RED CLOUD
SUPERIOR
HENNDON
OBERLIN
WANO
NORTON
DOWNS
CONCORDIA
CLYDE
CLAY CENTRE
GARRISON
MANHATTAN
JUNCTION CITY
MINNEAPOLIS
ELLSWORTH
LENORA
STOCKTON
WAKEENEY
COLFAX
ELLIS
CARLISLE
SHERIDAN
ARAPAHOE
AROYA
HUGO
EASTON JC.
MANITOU
MONUMENT
CASTLE ROCK
GODFREY
ACQUIA
BYERS
LA SALLE
BRIGHTON
GREELEY
ORCHARD
BUFFALO
HYDE
AKRON
FT. MORGAN
LONGMONT
BOULDER
FT. COLLINS
GOLDEN
CENTRAL CITY
GEORGETOWN
DILLON
BRECKENRIDGE
PINE HILL
CONN
CARO'S
HECLA
SALIDA
PLEASANT
COTOPAXI
CANON
CRESTED BUTTE
ASPEN
GRAND R.
GREEN R.
WHITE R.
YAMPA R.
ROARING FORK R.
SAN MIGUEL R.
COLORADO R.
RIO SAN JUAN
ARKANSAS R.
RIO GRANDE
CANADIAN R.
N. FORK CANADIAN R.
WASHITA R.
RED R.
TASCOSA
CHEYENNE R.
MISSOURI R.
PLATTE R.
LOUP R.
ELK.
FRE.
VAL.
MO.
UN. PAC.
D. & R. G.
D. & R. G. W.
C. & S.
A. & P.
T. & P.
K. & M.
K. & O.
C. B. & Q.
C. R. I. & P.
C. B. & N.
C. & N. W.
C. M. & St. P.
C. K. & N.
C. R. I. & G.
C. & E. I.
M. K. & T.
M. P.
S. P.
S. F.
G. C. & S. F.
A. T. & S. F.
K. C. M. & B.
K. C. & O.
K. C. & E.
K. C. & S.
K. C. & W.
K. C. & N.
K. C. & G.
K. C. & M.
K. C. & P.
K. C. & S. W.
K. C. & W.
K. C. & N. W

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Rome Watertown & Ogdensburg.—(Concluded.)								
Utica & Bl. Riv. st'k,7 p. c. perpet. gu. by R.W.&O.	150	'68-71	$100	$1,103,000	7 per an.	M. & S.	N. Y., Gr. Cent. Station.	Sept. 30,1893
Black River & Morristown 1st mortgage c	36	1874	500 &c.	500,000	7	J. & J.	do do	Jan. 1, 1894
Clayton & Theresa 1st mortgage.....c	16	1873	500 &c.	200,000	7	J. & J.	do do	July 1, 1893
1st mort. on 98 miles, 2d on 52 miles, g., guar.c*	150	1890	1,000	1,300,000	4 g.	J. & J.	do do	July 1, 1922
Rutland—Stock, preferred.....	120	....	100	4,239,100	4 per an.	J. & J.	Rutland, Clem. Nat. Bk.	July 1, 1893
1st mortgage (8 per cent, reduced to 6).....c	120	1872	100 &c.	1,500,000	6	M. & N.	Boston, Globe Nat. Bk.	Nov. 1, 1902
2d mortgage and first on rolling stock.....c	120	1878	100 &c.	1,500,000	5	F. & A.	do do	Aug. 1, 1898
First consol. mort. for $3,500,000, gold.....c*&r	120	1891	1,000	500,000	4½ g.	J. & J.	New York City.	July 1, 1941
Sag. Tuscola & Huron—1st M., $15,000 p.m.,gold.c*	67	1891	1,000	1,000,000	5 g.	M. & S.	New York City.	Sept. 1, 1931
Saginaw Valley & St. Louis—1st mortgage.....c&r	36	1872	1,000	446,000	8	M. & N.	Boston, Second Nat. Bk.	May 1, 1902
St. Johnsbury & Lake Champlain—Common stock..	....	....	50	2,550,090	....	....	.....	.....
Preferred stock.....	....	....	50	1,298,500	....	....	.....	.....
1st mortgage.....c&r	131	1880	1,000	550,000	6	A. & O.	Boston, B. & L. RR. Of.	1910
Consolidated mortgage (for $1,000,000), gold..c*	131	1884	1,000	91,000	5 g. & 6	Various	do do	Apr. 1, 1914
Bonds for $2,500,000.....	131	....	....	(†)	4	.....	.....	....
St. Joseph & Grand Island—Stock.....	....	....	100	4,600,000	....	....	.....	.....
1st mortgage, gold., interest guar. by U.P.....c*	252	1885	1,000	6,998,000	6 g.	M. & N.	N. Y., Central Trust Co.	May 1, 1925
2d mortgage, income, gold..... .....c*	252	1885	1,000	1,679,000	5 g.	J. & J.	See text.	July 1, 1925
Kan. C. & O. RR. 1st M. ($15,000p.m.)g.,int.gu.c*&r	196	1887	500 &c.	2,713,000	5 g.	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1927
St. L. Alton & Springfield.—SEE ST. LOUIS CHICAGO & ST. PAUL.								
St. Louis Alton & Terre Haute—Common stock.....	....	....	100	2,300,000	....	....	.....	.....
Pref. stock (7 cum.) convertible into com. stock.	....	....	100	1,170,800	See text.	.....	.....	Jan. 10, 1889
1st mort., series A, sinking fund, not drawn...c*	207	1862	1,000	1,100,000	7	J. & J.	N.Y., U. S. Trust Co.	July 1, 1894
1st mort., series B, sinking fund, not drawn...c*	207	1862	1,000	1,100,000	7	A. & O.	do do	July 1, 1894
2d mortgage, preferred, series C.....c*	207	1862	1,000	1,400,000	7	F. & A.	do do	July 1, 1894
Do do Series D.....c*	207	1862	1,000	1,400,000	7	M. & N.	do do	July 1, 1894
2d mortgage, incomes.....c	207	1862	1,000	1,700,000	7	M. & N.	do do	July 1, 1894
Dividend bonds, income (see V. 48, p. 389).....	....	1881	1,000	1,357,000	6	June 1	.....	After Jan.,'94

bonds of 1890 are guaranteed, principal and interest, by the Rome Watertown & Ogdensburg. See V. 50, p. 771.

The Oswego & Rome road is leased in perpetuity, and the second mortgage bonds guaranteed by Rome Watertown & Ogdensburg by endorsement. (V. 53, p. 713, 793, 1015.)

Rutland.—Owns from Bellow's Falls, Vt., to Burlington, Vt., 120 miles. This road has been through many changes. LEASED in 1890 for 999 years from January 1, 1891, to the Central Vermont, the rental now being $363,286 per annum; this will be increased as new equipment and other permanent improvements are put upon the property to $370,000 per annum, payable monthly in gold. The net income will pay 4 per cent on the preferred stock now, and after the funding of existing mortgages may pay 5 per cent. See V. 53, p. 124.

STOCK.—The Delaware & Hudson owns $3,000,000 of the preferred and $1,000,000 of the $2,480,600 common stock, par $100. DIVIDENDS on preferred stock since 1880—In 1881, 1½ per cent; in 1882, 2; in 1884 and 1885, 1; in 1886 and 1887, 1½; in 1888, 1; in 1889, 1½; in 1890, 3; in 1891, 2; in 1892, 4; in 1893, January, 2 p. c.; July, 2 p. c.

BONDS.—The second mortgage is a first lien on rolling stock and personal property. The consolidated mortgage (trustee, U. S. Trust Co. of N. Y.,) is for $3,500,000, but of this $3,000,000 can be issued only as prior bonds for like amount retired. V. 53, p. 124; V. 55, p. 255; V. 57, p. 180.

Saginaw Tuscola & Huron.—Owns from Saginaw, Mich., to Bad Axe, 67 miles. Opened as a standard gauge road June 29, 1891. Common stock authorized, $600,000; par $100. The first mortgage is to the Continental Trust Co. as trustee. From January 1 to July 31, 1893 (7 months), gross earnings were $73,381, against $61,619 in 1892; net, $25,784, against $16,505. In year 1892 gross, $123,765; net, $38,084, against $24,527 in 1891. Wm. L. Webber, President, Saginaw.

Saginaw Valley & St. Louis.—Owns from Ithaca to Pains, Mich., 36 miles, and leases Alma to St. Louis and Pains to Saginaw, 9 miles; total, 45 miles. Opened January, 1873. Operated in connection with Detroit Lansing & No. Stock authorized, $300,000; outstanding, $264,804; par, $100. From Jan. 1 to July 31 (7 months), 1893, gross, $55,582, against $52,860 in 1892; net, $17,705, against $13,178; deficit under charges, $8,191, against $12,718 for 7 months in 1892. In 1892, gross, $94,063; net, $24,272; other income, $1,500; charges, $42,680; deficit, $16,907.

St. Johnsbury & Lake Champlain.—Owns from Lunenberg, Vt., to Maquan Bay, on Lake Champlain, 120 miles, and branch from North Concord, Vt., to East Haven, 11 miles; total, 131 miles. Reorganized in 1880. In September, 1890, $2,500,000 of 4 per cent bonds were authorized to fund floating debt, (which on June 30, 1892, amounted to $1,188,110 net, and for other purposes, but none had been issued up to March 1, 1892. Operated by Boston & Maine, which on Oct. 1, 1892, owned $510,000 bonds. In year ending June 30, 1892, gross earnings were $391,468; deficit, $13,511; interest, &c., $49,573; deficit, $63,084. Total deficit to June 30, 1892, $521,178.

St. Joseph & Grand Island.—*(See Map of Union Pacific.)*—LINE OF ROAD—St. Joseph, Mo., to Grand Island, Neb., 252 miles; Kansas City & Omaha Railroad, Stromsburg to Alma, 151 miles and McCool Junction to Kansas City & Omaha Junction, 44 miles; total, 447 miles.

HISTORY, GUARANTY, ETC.—Successor of the St. Joseph & West., sold in foreclosure in 1885. Operated by the Union Pacific, which owns $2,301,500 of the $4,600,000 stock (par, $100), and guarantees the interest on the first mortgage bonds. Jan. 1, 1893, first mortgage bonds of constituent companies outstanding amounted to $20,005 and second mortgage bonds to $22,409. Net "accounts payable" Jan. 1, 1893, $310,344.

In January, 1892, a new adjustment was made with Union Pacific by which $35,000 is deposited monthly for interest on the 1st mortgage bonds, and the St. Joseph & Grand Island is not responsible for more than half the interest on the Kansas City & Omaha bonds. In June, 1892, all but $150,000 of the $1,679,000 of the income bonds had assented to the agreement with the Union Pacific under which coupon due July 1, 1890, was to be paid. (V. 54, p. 79, 965.)

KANSAS CITY & OMAHA bonds have interest guaranteed by St. Joseph & Grand Island and Union Pacific under a perpetual agreement for operating the road. The Union Pacific owns $1,595,500 bonds and $1,725,375 of the $4,410,000 stock of the Kansas City & Omaha, and St. Joseph & Grand Island owns $1,822,500 stock.

EARNINGS.—From Jan. 1 to July 31, 1893 (7 months), gross earnings were $679,012, against $645,730 in 1892; net, $194,899, against $217,174. In 1892, gross earnings, $1,085,813; net, $416,517; other income (including guaranty accounts $63,467), $65,613; taxes, $59,318; interest on bonds, $420,000; corporate expenses, $3,597; due Kansas City & Omaha under traffic agreement, $45,619; deficit for year, $46,404. In 1891, gross, $846,338; net, $226,835. (V. 54, p. 79, 243, 965.)

St. Louis Alton & Springfield.—(SEE ST. LOUIS CHICAGO & ST. PAUL.)

St. Louis Alton & Terre Haute.—*(See Map.)*—Proprietary line, East St. Louis to Belleville, 14 miles. Leases: Belleville & Southern Illinois Railroad, Belleville to Du Quoin, Ill., 57 miles; Belleville & Eldorado RR., from Du Quoin to Eldorado, 50 miles; Belleville & Carondelet RR., from Belleville to East Carondelet, 17 miles; St. Louis Southern, Pinckneyville to Carbondale, Ill., 31 miles; Carbondale & Shawneetown Carbondale to Marion, 17 miles; Chicago St. Louis & Paducah, Marion to Paducah, and branch, 53 miles; total operated, 239 miles. This is the Cairo Short Line.

ORGANIZATION.—Successor to the Terre Haute Alton & St. Louis sold in foreclosure in 1861. In October, 1890, the main line, 193 miles, which had theretofore been leased to the Cleveland Cincinnati Chicago & St. Louis was sold to that company for $10,000,000 of 4 per cent 100-year gold bonds. See below and V. 51, p. 52, 114, 383, 494.

DIVIDENDS on preferred stock. In 1881, 3 p. c., and 55 in bonds; 1882 to 1885, 7 yearly; in 1886, 2½; in 1887, nil; in 1888, 1¼; in 1889, 1; none since.

STOCK AND BONDS.—The *preferred stock* has a prior right to a cumulative dividend of 7 per cent before any is declared on common and the arrears accrued to Dec; 31, 1892, were 51¼ per cent, or $600,035.

The sale of the main line did not affect the status of this company's securities. Of the $10,000,000 bonds received, $250,000 are in sinking fund for loan itself and $6,700,000 are reserved for bonds maturing in 1894. By means of the bonds immediately available and in other ways there had been retired to March 1, 1893, $1,297,600 of preferred stock and fractionals, leaving $1,813,000 bonds in the company's treasury. See V. 52, p. 42, 81, 351, 499, 720;

Of the $2,200,000 *Series A and B bonds* given in the table above as outstanding, $1,171,500 on Jan. 1, 1893, were in the sinking fund along with $239,424 in cash.

St. L. Alt. & T. H. *dividend bonds* are not entitled to receive anything for principal or interest until all arrears of dividend upon the preferred stock and other prior legal claims shall have been adjusted, and surplus annual earnings remain applicable to such dividend bonds.

LEASED LINES—*Belleville & So. Illinois* is leased for 999 years—rental 40 p. c. 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. Interest and sinking fund guaranteed.

Common stock of Belleville & Southern Illinois is $417,000 and preferred $1,275,000, and dividends on preferred stock have been—4½ in 1881; 5½ in 1882; 6¼ in 1883; 5½ in 1884; 5 in 1885; 5 in 1886; 6¾ in 1887; 6¾ in 1888 and 1889; in 1890, 8⅝; in 1891, 8·53; in 1892, 8; in April, 1893, 4 per cent.

The *Belleville & Carondelet* is leased for 983 years from June 1, 1883, at a rental of $30,000 per year, which is a guarantee of interest on the bonds, the stock of $500,000 being owned by the St. L. Alt. & T. H.

The *Belleville & Eldorado* is leased for 985 years from July 1, 1880, at a rental of 30 per cent of the gross earnings, but $15,400 per year guaranteed. Stock, $1,000,000; par, $100. The *St. Louis Southern* Railroad (including *Carbondale & Shawneetown)* is leased for 980 years for 30 per cent of gross earnings, minimum to be $32,000, and interest on bonds being guaranteed to that extent. Stock $500,000 (par $100), listed in New York in December, 1892. Dividends paid: In 1892, 5 p. c.; in 1893, 5 p. c. In year 1892-93 rental amounted to $80,156, against $75,384 in 1891-92. The *Chicago St. Louis & Paducah* is leased for 978 years from March, 1888, at 30 per cent of gross earnings, with guarantee of principal, and rental to pay first mortgage interest. (V. 47, p. 801.) The first mortgage bonds on this road are redeemable after September 1, 1892, at 105. In March, 1892, 2 per cent was paid on second mortgage incomes.

GENERAL FINANCES.—The payment in 1894 of the $6,700,000 of 7 per cents then due will free the company from all fixed interest charges and leave in its possession a considerable amount of the 4 per per cent bonds received in payment for the main line. The bills payable amounted on Jan. 1, 1893, to $1,050,000, against $100,000 Jan. 1, 1892, the increase being mainly due to purchase of equipment and payments in connection with retirement of preferred stock. Suspense account was $860,654. See V. 56, p. 577. Company owns $500,000 Belleville & Carondelet stock, $900,000 Ch. St. L. & Paducah stock and $500,000 of the latter road's income bonds.

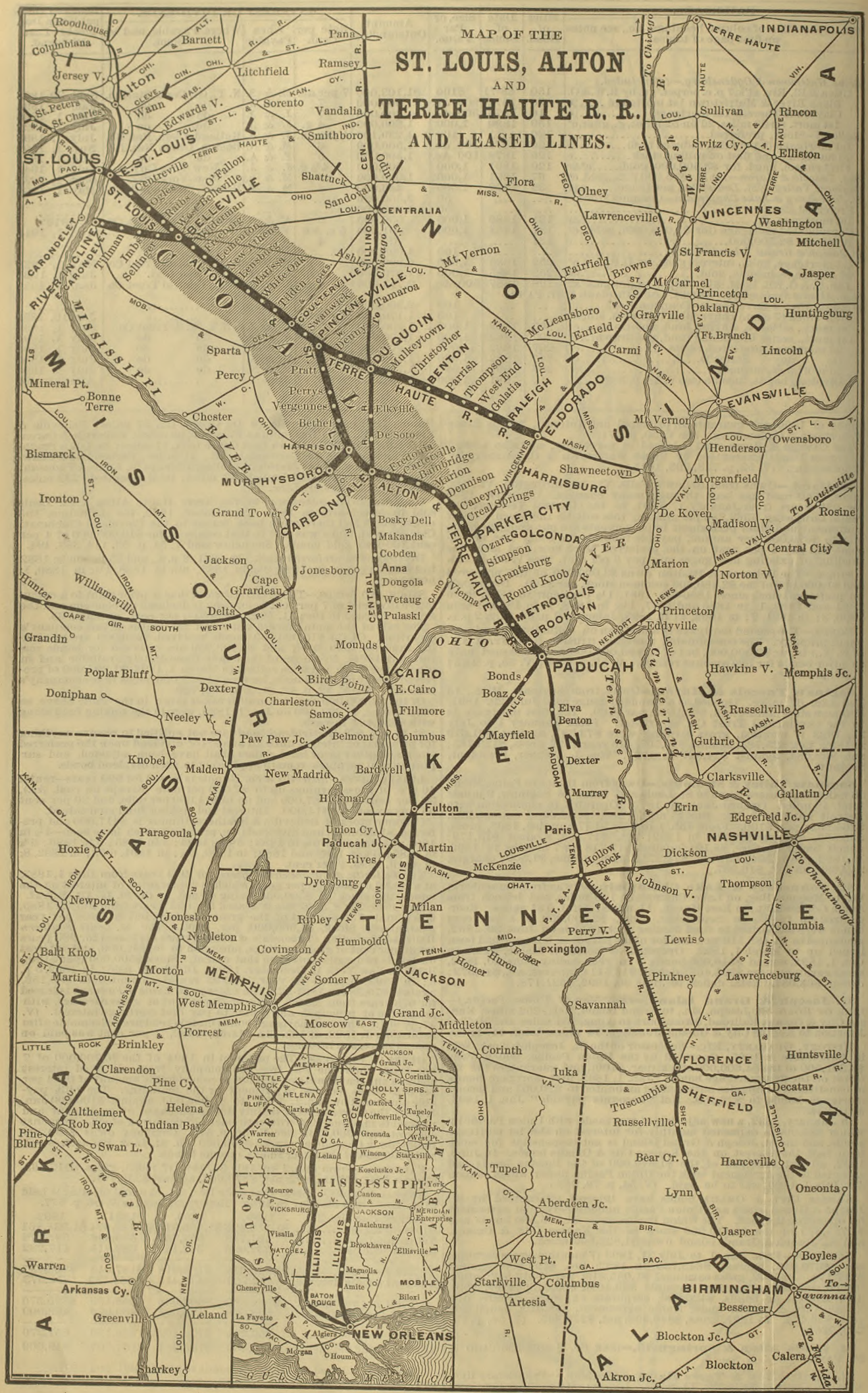
EARNINGS.—From Jan. 1 to July 31, 1893 (7 mos.), gross, $912,368, against $812,657 in 1892; net, $378,692, against $339,491.

ANNUAL REPORT.—Fiscal year ends Dec, 31. Annual meeting is held at St. Louis first Monday in June. Report for 1892 in V. 56, p. 577.

Year ending Dec. 31.	1889.	1890.	1891.	1892.
Gross earnings.....	$1,110,426	$1,336,910	$1,435,624	$1,531,861
Net earning.....	461,748	527,767	580,956	586,079
Rentals paid.....	332,095	362,149	393,911	417,282
Net revenue.....	$129,653	$165,618	$187,045	$168,797
Add rental main line, etc.	452,729	*440,412	*368,135	*351,573
Total net receipts....	$582,382	$606,030	$555,180	$520,370
Interest, funded debt, etc.	523,078	479,608	469,000	469,000
Balance, surplus.....	$59,304	$126,422	$86,180	$51,370
New eq'pt. and bet'ments.	$10,000	$136,388	$161,505	$19,009

* Including interest on Big Four bonds in 1890, 1891 and 1892.

—(V. 54, p. 524, 720; V. 56, p. 500, 577.


MAP OF THE
ST. LOUIS, ALTON
AND
TERRE HAUTE R. R.
AND LEASED LINES.
ST. LOUIS
E. ST. LOUIS
ALTON
BELLEVILLE
CENTRALIA
PINCKNEYVILLE
DU QUOIN
BENTON
MURPHYSBORO
CARBONDALE
HARRISBURG
PARKER CITY
GOLCONDA
METROPOLIS
BROOKLYN
CAIRO
PADUCAH
MAYFIELD
PARIS
HUNTINGDON
JACKSON
MEMPHIS
NEW ORLEANS
VINCENNES
EVANSVILLE
INDIANAPOLIS
TERRE HAUTE
SULLIVAN
RINCON
SWITZ CY.
ELLISTON
WASHINGTON
MITCHELL
JASPER
ST. FRANCIS V.
MT. CARMEL
PRINCETON
OAKLAND
HUNTINGBURG
GRAYVILLE
FT. BRANCH
LINCOLN
CARMI
ENFIELD
MC LEANSBORO
OLNEY
FLORA
LAWRENCEVILLE
FAIRFIELD
BROWNS
MT. VERNON
HENDERSON
OWENSBORO
MORGANFIELD
SHAWNEETOWN
DE KOVEN
MADISON V.
ROSINE
CENTRAL CITY
MARION
NORTON V.
PRINCETON
EDDYVILLE
HAWKINS V.
MEMPHIS JC.
RUSSELLVILLE
GUTHRIE
CLARKSVILLE
GALLATIN
ERIN
EDGEFIELD JC.
NASHVILLE
DICKSON
THOMPSON
COLUMBIA
LEWIS
LAWRENCEBURG
PINKNEY
SAVANNAH
FLORENCE
HUNTSVILLE
DECATUR
TUSCUMBIA
SHEFFIELD
RUSSELLVILLE
BEAR CR.
HANCEVILLE
ONEONTA
LYNN
ABERDEEN JC.
ABERDEEN
JASPER
BOYLES
BIRMINGHAM
BESSEMER
BLOCKTON JC.
BLOCKTON
CALERA
AKRON JC.
STARKVILLE
COLUMBUS
ARTESIA
WEST PT.
TUPELO
IUKA
CORINTH
MIDDLETON
GRAND JC.
MOSCOW
WEST MEMPHIS
SOMER V.
JACKSON
PERRY V.
LEXINGTON
MC KENZIE
DYERSBURG
MILAN
RIPLEY
HUMBOLDT
COVINGTON
UNION CY.
PADUCAH JC.
MARTIN
RIVES
FULTON
HICKMAN
NEW MADRID
BARDWELL
BELMONT
COLUMBUS
MAYFIELD
BONDS
BOAZ
ELVA
BENTON
DEXTER
MURRAY
HOLLOW ROCK
JOHNSON V.
BIRDS POINT
E. CAIRO
FILLMORE
MOUNDS
VIENNA
DONGOLA
WETAUG
PULASKI
BOSKY DELL
MAKANDA
COBDEN
ANNA
JONESBORO
CAPE GIRARDEAU
DELTA
JACKSON
WILLIAMSVILLE
HUNTER
GRANDIN
POPLAR BLUFF
DONIPHAN
DEXTER
CHARLESTON
SAMOS
NEELEY V.
PAW PAW JC.
KNOBEL
MALDEN
PARAGOULA
HOXIE
NEWPORT
JONESBORO
NEWBERN
BALD KNOB
MORTON
MARTIN
BRINKLEY
FORREST
LITTLE ROCK
CLARENDON
PINE CY.
HELENA
ALTHEIMER
ROB ROY
INDIAN BAY
PINE BLUFF
SWAN L.
WARREN
ARKANSAS CY.
GREENVILLE
LELAND
SHARKEY
GRAND TOWER
IRONTON
BISMARCK
MINERAL PT.
BONNE TERRE
CHESTER
PERCY
SPARTA
CENTREVILLE
O'FALLON
SORENTO
VANDALIA
RAMSEY
LITCHFIELD
PANA
BARNETT
ROODHOUSE
COLUMBIANA
JERSEY V.
ST. PETERS
ST. CHARLES
EDWARDS V.
WANN
SMITHBORO
SHATTUCK
SANDOVAL
ODIN
TAMAROA
MT. VERNON
ASHLEY
SALEM
TILLMAN
IMBS
SELLINGER
OGLES
RAIBS
WEST BELLEVILLE
WILDERMAN
EVERGREEN
LONGPRAIRIE
NEW THEBES
BERSHIRE
MARISSA
WHITE OAKS
TILDEN
COULTERVILLE
SWANWICK
DENNY
PRATT
PERRYS
VERGENNES
BETHEL
ELLEVILLE
DE SOTO
CHRISTOPHER
MULKEYTOWN
PARRISH
THOMPSON
WEST END
GALATIA
TREDONIA
CARLYERVILLE
BUFFINGBRIDGE
MARION
DENNISON
CANEYVILLE
CREAL SPRINGS
OZARK
SIMPSON
GRANTSBURG
ROUND KNOB
TO CHICAGO
TO LOUISVILLE
TO CHATTANOOGA
TO SAVANNAH
TO FLORIDA
OHIO RIVER
MISSISSIPPI RIVER
TENNESSEE R.
CUMBERLAND R.
ARKANSAS R.
LOUISIANA
MISSISSIPPI
ALABAMA
KENTUCKY
TENNESSEE
ILLINOIS
MISSOURI
ARKANSAS

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
St. Louis Alton & Terre Haute—(Concluded.)								
LEASED LINES.								
Belle. & So. Ill.—1st M. (int. guar.) s. f., not dr'n.c*	56	1866	$1,000	$1,009,000	8	A. & O.	N. Y., State Trust Co.	Oct. 1, 1895
Belleville & Carondelet, 1st M., Belle. to E. Caron.c*	16	1883	1,000	485,000	6	J. & D.	do do	June 1, 1923
Belleville & El Dorado—1st (int'est guaranteed)c*	50	1880	1,000	220,000	7	J. & J.	do do	July 1, 1910
2d mortgage.....c*	50	1880	1,000	330,000	6	F. & A.	Pd.in'91, coup. Feb.,'80	Aug. 1, 1920
St. Louis Southern—1st mort., gold, int. guar...c*	31	1886	1,000	550,000	4 g.	M. & S.	N. Y., State Trust Co.	Sept. 1, 1931
2d mortgage, income, non-cumulative.....c*	31	1886	1,000	525,000	5	M. & S.	do do	Sept. 1, 1931
Carbondale & Shawneet'n 1st M., g., int. guar.c*	17	1887	1,000	250,000	4 g.	M. & S.	do do	Mch. 1, 1932
Chic. St. L. & Paducah 1st M., g., red at 105 guar.c*	53	1887	1,000	1,000,000	5 g.	M. & S.	do do	Sept. 1, 1917
2d mortgage, gold, income (non-cumulative).c*	53	1887	1,000	1,000,000	5 g.	M. & S.	Paid 2 p. c. Mar., 1892.	Sept. 1, 1917
St. Louis & Cairo—1st M., gold, int. guar. M. & O..c	161	1886	500 &c.	4,000,000	4 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	Jan. 1, 1931
St. Lou. Cape Girard'u & Ft. Smith—Old div. bonds	....	1880-5	1,000	111,000	6 g.	M. & S.	.....	Sep. 1900-1-2-5
Cape Girardeau S.W. consol. mortgage.....gold	102	1888	1,000	889,000	6 g.	M. & S.	In default.	Sept. 1, 1908
Arkansas Extension 1st mortgage, gold...c*&r	65	1890	1,000	10,000	6 g.	J. & J.	In default.	Jan., 1910
St. Louis Chicago & St. Paul.—1st m., $1,250,000 g.c	84	1892	1,000	750,000	6 g.	M. & S.	Mar.,'93, coup. last p'd.	Sept. 1, 1912
St. Louis Kennett & Southern.—1st mort., gold...c*	20	1891	1,000	135,000	6 g.	F. & A.	N.Y., Cent. Tr. & St. Louis	Feb. 1, 1921
St. Louis Merchants' Bridge Terminal.—1st mort..c	....	1890	500 &c.	(3)	5	A. & O.	N.Y., F'rs L. & Tr. & St. L.	Oct. 1, 1930
Merch. Bridge 1st M., red. after Feb. 1, 1909, at 110	....	1889	1,000	2,000,000	6	F. & A.	N. Y., Farm. L. & Tr. Co.	Feb. 1, 1929
St. L. & San Fran.—See Atchison T. & S. Fe system.								
St. Louis Southwestern—Common stock.....	....	....	100	16,509,000	....	- - -	--- ------	--------
Preferred stock (5 per cent non-cumulative).....	....	....	100	20,000,000	....	.....	----------	-------
1st mort. certificates, $16,500 p. m., gold.....c*	1,222	1890	1,000	20,000,000	4 g.	M. & N.	N. Y., Central Trust Co.	Nov. 1. 1989
2d M. income cert., $10,000,000, non-cum., gold.c*	1,222	1890	500 &c.	8,000,000	4 g.	J. & J.	After '90, when earned.	Nov. 1, 1989
Car trusts July 1, 1892	....	1891	various	521,688	6 & 7	various	N. Y., Central Trust Co.	1893 to 1898
St. Louis Van. & Terre H.—1st M., guar. s.f. not dr.c*	158	1867	1,000	1,899,000	7	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1897
2d mort., sink. fund, not dr'n ($1,600,000 guar.).c*	158	1868	1,000	2,600,000	7	M. & N.	do do	May 1, 1898
St. Paul & Duluth—Common stock.....	....	....	100	4,660,207	See text.	.....	N. Y., Of., 32 Nassau St.	July 5, 1887
Pref. 7 per cent stock and scrip subj. to call at par	....	....	100	5,510,210	See text.	M. & S.	do do	Sept. 1, 1893
1st mortgage.....c*	167	1881	1,000	1,000,000	5	F. & A.	do do	Aug. 1, 1931
2d mortgage.....c*	167	1887	1,000	2,000,000	5	A. & O.	do do	Oct. 1, 1917
Taylor's Falls & Lake Sup., 1st M. gu., s. f. not dr.c*	21	1884	1,000	210,000	6	J. & J.	do do	Jan. 1, 1914
Duluth Short L. 1st M, guar., p. & i., s.f. not dr'n.c*	25	1886	1,000	500,000	5	M. & S.	do do	Sept. 1, 1916

St. Louis Arkansas & Texas.—See St. Louis Southwestern.

St. Louis & Cairo.—Owns Cairo to East St. Louis and branch, 161 miles. The former Cairo & St. Louis made default April 1, 1874, and was sold in foreclosure July, 1881. Stock is $6,500,000. In January, 1886, a lease was negotiated till January 1, 1931, to the Mobile & Ohio RR. on the basis of a rental of 25 per cent of 150-640ths of the gross revenue of the whole line, Mobile to St. Louis, this rental being guaranteed by the lessee to amount to $165,000 per year. In year ending June 30, 1893, gross, $890,877; net, $241,262 (against $166,749 in 1891-92) rental to St. Louis & Cairo, $183,093. Rentals in 1891-92, $185,790.

St. Louis Cape Girardeau & Fort Smith.—Owns from Cape Girardeau, Mo., to Hunter, Mo., 94 miles; leases branch to Zalma, 9 miles; total operated, 103 miles. Successor to the Cape Girardeau Southwestern; name changed in May, 1891. On March 4, 1893, Louis Houck, President of the company, was appointed receiver pending a reorganization. V. 56, p. 465, 974. Stock authorized, $2,000,000; outstanding, $1,150,000; par, $100. A general mortgage for $7,500,000 was authorized. There are also outstanding $150,000 7 per cent incomes. In 1892 gross earnings, $145,908; net, $29,422. In 1892 gross, $174,612. (V. 54, p. 441; V. 56, p. 465, 974.)

St. Louis & Chicago.—See North & South Illinois.

St. Louis Chicago & St. Paul.—Road—Owns from Bates, Ill., to Alton, Ill., 76 miles; branch to Grafton, 8 miles; uses Wabash tracks to Springfield, 13 miles. In 1893 track was laid on 12 miles from Bates to Springfield and on 5 miles south from Alton. Successor to the St. Louis Alton & Springfield, sold in foreclosure July 9, 1892. In June, 1893, Charles K. Kimball, the President, and Joseph Dickson, of St. Louis, were appointed receivers. Sept., 1893, coupon was not paid. Stock authorized and outstanding, $2,000,000—par $100. Bonds—The first mortgage trustee is the Atlantic Trust Co. Consolidated mortgage for $2,000,000 authorized. Earnings—In year 1891-92 gross earnings of old St. L. Alt. & Spring were $135,467, against $108,480; net $29,563, against $7,131; interest $17,999, against $7,220; taxes, $6,400; miscellaneous, $4,574. (V. 54, p. 204, 924; V. 55, p. 100; V. 56, p. 1016.) Post, Martin & Co., 45 Wall Street, N. Y., Fiscal Agents.

St. Louis Iron Mountain & Southern.—See Missouri Pacific

St. Louis Merchants' Bridge Terminal.—This company has under construction a double-track railroad in the city of St. Louis, extending from near the Union Depot on 12th Street, via Main Street, Hall Street, &c., to Ferry Street opposite the Merchants' Bridge, 7 miles. It owns and controls the Electric City & Illinois RR., connecting the town of Madison and East St. Louis, 8 miles; and leases the Venice & Carondelet Belt RR., which forms an outside belt round East St. Louis, 10 miles; total, 25 miles. It leases the Merchants' Bridge, agreeing to pay the interest on the Bridge Co's $2,000,000 bonds.

Bonds, Etc.—The mortgage of 1890 is for $3,500,000 to the St. Louis Trust Company, as trustee. Both issues of bonds are subject to call after 20 years at 110 and interest. In March, 1893, it was reported that a new depot to cost $500,000 or more would be built in St. Louis, at junction of Broadway and Third street, by parties interested in the Merchants' Bridge Terminal. See V. 56, p. 414. Stock authorized, $3,500,000; par, $100. Consolidation of management with the Terminal RR. Association of St. Louis—see miscellaneous companies—was reported pending in June, 1893. General office, St. Louis, Mo.

St. Louis & San Francisco.—See Atchison Topeka & Santa Fe.

St. Louis Southwestern.—Road extends from Bird's Point, Mo., opposite Cairo, Ill., to Texarkana, Tex., 418 miles, and thence by the Texas road to Gatesville, 305 miles; total, main line, 723 miles; branches, Mt. Pleasant to Sherman, 110 miles; Tyler to Lufkin (narrow gauge), 87 miles; Corsicana to Hillsboro, Tex., 40 miles; Commerce to Fort Worth, 97 miles; Lewisville, Ark., to Shreveport, La., 60 miles; Altheimer to Little Rock, Ark., 42 miles; Malden, Mo., to Delta, 51 miles; other branches, 12 miles; total, July, 1892, 1,222 miles.

Organization.—Reorganization per plan in V. 50, p. 141, 561 of the St. Louis Arkansas & Texas, sold in foreclosure in October, 1890, the same property having been previously foreclosed in 1885-86, consists of three corporations—the St. Louis Southwestern Railway Co., the St. Louis Southwestern Railway Co. of Texas and the Tyler Southeastern.

Bonds.—The first mortgage certificates are issued against a like amount of first mortgage bonds secured upon the constituent lines at a rate not exceeding $16,500 per mile, and the second mortgage certificates against second mortgage bonds at $8,250 per mile.

The new incomes will receive from January 1, 1891, such interest, payable semi-annually, not exceeding 4 per cent per annum, as can be paid out of net earnings of the railways during the preceding fiscal year, after payment of operating expenses, repairs, renewals, replacements, taxes, insurance and interest on prior liens. The issue of these certificates may be increased up to $10,000,000, subject to restrictions in the mortgages. Bills payable were $270,261 July 1, 1892.

Earnings.—From Jan. 1, 1893, to Sept. 7, 1893 (8¼ months), gross $3,154,284, against $2,796,852.

Annual Report.—Fiscal year ends June 30. Annual meeting is held at Texarkana, Texas, on the Monday preceding first Wednesday in May. Report for 1891-92 was in V. 55, p. 587, showing earnings as follows, the road having been in the hands of the receiver until May 20, 1891. In the operating expenses are included in 1890-91 $1,089,160 for betterments, against $129,267 in 1891-92.

Year ending June 30—	1891.	1892.
Gross earnings.....	$4,323,656	$4,636,461
Operating expenses.....	4,849,654	3,824,294
Net earnings.....	def. $525,998	$812,167
Total net, incl. other income.....	.....	$937,268
Taxes	.....	107,326
Interest on bonds.....	.....	800,000
Rentals, etc.....	.....	10,248
Balance, surplus.....	.....	$19,694

—(V. 54, p. 34, 846; V. 55, p. 463, 587.

St. Louis Vandalia & Terre Haute.—*(See Map Pittsburg Cincinnati Chicago & St. Louis.)*—Owns from East St. Louis to Indiana State line, 158 miles.

Organization, Lease, Etc.—Road opened July 1, 1870. Leased to the Terre Haute & Indianap. RR. (for account of itself and the Pitts. Cincinnati Chicago & St. Louis RR.) at a rental of 30 per cent of gross earnings, the profits and losses being divided between the lessees in the proportion of five-sevenths to the Pittsburg Cin. Chic. & St. Louis and two sevenths to the Terre Haute & Indianapolis. The U. S. Supreme Court in May, 1892, upheld the lease. V. 54, p. 846.

Capital Stock.—Stock, $2,379,358 common and $1,544,700 of 7 per cent cumulative pref.; par $100. The Terre Haute & Indianapolis owns $326,000 preferred and $500,000 common stock, the Pennsylvania RR. $837,000 preferred and $225,000 2d mort. unguaranteed 7s, and the Pennsylvania Company, July 1, 1892, $1,350,000 common and $381,700 preferred. In October, 1891, the back dividends on the preferred were paid for 1879 and 1880. In April, 1892, for 1881 and 1882, and in October, 1892, for 1883 and 1884, payments resulting from settlement with lessee.

Bonds and Guaranty.—The first mortgage and $1,600,000 of second mortgage bonds are endorsed by the lessees, and also by the Pittsburg Cincinnati & St. Louis (now the Pittsburg Cincinnati Chicago & St. Louis RR.), with an agreement to *purchase* the bond and its coupons as they mature, if not paid by the Vandalia. See form of guaranty V. 56, p. 649. On June 1, 1893, no notes payable were out.

Earnings.—In year ending Oct. 31, 1892, gross $1,869,966; net, $598,596; rental to St. L. V. & T. H., $560,999; expenses, $64,784; net, $496,215; total net, including other income, $523,163; interest paid, $314,930; balance, surplus, $208,233. General surplus Oct. 31, 1891, $531,417; dividends on pref., $432,516; general surplus Oct. 31, 1892, $307,134. Profit to lessee in 1889-90, $100,466; in 1890-91, $62,430; in 1891-92, $37,598. (V. 54, p. **286**; V. 56, p. **460**.)

St. Paul & Duluth.—Owns from St. Paul, Minn., to Duluth, Minn., 155 miles; branches to Cloquet, Grantsburg and Sandstone, 28 miles; leases—Stillwater & St. Paul Railroad, 13 miles; Minneapolis & Duluth Railroad, 13 miles; Taylor's Falls & Lake Superior, 20 miles; Duluth Short Line, Thompson to Duluth, 18 miles; other, 3 miles; total, 248 miles. Second track, 17 miles, July 1, 1892. Between North Pacific Junction & Duluth, 24 miles, road is owned jointly with the Nor. Pacific.

History.—Sold in foreclosure May 1, 1877, and reorganized.

Capital Stock.—From the earnings of the railroad the preferred stock has a prior right to 7 per cent yearly, then common to 6 per cent, any surplus going to retirement of preferred. The preferred stock is also received in payment for lands at par, and is entitled to receive from land sales any part of its 7 per cent dividend yearly for which railroad earnings do not suffice. All surplus land sales not used for dividends on the preferred stock go to the retirement of that stock at or below par, the preferred stock being subject to call at par when drawn by lot, if not purchasable below par in the open market. In December, 1891, $182,000 preferred was purchased and retired from land sales, and in September, 1892, $226,600 was drawn by lot and redeemed at par. In July, 1893, the company asked proposals for sale to it of additional preferred. V. 57, p. 61. Three shares of common stock have one vote and each share of preferred has one vote.

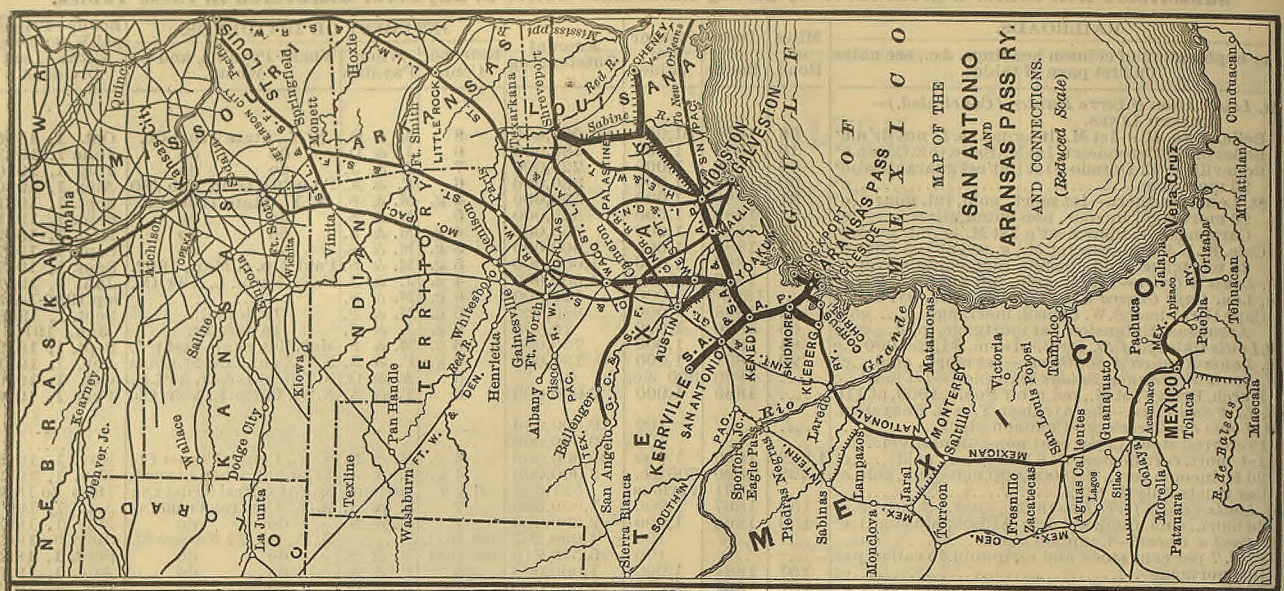
Dividends.—On common stock: In 1887, 3 and 15 in common stock; in 1888 and since, nil. Dividends on preferred since 1880: In 1881, 10 stock; in 1882, 3½ in cash; in 1883, 7; in 1884, 3½ and 7 in preferred stock; from 1885 to 1888, 7; in 1889, 5½; in 1890, 6½; in 1891, March, 2½; Sept., 4½; in 1892, 7; in 1893, March, 3½. Sept., 3½.

Lands.—The company has a land grant, of which 1,104,144 acres remained unsold June 30, 1892, and 61,455 acres of the Taylor's Falls branch grant. In year 1891-92 sales from company's grant were 5,670 acres for $36,894, and gross cash receipts were $149,290 (of which $95,645 from stumpage); net cash receipts, $128,756.

Earnings.—July 1, 1892, to June 30, 1893 (12 months), gross $2,105,275, against $1,934,512 in 1891-92; net, $677,477 against $699,893.

Annual Report.—Fiscal year ends June 30. Annual meeting at St. Paul second Thursday in October. Report for 1891-92 in V. 55, p. 677.

Year ending June 30—	1890.	1891.	1892.
Gross earnings.....	$1,410,527	$1,621,939	$1,934,510
Operating expenses and taxes ...	1,017,458	1,071,192	1,291,586
Net earnings.....	$393,069	$550,747	$642,924
Total net income.....	$415,566	$575,893	$678,987



MAP OF THE SAN ANTONIO AND ARANSAS PASS RAILWAY AND CONNECTIONS.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
St. Paul & Duluth—(Concluded.)—								
Stillwater & St. Paul 1st mort., g. (not guar)	12	1870	$500&c.	$248,500	7	J. & D.	N. Y., Of., 32 Nassau St.	Dec. 1, 1900
St. Paul Minn. & Manitoba—See Great Northern—								
St. Paul & No. Pacific—Stock ($10,000,000) authoriz'd	184	....	100	7,000,000	6 per an.	Q.—F.	N. Y., Office, 35 Wall St.	See text.
Western RR. Minn. 1st M. RR. covered by gen. M.	60½	1877	1,000	438,000	7	M. & N.	do do	May 1, 1907
General mortg., guar., land gr. ($10,000,000). c*&r	182	1883	1,000	7,985,000	6 g.	See rem.	do do	Feb. 1, 1923
San Ant. & Aransas Pass—Stock	....	....	100	4,800,000	....	....	.....	.....
1st M. for $21,600,000 g., guar. p. & i. (end.). c*&r	689	1893	1,000	See text.	4 g.	J. & J.	N. Y., Cent. Trust Co.	Jan. 1, 1943
Sandusky & Columbus Short Line.—See Columbus Shawnee & Hocking.								
Sandusky Mansfield & Newark—Re-organized stock	116	....	50	1,068,400	See text.	Feb. 1.	Moss N. Bk., Sand'ky, O.	Feb. 1, 1893
1st M. int. gu. under lease by B. & O. and Cent. O. . . c*	116	1869	1,000	2,300,000	7	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1909
Sanford & St. Petersburg	....	....	....	.....	....	....	.....	.....
San Francisco & Northern Pacific.—Stock	....	....	100	6,000,000	....	....	.....	.....
1st Mort., gold ($4,500,000), s. f. red. at 110. *c&r	165	1889	1,000	4,188,000	5 g.	J. & J.	N.Y., 46 Wall, & Fr'nk'frt	Jan. 1, 1919
Santa Fe Pres. & Phœnix—1st M., $25,000 p.m., g. c*&r	....	1892	1,000	(!)	5 g.	M. & S.	.....	Sept. 1, 1942
Savannah Americus & Montgomery—Stock	....	....	100	1,614,200	....	....	.....	.....
Am. Pres. & Lumpkin 1st M. ($100,000 due 1905)	....	1885-6	500	250,000	7	J. & J.	.....	1905 & 1906
Consol. mort. $4,100,000, gold, $12,000 per mile. c*	265	1889	1,000	3,350,000	6 g.	J. & J.	July, '92, coup. last paid	July 1, 1919
Second mortgage	265	1891	1,000	1,590,000	6 g.	A. & O.	None paid.	Oct. 1, 1921
Alb. Flor. & Nor. 1st M., gold, $12,000 p. m., guar. c*	35	1890	1,000	500,000	6 g.	J. & J.	.....	July 1, 1920
Montgomery Terminal Co. 1st mort., gold, guar. c	....	1892	1,000	208,000	6 g.	M. & S.	.....	Mch. 1, 1932
Savannah Florida & Western—Stock	....	....	100	6,793,900	See text.	.....	N. Y. H. B. Plant.	Jan. 21, 1893
Atlantic & Gulf consol. mortgage . . . . . c*	347	1867	500 &c.	1,780,000	7	J. & J.	N.Y., H.B. Plant, & Savan	July 1, 1897
So. Ga. & Flor., 1st Ms., end by State of Georgia. c*	58	1869	1,000	464,000	7	M. & N.	do do	May 1, 1899
2d mortgage c	58	1869	1,000	200,000	7	M. & N.	N.Y., H.B. Plant & Savan	May 1, 1899
Sav. Fla. & West., consol. M. ($6,500,000), gold. c*&r	545	1884	1,000	4,056,000	6 g.	A. & O.	do do	Apr. 1, 1934
Monticello extension bonds	....	1889	....	290,400	6	A. & O.	do do	Apr. 1, 1899
So. Florida 1st mort. ($12,000 per mile), gold. . c*	....	1885	1,000	See text.	6 g.	J. & J.	.....	Jan. 1, 1915
Brunswick & W. 1st M. Bruns. to Albany, g. gu. c*	171	1888	500 &c.	3,000,000	4 g.	J. & J.	N.Y., 12 W. 23d St. & Sav.	Jan. 1, 1938
Income bonds, non-cumulative	....	1888	,000	3,000,000	5	.....	None paid.	Irredeemable.
Savannah & Western—Columb. & West. 1st M., gu. c*	157	1881	1,000	800,000	6	J. & J.	July, '92, coup. last paid.	Jan. 1, 1911
Columbus & Rome 1st mortgage, guar. . . . . c*	50	1884	1,000	206,000	6	J. & J.	July, '92, coup. last paid.	Jan., 1914
1st consol. mort. ($18,000 per mile), gold, guar. c*	....	1889	1,000	7,755,000	5 g.	M. & S.	Mch., '92, coup. last pd.	Mch. 1, 1929

Year ending June 30—	1890.	1891.	1892.
Rentals paid	$82,003	$93,548	$96,497
Interest on bonds	150,000	150,000	150,000
Dividends	(2½) 134,117	(6½) 348,749	(8) 423,001
Miscellaneous	26,912	31,900	69,394
Balance from RR. operations	sur. $22,534	def. $48,304	def. $59,906
Rects. from stumpage and lands.	192,848	249,546	75,207
Balance	sur. $215,382	sur. $201,242	sur. $15,301

—(V. 53, p 157, 567; V. 54, p, 276; V. 55, p. 677; V. 57, p. 61.)

St. Paul Minneapolis & Manitoba.—See Great Northern.

St. Paul & Northern Pacific.—*(See Map Northern Pacific)*—Road Brainerd to St. Paul, 148 miles; Little Falls to Staples Mills, 34 miles; total, 182 miles. Owns terminals in Minneapolis on 20 acres, and some 400 acres about St. Paul and Minneapolis. The land grant (178,998 acres unsold May 1, 1893,) is between Brainerd and Sauk Rapids; proceeds of lands are first applied to purchase of Western Minnesota bonds, then to general mortgage at not exceeding 120.

Lease—Property.—Leased for 999 years to the Northern Pacific, at a net rental equal to 40 per cent of the gross receipts, but any surplus over 6 per cent on stock divided equally between lessor and lessee.

Stock.—The stock of $7,000,000 is all owned by Northern Pacific and pledged under its collateral trust of 1893. Dividends from 1883 to May, 1893, inclusive, 6 per cent per annum, and in 1891 by division of surplus 6 per cent extra, and February 1893 2¼ per cent extra.

Bonds.—The bonds are guaranteed by Northern Pacific. See V. 56, p. 649. Interest on coupon bonds is payable F. & A.; on registered, Q.—F.

Earnings.—In year 1891-92 gross, $2,266,416, against $2,110,926 in '90-91; net, $1,070,936, agst. $1,024,058 in '90-91. (V. 56, p. 289, 649.)

San Antonio & Aransas Pass.—*(See Map)*—Owns from Kerrville to Houston, 308 miles; Kenedy to Corpus Christi, Tex., 90 miles; Yoakum to Waco, 172 miles; Skidmore to Alice, 43 miles; Shiner to Lockhart, 54 miles; branches, 22 miles; total, 689 miles.

History.—Reorganized in 1893, management passing to the Southern Pacific Company. Stock.—Stock is $4,800,000, of which Southern Pac. Co. received $2,000,000 for guaranteeing bonds. Bonds.—First mortgage is for $21,600,000 (trustee, Central Trust Co.), and the Southern Pacific Company, by endorsement on each bond guarantees unconditionally "the punctual payment of the principal and interest." Of the $21,600,000 authorized, $17,100,000 was used in the reorganization, $1,800,000 may be applied to improvements and equipment on present mileage and $2,700,000 is reserved for extensions, limited to 100 miles at $27,000 per mile, constructed and equipped. See full abstract of mortgage in V. 56, p. 540. Bonds for $15,776,000 had been listed in New York in September, 1893.

Earnings.—From Jan. 1 to July 31 (7 months) in 1893, gross earnings, $972,857, agst. $770,838 in 1892; net, $83,052, agst. a deficit of $63,512. In year ending June 30, 1892, gross $1,587,808; net, $141,690. In 1890-91 gross, $1,726,682; net $306,370. (V. 55, p. 895, 1036; V. 56, p. 128, 165, 290, 539, 540, 1016, 1068; V. 57, p. 144, 145.)

Sandusky & Columbus Short Line.—See Columbus Shawnee & Hocking.

Sandusky Mansfield & Newark.—Owns from Sandusky, O., to Newark, O., 116 miles. Leased to Central Ohio, guaranteed by Baltimore & Ohio, Feb. 23, 1880, till Dec. 1, 1926, with option to the Balt. & Ohio Co. to renew for terms of 20 years each. Rental is $201,850. The Baltimore & Ohio's guarantee of interest is endorsed on the bonds. Dividends.—From 1881 to 1884, 2 per cent; from 1885 to 1888, 3 per cent; from 1889 to 1892, inclusive, 3½ p. ct. yearly; in 1893, 3 p. ct. Earnings.—In 1891-92 gross, $1,032,207; net, $199,128. In 1890-91, gross, $1,106,818; net, $255,359; profit to lessee, $33,711.

Sanford & St. Petersburg.—From Sanford, Fla., to St. Petersburg, 153 miles, 3 foot gauge. Formerly Orange Belt Railway, which was sold at foreclosure in March, 1893. Pres., E. T. Stotesbury, Phila.

San Francisco & North Pacific.—Point Tiburon, Cal., to Ukiah, Cal., 106 miles, and branches, 59 miles; total 165 miles. Consolidation of various companies March 19, 1889. Connects with San Francisco (6 miles) by company's steamer. Stock is $6,000,000, of which the Donahue interest ($4,200,000) was sold in February, 1893, to A. W. Foster and Sidney V. Smith for $850,000. (V. 56, p. 165, 375.) Bonds issued at $25,000 per mile; trustee, Mercantile Trust Co., New York; sinking fund, $25,000 per annum, and bonds drawn at 110 and interest. [Mort. abstract V. 49, p. 241.] Bonds canceled to June, '93, $102,000.

Latest Earnings.—From July 1 to Aug. 31, 1893 (2 months), gross, $158,075, against $181,757 in 1892; net $58,985 against $81,783.

Annual Report.—Fiscal year ends June 30. In 1892 93 gross earnings $876,277, against $886,471 in 1891-92; net, $297,015, against $311,420; surplus over charges, $86,746, against $106,007.—(V. 53, p. 186; V. 55, p. 214; V. 56, p. 165, 375; V. 57, p. 254.)

Santa Fe Prescott & Phoenix.—Projected from Ash Fork on the Atlantic & Pacific Railroad, via Prescott to Phoenix, Arizona, about 200 miles, of which 60 miles completed in May, 1893. Mortgage is for $5,000,000—Mercantile Trust Company, New York, trustee. A 30-year contract with the Atchison Topeka & Santa Fe provides for payment of an arbitrary 5 per cent of the gross earnings of the entire Santa Fe system of railroads upon all business interchanged with S. F. P. & P. Ry. to the trustee of the first mortgage bonds, to be applied to payment of interest. In July a lien was filed against this company for $100,000 on rails. (V. 55, p. 590; V. 57, p.179.)

Savannah Americus & Montgomery.—Owns from Lyons, Ga., west to Montgomery, Ala., 265 miles, and A. F. & N. Railroad from Cordele to Albany, Ga., 35 miles; total operated 300 miles. Extension to Montgomery, Ala., 80 miles, opened in April, 1892.

History.—Formerly the Americus Preston & Lumpkin. In Nov., 1892, S. H. Hawkins and T. E. Hambleton were appointed receivers. Bondholders are asked to deposit their bonds with Merc. Trust Co. of Baltimore, pending reorganization. (V. 55, p. 927, 1036; V. 56, p. 280, 465.)

Bonds.—The consolidated mortgage is for $4,100,000 (Mercantile Trust Company of Baltimore, trustee). Car trusts and notes July, 1893, $688,716 (including interest), due yearly to 1903, payable in monthly instalments. Authority to issue $146,000 receiver's certificates was granted in April, 1893, but only $12,600 issued to September 1, 1893. Total floating debt in May, 1893, including car trusts, etc., was said to be about $1,000,000. The second mortgage bonds were used as collateral for loans only.

Earnings.—From Jan. 1, 1893, to July 31, 1893 (7 months), gross earnings were $297,803 against $279,186 in 1892; net, $26,606 against $102,408. In year 1891-92 gross, $500,823; net, $189,760; interest on bonds, $136,800. In 1890-91 earnings on 175 miles, $491,499; net, $209,203. (V. 54, p. 120, 276, 684, 1048; V. 55, p. 927; V. 56, p. 280.)

Savannah Florida & Western.—Owns from Savannah, Ga., to Chattahoochee, Fla., 258 miles; 3 branches to Bainbridge, &c., 15 miles, Dupont to Gainesville, 118 miles; Thomasville to Albany, 58 miles; Thomasville, Ga., to Monticello, Fla., 24 miles; Waycross to Jacksonville, 75 miles; Fort White, to Lake City, Fla., 20 miles; South Florida Division: Inverness to Bartow, 77 miles; Sanford to Port Tampa, Fla., 124 miles; Bartow Branch, 17 miles; operates Sanford to Lake Charm, etc., 33 miles; total, 820 miles.

The *Plant system*, of which this road is the principal member, unites Charleston, S. C., with Montgomery, Ala., etc., and upon completion of a short connecting link under construction will include a through line to Tampa and other Florida points. Besides the 820 miles described above, the system includes the Charleston & Savannah, 133 miles; the Brunswick & Western, 171 miles; the Ala. Midland, 209 miles; the Silver Springs Ocala & Gulf, 75 miles; total, 1,408 miles. [See separate statement for each company, except Brunswick & Western, whose bonds are given above.] There are also 1,277 miles of steamer lines, including lines to Havana, Mobile, etc. In May, 1893, the Sav. Fla. & W. was consolidated with the South Florida. What will be done with So. Fla. securities not determined in June, 1893.

Guaranties.—In addition to guaranteeing principal and interest of the Brunswick & Western bonds above, this company guarantees certain bonds of the Alabama Midland and Silver Springs Ocala & Gulf—see those companies.

Dividends.—In 1882, 6½ per cent; in 1883, 7; in 1884, 4; in 1887, 1¾; in 1889, 4; in 1891, 2; in 1892, April, 5; in 1893, Jan., 3½ p. ct

Earnings.—From Jan. 1 to June 30, 1893 (6 months), gross $1,552,427, against $1,653,202 in 1892; net, $573,771, against $569,889.

For half year ending June 30, 1892, gross, $1,633,896; net, $584,048; other income, $9,237; taxes paid, $24,847; interest, $215,932; miscellaneous, $48,045; balance, surplus, $304,461; dividend (3½ per cent), $237,786. Total surplus to June 30, 1892, $313,897.

In 1891 gross earnings, $3,288,862; net, $1,111,153; in 1890 gross, $3,038,473; net, $645,936. (V. 54, p. 441; V. 56, p. 43.)

Savannah & Western.—Owns from Birmingham, Ala., to Americus, Ga., 221 miles; Columbus to Greenville (narrow gauge), 49 miles; Opelika to Roanoke, 37 miles; Eufaula to Ozark, 60 m.; Meldrim to Lyons, 58 m.; Griffin to Chattanooga, 197 m.; total, 622 miles.

History.—This was a consolidation in August, 1888, of the Columbus & Western and other roads. It belongs to the Cent. of Georgia system. The Central went into receiver's hands in 1892, and the interest on Savan. & Western bonds due Sept. 1 was not paid. Interest on Col. & Rome, Col. & Western and Rome & Carrollton bonds was defaulted Jan. 1, 1893. Under plan in opposition to the Hollins plan securities are deposited with the Central Trust Co. (see V. 56, p. 700), and suit for foreclosure and separate receiver was brought.

Stock.—$3,000,700 (par $100), all owned by the Central of Georgia.

Bonds.—Abstract of consolidated mortgage (trustee, Central Trust Co., N. Y.), in V. 49, p. 240; principal and interest is guaranteed by Central RR. & Banking Co. of Georgia. See default above. Central of Georgia on July 1, 1892, owned $1,628,000 consols.

In May, 1891, the roadbed and all the assets of the Chattanooga Rome & Columbus, Chattanooga to Carrollton, 138 miles, were purchased, and its $2,240,000 first mortgage bonds guaranteed by endorsement thereon. The stock of the C. R. & C. is mostly owned by Central of Georgia. In March, 1893, the C. R. & C was placed in hands of W. C. Bunn as receiver. (See V. 57, p. 468.)

Earnings.—From March 4, 1892, to Sept. 30, 1892, the receiver of the Central of Ga. reported gross earnings as $651,454; deficit, $28,912. See Central of Ga. In 1890-91 gross, $1,161,187; net, $90,828. In 1889-90 gross, $963,929; net, $208,086, against $87,288 in 1888-89. Interest charge for 1892-93 on Sav. & W. proper $447,750, and on Chat. Rome & Col. $113,500; total, $561,250. (V. 56, p. 625, 700, 841.)

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Sav. & West.—(Concl.)—Rome&Carrollton, 1st M. g.	22	1885	$100&c.	$150,000	6 g.	J. & J.	July,'92, coup. last paid.	Jan. 1, 1916
Chatt. Rome & Col. 1st, gu., $16,000 p. m., gold..c*	138	1887	1,000	2,090,000	5 g.	M. & S.	Mch., '92, coup. last pd.	Sept. 1, 1937
Schuylkill & Lehigh—1st m., guar. p. & i. by P. & R.	44	1872	....	(?)	4½	M. & N.	Phila., Phil. & Read.RR.	Nov. 1, 1902
Seaboard & Roanoke—St'k ($244,200 is pf. gu. 7 p.c.)	81	....	100	1,302,900	See text.	M. & N.	Balt., Farm. & Plant.Bk.	May 1, 1893
Debentures, registered.....r	....	1886	100 &c.	690,000	6	F. & A.	Portsmouth, Va.	Aft. July,1916
1st mortgage for $2,500,000.....c*	81	1886	1,000	2,000,000	5	J. & J.	N.Y., Baltimore & Phila.	July 1, 1926
Seaboard Air Line Equ't Tr. ser. A & B (½ each).c*	....	1890-1	1,000	212,500	5	J. & D.	Balt., Merc. Tr. & Dep. Co	$25,000 June
Seattle Lake S. & East.—1st M., g., $25,000 p. m.c*	....	1886	1,000	5,675,000	6 g.	F. & A.	Feb., '93, coup. last p'd	Aug. 1, 1931
Shamokin Sunbury & Lewisburg—1st mort....c*&r	31	1882	1,000	1,000,000	5	M. & N.	Phila., Phil. & Read.RR.	May 1, 1912
2d mortgage.....c*	31	1890	1,000	1,000,000	6 g.	J. & J.	do do	July 1, 1925
Shamokin Val. & Pottsville—Stock, guar. by Nor. C.	29	....	50	869,450	6 per an.	F. & A.	Phila., Penn. RR. Co.	Aug. 1, 1893
1st mortgage, gold, on road and lands.....c	28	1871	500 &c.	2,000,000	7 g.	J. & J.	do do	July 1, 1901
Sharon—Stock.....	15	....	50	453,350	6 per an.	M. & S.	.....	Sept. 1, 1893
1st mortgage, gold.....c	15	1889	1,000	164,000	4½ g.	J. & D.	N. Y., Farm. L. & Tr. Co.	June 1, 1919
Shore Line (Conn.)—See N.Y. N. Haven & Hartf'd.								
Silver Sp. Ocala & Gulf—1st, l. gr. ($15,000 p.m.)g.c*	74	1888	1,000	1,500,000	See text.	J. & J.	N. Y., 12 West 23d St.	July 1, 1918
Silverton—1st mort. for $500,000 gold.....c&r	17	1888	1,000	425,000	6 g.	A. & O.	Denver State Nat. Bank	Oct. 1, 1908
Sioux City & Northern—1st mortgage, gold.....c*	96	1890	1,000	1,920,000	5 g.	J. & J.	N.Y., Manhattan Tr. Co.	Jan. 1, 1920
Sioux City O'N. & West.—1st M. ($18,000 p. m.) g.c*	130	1891	1,000	2,340,000	5 g.	A. & O.	.....	Oct. 1, 1921
South Atlantic & Ohio—1st mortgage.....	70	1887	1,000	1,850,000	6	J. & J.	In default.	July 1, 1917
South Bound—1st mort., $15,000 per mile, gold..c*	136	1891	1,000	2,033,000	See text.	A. & O.	Baltimore & Savannah.	Apr. 1, 1941
South Carolina—Various prior loans (part £).....	247	'38-'68	Various	91,000	5	J. & J.	July,'91, coup. last paid.	On demand.
1st mortgage dollar loan, extended.....	242	1868	500	178,000	5 g.	J. & J.	July,'91, coup. last paid.	On demand.
1st consol. mortgage, gold.....	247	1881	1,000	4,883,000	6 g.	A. & O.	Coupon Apr.,1891, paid.	Oct. 1, 1920
2d consol. mortgage.....c*	247	1881	1,000	1,130,000	6	J. & J.	Last paid July, 1888.	Jan. 1, 1931
Income mortgage bonds (not cumulative).....c*	247	1881	1,000	2,538,000	6	Yearly.	.....	Jan. 1, 1931
South Jersey—Bonds for $500,000	....	....	....	....	....	....	.....	.....
So. & No. Alabama—1st M., s.f. not dr'n; guar. by L. & N.	189	1873	£200	£865,400	6 g.	M. & N.	London, Baring Co., L'd	May 1, 1903
2d mort. gold, s. f. $20,000 (owned by L. & N.)...	189	1880	$1,000	$2,000,000	6 g.	A. & O.	N. Y. Of., 120 Broadw'y	Apr. 1, 1910
Consol. mortgage (for $10,000,000), gold, guar.c*	189	1886	1,000	3,673,000	5 g.	F. & A.	N. Y., Office, 120 B'way.	Aug. 1, 1936
S. Pacific Coast—1st M., g., guar. (s. f. begins 1912)c	104	1887	1,000	5,500,000	4 g.	J. & J.	N. Y., S. Pac., 23 Br'd St.	July 1, 1937
Southern Cent.—Consol. M. for $3,400,000 (conv.).c	114	1882	200&c.	3,300,000	5	F. & A.	Aug., 1889, coupon on.	Feb. 1, 1922
Funded coupons consol. mortgage	....	1887	....	475,740	4	M. & N.	May, 1890, coupon on.	Nov. 1, 1897

Schuylkill & Lehigh.—Owns from High's Farm, near Reading, Pa., to Slatington, Pa., 44 miles. Reorganized in 1880, and in 1883 leased to Philadelphia & Reading for 999 years. Rental, $27,000 per annum. Reading owns the stock ($50,000) and $400,000 second mort. bonds. The first mort. bonds are guaranteed. On May 5, 1893, proposed to issue mortgage for $2,000,000 to retire existing indebtedness.

Scioto Valley & New England.—See Norfolk & Western.

Seaboard & Roanoke.—Owns Portsmouth, Va., to Weldon and branch, N. C., 81 miles; leases Roanoke & T. R. Railroad, 32 miles. Also has a controlling interest in the Raleigh & Gaston Railroad, 109 miles, and thus in the Raleigh & Augusta Air Line, 107 miles, and Carolina Central, 269 miles; also controls Pittsboro Railroad, 11 miles; Carthage Railroad, 11 miles; and the Georgia Carolina & Northern, 266 miles (completed in April, 1892), affording a through line to Atlanta; total of all, 884 miles. This is the "Seaboard Air Line" system.

Stock.—Total authorized, $1,790,000. Of that outstanding, $1,058,700 is common, $200,000 1st pref. 7 p. c. guaranteed and $44,200 is 2d pref. guaranteed.

Dividends.—On common from Nov., 1890, to May, 1892, both inclusive, 7 per cent per annum; in Nov., 1892, 3; in 1893, May, 2 per cent.

Bonds.—The debentures are to be included in any 2d mortgage issued. After Aug. 1, 1916, they are payable at will as a whole, or in 10 per cent instalments. With Raleigh & Gaston guarantees bonds of Georgia Carolina & Northern (which see) and issued car trusts for $250,000.

Earnings.—In year ending June 30, 1892, gross on road proper, 114 miles, $705,469; net, $233,763; other income, $84,890; total net income, $318,653; interest, rentals, taxes, &c., $180,934; dividends (7 per cent), $91,203; surplus for year, $46,516; in 1890-91, gross, $771,572.

Seattle Lake Shore & Eastern.—Owns from Seattle, Wash., to Sumas, 125 miles, and branches in Washington, 121 miles; total, 246 miles. Completed in 1891. The Northern Pacific guaranteed by endorsement both principal and interest of the bonds, and owned July 1, 1892, $3,162,650 of the $4,150,000 stock. See V. 55, p. 682. On June 27, 1893, Thomas R. Brown was appointed receiver. Interest due Aug. 1, 1893, was not paid. V. 57, p. 23, 91. Under agreement of the bondholders' committee, bonds are to be deposited with Manhattan Trust Co., whose receipts therefor were listed on N. Y. Stock Exchange.

Deficit after payment of fixed charges was: For year 1892-93, $257,701; for year 1891-92, $467,701. In 1893 there was due the N. P. for advances, $1,335,460. (V. 57, p. 23, 91, 218, 469).

Shamokin Sunbury & Lewisburg.—Line from Shamokin to West Milton, Pa., with iron bridge over Susquehanna, 31 miles. Leased to Philadelphia & Reading till July 20, 2883, and used for coal traffic northward. Stock, $2,000,000; par, $50. (V. 51, p. 21.)

Shamokin Valley & Pottsville.—Line of road, Sunbury, Pa., to Mt. Carmel, Pa., and branch, 30 miles. Leased February 27, 1863, for 999 years to the Northern Central Railway Co., with a guarantee of taxes, interest on the bonds and 6 per cent on the $869,450 stock (par $50), of which $619,400 is owned by the Northern Central. Pennsylvania RR. owns $580,000 7 per cents, and $225,000 additional were held January 1, 1893, in the fund to cover the depreciation in value of the S. V. & P.'s coal lands. Gross earns. 1892, $583,227; net, $359,732.

Sharon.—Owns from Sharon, Pa., to Pymatuning, Pa., with branches, 15 miles in all. Leased till April 30, 1982, to New York Pennsylvania & Ohio, at rental of $36,426 per annum, which pays interest on bonds and 6 per cent on stock.

Shore Line (Conn).—See N. Y. New Haven & Hartford.

Silver Springs Ocala & Gulf.—Owns from Ocala to Inverness, with branch from Gulf Junction (near Dunnellon) to Homosassa, 74 miles. In January, 1893, a controlling interest in stock was acquired by the Plant Investment Company [see Savannah Florida & Western], and interest reduced from 6 to 4 per cent, guaranteed by endorsement. Stock, $1,500,000, par $100. There is a land grant of 13,840 acres per mile, of which the mortgage covers 4,000 acres per mile.

Silverton.—Owns from Silverton, Col., to Ironton, 22 miles, of which 4 miles built with surplus earnings. Stock authorized and outstanding, $350,000; par, $100. From Jan. 1 to Aug. 31, 1893 (8 mos.) gross earnings were $38,976, against $50,644 in 1892. In 1892 gross earnings $105,058; net, $50,036. In 1891 gross, $121,621; net, $65,388.

Sioux City & Northern.—*(See Map)*—Owns road, completed in February, 1890, from Sioux City northerly to Garretson, So. Dak., 96 miles. At Garretson connection is made with the Great Northern, with which there is a traffic contract for thirty years. The road forms part of the Great Northern's through route from Sioux City to Duluth, a distance of 435 miles. The mortgage (trustee, Manhattan Trust Company) is limited by supplemental deed to $1,920,000, the amount now outstanding. Stock authorized, $10,000,000; outstanding, $1,440,000; of which in Sept., 1893, $1,060,000 and also $2,346,000 of 1st mortgage bonds were advertised to be sold at auction. It was reported that the control would pass to the Great Northern.

Latest Earnings.—From January 1 to May 31, 1893 (5 months), gross earnings were $150,759 against $157,865 in 1892.

Report.—Report for 1892 with balance sheet was in V. 56, p. 1056, showing gross, $487,767; net, $215,637; taxes, $17,565. In 1891 gross, $447,326; net, $193,144. (V. 56, p. **1056**; V. 57, p. 469).

Sioux City O'Neill & Western.—Owns from Covington, opposite Sioux City, to O'Neill, Nebraska, 130 miles. The Pacific Short Line (including in it the Nebraska & Western) was foreclosed Oct. 23, 1891, and this company organized by parties interested in the Sioux City & Northern. Stock is $3,600,000 (par $100). The mortgage is limited to $2,340,000 (trustee Manhattan Trust Co. of New York) and covers the road, its equipment and terminals. In 1892 gross, $230,895; net, $132,639. (V. 52, p. 571; V. 53, p. 157, 326, 436, 641; V. 56, p. **1013.**)

South Atlantic & Ohio.—Owns from Bristol, Tenn., to Bigstone Gap, Va., 70 miles. In 1892 John C. Haskell and D. H. Conklin were appointed receivers. Stock is $1,110,000; par, $10 0. Car trusts about $118,000. Loans and bills payable June 30, 1892, $43,515. In 1891-92 gross, $136,893; net, $51,512; taxes, $8,056; int., $111,485.

South Bound.—Completed in Sept., 1891, from Savannah, Ga., to Columbia, S. C., 136 miles. Lease.—In July, 1892, leased to the Florida Central & Peninsula Railroad Co. for 99 years from October 1, 1893, by which time the Fla. Cent. & Pen. is to complete a line of 110 miles in length connecting the systems. Rental equivalent to 5 per cent per annum on $15,000 per mile, payable semi-ann. V. 55, p. 177, 215. Stock is $2,033,000. Bonds will have interest reduced to 5 per cent, and, whenever the South Bound so demands, will be endorsed by the Florida Cent. & Pen. with the contract as to rental. Mortgage trustee is Mercantile Trust & Deposit Co. of Baltimore. Earnings.—From January 1 to July 31, 1893 (7 months), gross, $134,298, against $97,994 in 1892; net, $25,278, against $2,685. President, B. A. Denmark, Augusta. (V. 53, p. 157; V. 55, p. 145, 177, 215, 503.)

South Carolina.—Owns from Charleston to Augusta, S. C., 138 miles; branches to Columbia, 68 miles, and to Camden, 38 miles; extension, 3 miles; total main line and branches, 247 miles. The Carolina Cumberland Gap & Chicago Railroad, from Aiken to Edgefield, 24 miles, is leased by the receiver, making 271 miles operated.

Foreclosure and Reorganization.—Sold in foreclosure July 28, 1881, and on January 1, 1889, the company defaulted again, D. H. Chamberlain being made receiver in October, 1889. At Charleston, S. C., in November, 1892, the U. S. Circuit Court ordered a foreclosure sale under the first mortgage of 1868. Sale postponed till Dec. 12, 1893. When sold, road may be bought in under one of two plans. Of these the Central Trust plan (V. 53, p. 969), changes the second consols into preferred stock and creates $6,000,000 of 5 per cent mortgage bonds to take up first consols. The Fairchild plan (Chronicle Jan. 16, 1892, p. vi. of adv.) preserves the lien of the second consols. V. 55, p. 895.

Bonds and Stock.—On July 1, 1891, the Receiver paid to date interest on all bonds having a lien prior to that of first consols and in March, 1892, he paid the coupons due April 1, 1891, on the first consols. Stock Nov. 1, 1892, $4,204,160; par, $100; car trusts, $190,638; matured interest unpaid, $717,852; 7 per cent bonds due 1902, $8,000.

Earnings.—Nov. 1, 1892, to July 31, 1893 (9 months), gross $1,004,323, against $999,831 in 1891-92; net, $236,105, against $238,195.

Annual Report.—Report for year ending Oct. 31, 1892, was in V. 56, p. 162, as follows:

Year ending Oct. 31—	1890.	1891.	1892.
Mileage.....	247	333	271
Gross earnings.....	$1,546,087	$1,771,159	$1,397,669
Operating expenses.....	1,015,326	1,178,885	985,401
Net earnings.....	$530,761	$592,274	$412,268
Taxes and rentals.....	.....	.....	85,160

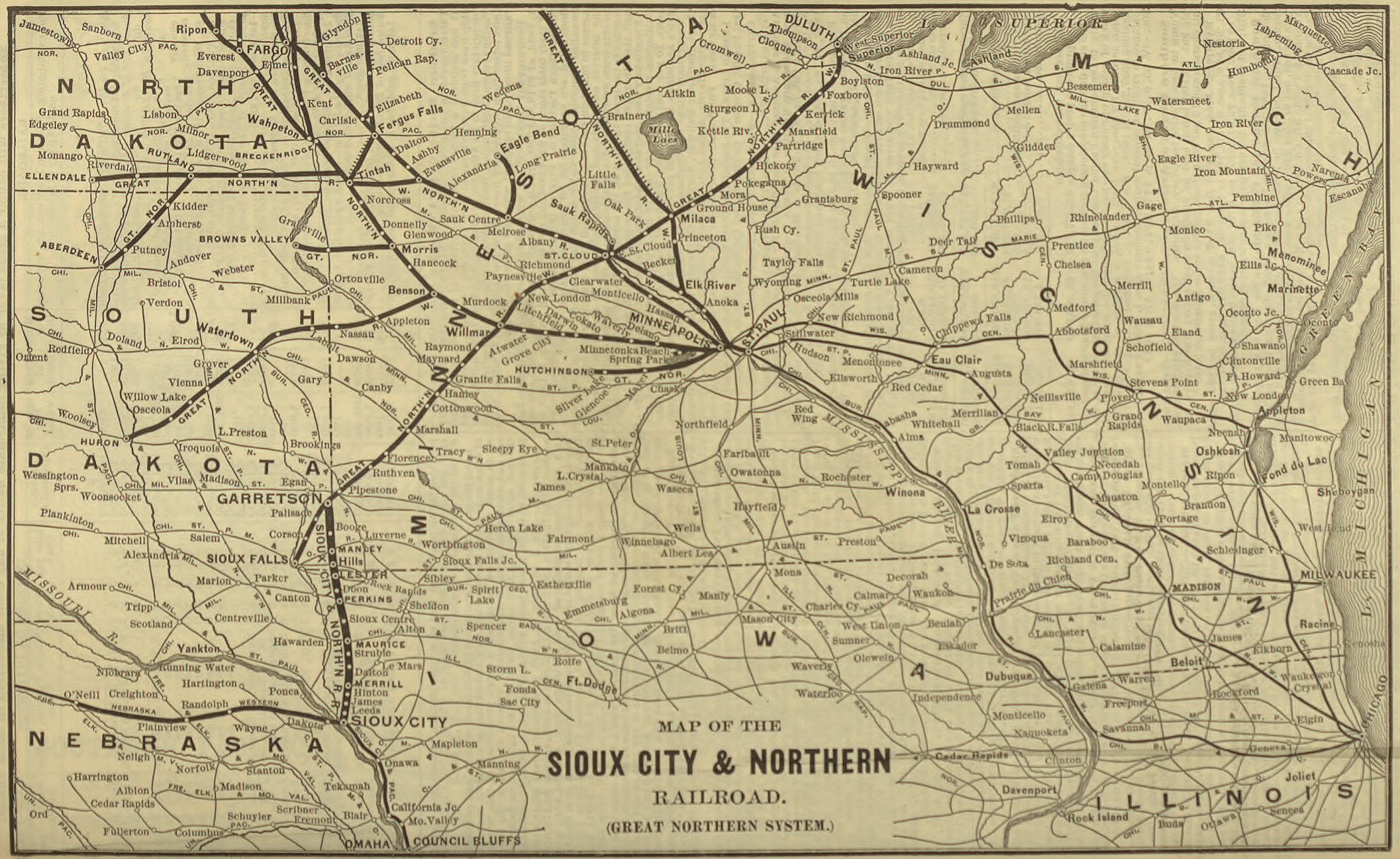
—(V. 54, p. 968, 1011; V. 55, p. 60, 100, 895; V. 56, p. **162**, 539, 580.)

South Jersey.—Operates from Philadelphia to Sea Isle City, N. J., 63 miles, of which it owns from Winslow Junction to Sea Isle City, 39 miles—balance trackage. A consolidation of several lines in July, 1893. Stock, $540,000. Logan M. Bullitt, of Philadelphia, Vice-Pres.

South & North Alabama.—*(See Map of Louisville & Nashville.)*—Owns from Decatur, Ala., to Montgomery, Ala., and branch, 188 miles. Controlled by the Louisville & Nashville RR. Co., which owns most of the stock [$3,481,400 of which $2,000,000 preferred] and guarantees the first and consol. mortgage bonds. On June 30, 1892, loans and bills payable amounted to $517,074, and there was due Louisville & Nashville $505,560. In year ending June 30, 1893, gross earnings were $2,147,566; net, $481,801; deficit under interest, &c., $188,143. In 1891-92 gross, $2,073,778; net, $468,959. (V. 56, p. 1015.)

South Pacific Coast (Narrow-gauge).—Owns from Alameda to Santa Cruz, 77 miles; branches, 27 miles; total, 104 miles. The road is leased for 55 years from July 1, 1887, to the Southern Pacific Company, which guarantees the bonds and owns all but $7,000 of the stock. Trustee of mortgage is Farmers' Loan & Trust Company. The stock is $6,000,000; par, $100. In 1892 gross, $1,086,624; net, $341,789, against $393,808 in 1891; surplus over charges, $62,746.

Southern Central (N. Y.).—Owns from North Fair Haven, N. Y., to Pennsylvania State Line, 114 miles, and branch 2 miles. The Lehigh Valley leased this road from January 1, 1887, for 975 years, without any guaranty of interest. There are $90,000 of 7 per cent prior bonds due in 1899. Six coupons from August 1, 1886, inclusive, were funded into income bonds. The overdue coupons, including those funded, amounted on Feb. 2, 1892, to $1,235,095. Stock, $1,774,950; par, $100. In 1890-91 gross earnings were $521,919; net, $71,546; charges, $199,312; deficit, $127,766. (V. 55, p. 257.)


NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
MINNESOTA
WISCONSIN
MICHIGAN
IOWA
ILLINOIS
Lake Superior
Lake Michigan
Green Bay
Mississippi River
Missouri R.
DULUTH
FARGO
GARRETSON
SIOUX FALLS
SIOUX CITY
MINNEAPOLIS
ST. PAUL
MILWAUKEE
CHICAGO
OMAHA
COUNCIL BLUFFS
MAP OF THE
SIOUX CITY & NORTHERN
RAILROAD.
(GREAT NORTHERN SYSTEM.)

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
				$				
Southern Pacific COMPANY—Stock ($150,000,000)	5,931	....	$100	118,858,170	....	.....	.....	.....
Steamship 1st mortgage bonds	....	1891	....	2,929,000	6	J. & J.	N. Y., 23 Broad St.	Jan. 1, 1911
South. Pac. of Arizona—1st M, ser. A, gold, guar. c&r	392	1879	1,000	6,000,000	6 g.	J. & J.	N. Y., S. Pac., 23 Br'd St.	Mch., 1909
do do Series B, gold, guar. c&r	392	1880	1,000	4,000,000	6 g.	J. & J.	do do	1910
Southern Pacific (Cal.)—Stock	....	....	100	65,135,300	....	....	.....	.....
All equally secured. 1st M., series A, gold land grant..c*	1,042	1875	500 &c.	13,174,500	6 g.	A. & O.	N. Y., S. Pac., 23 Br'd St.	Apr. 1, 1905
Series B, gold.....sink'g fund..c*		1875	500 &c.	4,734,000	6 g.	A. & O.	do do	Oct. 1, 1905
Series C & D, gold..not subject..c*		1876	500 &c.	8,210,000	6 g.	A. & O.	do do	Oct. 1, 1906
Series E & F, gold..to call....c*		1882	500 &c.	5,243,000	6 g.	A. & O.	do do	Apr. 1, 1912
So. Pac. Branch 1st M, sink. fund in 1897	93	1887	....	3,578,000	6 g.	A. & O.	do do	Apr. 1, 1937
So. Pac. gen. mort. ($38,000,000), gold.....c*&r	1,587	1888	1,000	12,932,000	5 g.	A. & O.	do do	Oct. 1, 1938
Stockton & Copper. 1st M., g. (guar. by C.P.)	45	1875	500 &c.	500,000	5 g.	J. & J.	do do	Jan. 1, 1905
Consol. mort., gold, authorized $89,293,500	....	1893	....	3,000,000	5	....	do do	1937
Southern Pacific of New Mexico—Stock	....	....	100	6,888,800	....	....	.....	.....
1st mortgage, gold.....c&r	167	1881	1,000	4,180,000	6 g.	J. & J.	New York, 23 Broad St.	Jan. 1, 1911
Southwest. (Fla.)—1st M., $170,000 ($5,000 p.m.) g.c	34	1892	1,000	170,000	6 g.	J. & J.	N. Y., Manhattan Tr.	July 1, 1922
Southwestern (Ga.)—Stock (see text)	333	....	100	5,191,100	7 per an.	J. & D.	Savannah and Macon.	See text.
Southwest Pennsylvania—Stock [$3,000,000 auth.]	89	....	50	1,499,900	See text.	M. & S.	Phila., 233 S. Fourth St.	Sept. 30, 1893
1st M., sink. fund $5,000 yearly, not drawn.....r	89	1877	1,000	900,000	7	F. & A.	do do	Feb. 1, 1917
Spartanburg Union & Columbia—1st mortgage	68	1888	....	1,000,000	5	J. & J.	July, '92, coup. last pd.	Jan. 10, 1932
Spokane Falls & Northern—Stock	....	....	100	2,500,000	....	....	.....	.....
1st mortgage, $20,000 per mile, gold.....c	140	1889	1,000	2,812,000	6 g.	J. & J.	N. Y., Chase Nat. Bank.	July 1, 1939
Spuyten Duyvil & P't Mor.—Stock, 8 p.c. gu. N.Y. Cent.	6	....	100	989,000	8 per an.	J. & J.	N. Y., Gr'd Cent. Station	July, 1893
State Line & Sullivan—Stock	....	....	50	990,000	....	....	.....	.....
1st mortgage.....c*	25	1879	100 &c.	300,000	6	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1899
Staten Island—1st M., $1,000,000, gold, gu. p.& i.c*	13	1893	1,000	500,000	4½ g.	J. & D.	New York City.	June 1, 1943
Staten Island Rapid Transit—Stock	24	....	100	500,000	....	....	.....	.....
1st mort. gold, $ or £, sinking fund not drawn...c*	All.	1883	1,000	1,000,000	6 g.	A. & O.	N. Y., foot Whitehall St.	Jan. 1, 1913

Southern Pacific COMPANY.—*(See Map).*—ORGANIZATION.—This corporation was organized Aug. 14,'84, under the laws of Kentucky It has acquired a trans-Continental system of railroads, with steamship lines from New Orleans to New York, etc. On Jan. 1, 1893, it had proprietary lines in its Atlantic system aggregating 1,750 miles; in its Pacific system, 2,640 miles; total proprietary lines, 4,390 miles; leased lines (other than proprietary lines) in Pacific system, 2,135 miles; total railroad lines, 6,525 miles, of which 49 miles double track.

PROPRIETARY LINES.—These, with a total mortgage indebtedness Jan. 1, 1893, of $119,893,260, are all practically owned—only $895,402 out of their total stock of $164,206,552 not being held on Jan. 1, 1893, by the Southern Pacific Co. Five of the proprietary companies as below designated are operated for 99 years from April 1, 1885, under the so-called omnibus lease, under which the Southern Pacific Company agrees to maintain the roads, to pay all fixed and other charges, including interest on bonds and floating debt, and to divide the total net profits from operating, after making these payments, among the several parties to the lease, the So. Pac. Co. to receive 10 per cent of such profits, and the other five companies the percentage indicated below.

Proprietary lines operated under omnibus lease: Southern Pacific of California, receiving 44 per cent of net profits; Southern Pacific of Arizona, 10 per cent; Southern Pacific of New Mexico, 6 per cent; Morgan's Louisiana &Texas, 23 per cent; Louisiana & Western, 7 per cent.

Proprietary lines not operated under omnibus lease: South Pacific Coast, Northern Railway, Northern California, Texas & New Orleans, Galveston Harris. & San Antonio, Gulf West. Texas & Pac., N.Y. Texas & Mexican. For further information see separate statement for each.

LEASED LINES.—The leased lines other than proprietary lines are: Central Pacific, Oregon & California and California Pacific. See each co.

CAPITAL STOCK.—Stock authorized, $150,000,000. See V. 48, p. 428.

GUARANTIES, ETC.—In Dec., 1892, company agreed to guarantee San Antonio & Aransas Pass new first 4s for $21,600,000. Other guaranteed issues are Houston & Texas Central bonds, Austin & N. W. 5s, Oregon & Cal. 5s, N. Y. Texas & Mexican 4s, certain of the Central Pacific's bonds, etc.—see those companies. Net floating debt Jan. 1, 1893, $4,188,283, of which loans and bills payable $1,934,535.

EARNINGS.—From Jan. 1 to July 31, 1893 (7 months), gross earnings on the whole system were $27,165,504, against $26,244,098 in 1892; net, $8,962,212, against $8,647,966.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held at San Francisco on first Wednesday following first Monday in April. Report for 1892 was given at much length in V. 56, p. 907, 922, 924, showing for the whole system, including steamship lines, as below.

Year ending Dec. 31—	1890.	1891.	1892.
Average mileage operated	6,053	6,376	6,846
Gross earnings	$48,352,504	$50,449,816	$48,972,195
Operating expenses	31,155,103	31,163,612	31,288,199
Earnings over operating exp.	$17,197,401	$19,286,204	$17,683,996
Trackage and rentals	509,606	564,193	625,926
Total net income	$17,707,007	$19,850,397	$18,309,922
Taxes	$1,234,298	$1,261,984	$1,249,849
Betterments and additions	265,625	259,570	339,078
Interest on bonded debt	10,259,819	10,629,900	10,512,478
Rentals, &c.	3,569,551	4,334,983	3,598,167
Balance, sur. before division of profits to prop'y comp's	$2,377,713	$3,363,960	$2,610,349

The sum due the proprietary companies practically inures almost entirely to the Southern Pacific Company as the principal owner of the stock of said proprietary companies, although the company's own income account for the year 1892 showed a surplus of only $27,769, against $637,238 in 1891. See V. 56, p. 928, and V. 54, p. 804. The balance to credit of general income account Jan. 1, 1893, was $2,750,308.—(V. 55, p. 23; V. 56, p. 577, 922, 924; V. 57, p. 469.)

Southern Pacific of Arizona.—*(See Map So. Pac.)*—Owns from Yuma to New Mexico boundary, 393 miles. The stock is $19,995,000, all but $2,400 being held by Southern Pacific Co., which pays all all charges and 12 per cent of net profits under "omnibus lease."

EARNINGS.—From Jan. 1 to July 31 (7 months), gross in 1893 were $1,206,828, agst. $1,111,189 in 1892; net, $416,931, agst. $304,758.

In 1892 gross, $2,013,697; net $578,846; deficit under charges, $130,373; net profits due the company under lease, $267,086.

Southern Pacific (of California).—*(See Map.)*—A consolidation of May, 1888, amended in November, 1892, of several lines in California. Total mileage in 1893 was 1,827 miles, of which 1,818 miles was owned, but of this 242·5 miles were leased to and operated by the Atlantic & Pacific RR. Co. (which see). Balance leased to the Southern Pacific Co. for fixed charges, betterments and additions, and 44 per cent of the surplus income under the "omnibus lease."

STOCK.—Authorized stock, $90,000,000, par $100; outstanding, $65,135,300, all but $20,350 being held by Southern Pacific *Company*.

BONDS.—The *first* 6s are being gradually retired with proceeds of land sales, &c., but are not subject to call. There is also a sinking fund of $100,000 per year. *General Mortgage* of 1888 abstract was in V. 49, p. 509. *Consolidated Mortgage* authorized in Sept., 1893, provides for all prior liens and new construction. Bonds may be issued not exceeding $30,000 per mile, of which $7,500 a mile is reserved for additions and betterments. See V. 57, p. 469.

LAND GRANT.—The land grant was 12,840 acres per mile, and proceeds of sales go to retire bonds. The lands unsold January 1, 1893, amounted to some millions of acres, but a large proportion of this is barren and useless for agricultural purposes without irrigation. In 1892 the net sales were 31,996 acres, for $157,309; interest on deferred payments, $116,787; land notes outstanding Jan. 1, 1893, $2,562,933.

EARNINGS.—Jan. 1 to July 31, 1893 (7 months), gross, $6,103,109, against $5,487,593 in 1892; net, $2,397,806 in 1892, against $2,179,676.

In 1892 gross earnings of both divisions were $10,231,484; net, $4,341,665; adding rental ($436,266) received from Atlantic & Pacific RR., etc., total net income, $4,778,413, against $4,288,378 in 1891; surplus over charges, $1,682,376, against $1,256,734 in 1891; net profit due comp'y under lease, $1,175,181. (V. 55, p. 765; V. 57, p. 469.)

Southern Pacific of New Mexico.—Owns Arizona State Line to Rio Grande bridge, 167 miles. Operated under lease by Southern Pacific *Company*, the lessee paying all charges and 6 per cent of net profits under the omnibus lease. Stock, $6,888,800 (par $100), all but $2,500 being held by South'n Pacific Co. Sinking fund Jan. 1, 1893, $330,658.

EARNINGS.—From Jan. 1 to July 31, 1893 (7 months), gross $568,384, against $577,399 in 1892; net, $224,763, against $267,996. Gross earnings in 1892, $1,013,547; net, $485,425; surplus over charges, $210,131, against $185,832 in 1891.

Southwest Pennsylvania.—Greensburg, Pa., to Fairchance, Pa., 44 miles, and branches, 65 miles; total, 109 miles. Leased to Pennsylvania RR., which pays net earnings as rental and owns $1,057,250 stock and $600,000 bonds. In 1892 gross, $1,001,121; net, $356,108, agst. $373,752 in 1891. Dividends in year 1891-92 10 p. c.; 1893, 10 p. c.

Southwestern (Ga.)—Owns Macon, Ga., to Eufaula, 144 miles, and branches to Columbus, &c., 189 miles. Leased in perpetuity August 1, 1869, to the Central RR. of Georgia, which guaranteed 7 per cent on the stock. The lessee defaulted on dividend due Dec. 31, 1892, and in June, 1893, the Southwestern Co. was held liable by the U. S. Circuit Court for one-third the principal and interest of the Central of Ga. tripartite mortgage and for any failure of the Central to meet the other two-thirds. The Southwestern stockholders were also given permission by the Court to take any net earnings not in excess of rental, but if this did not satisfy them the road was to be turned over to them. V. 57, p. 21. An appeal from the decision has been made. V. 57, p. 59.

From March 4, 1892, to June 30, 1893, gross earnings were $1,247,919; operating expenses and payments for rails, $1,251,097; net loss, $3,178. In year 1890-91 gross $1,161,133; net, $200,254, against $276,932 in 1889-90 and $436,133 in 1888-89. Rental, $363,422.

Spartanburg Union & Columbia.—Owns Alston, S. C., to Spartanburg, S. C., 68 miles. Leased in 1881 to Columbia & Greenville for 99 years at $50,000 per annum. Interest defaulted Jan.,1893. Under the Richmond Terminal reorganization plan of May, 1893, this company's bonds will receive 30 per cent in the 5 per cent bonds of the new consolidated company and 70 per cent in its preferred stock. In year 1891-92 gross earnings were $121,932; net, $19,573.

Spokane Falls & Northern.—Owns from Spokane Falls, Washington, to Canada line, 140 miles. The Nelson & Fort Sheppard Ry., which is to be built in the interest of the Spokane Falls & Northern to Kootenia Lake, British Columbia, 60 miles, has a land subsidy from Canada of 10,240 acres per mile, and is to be completed in December, 1893. Manhattan Trust Co., N. Y., is trustee of Spokane Falls & Northern mortgage. Stock authorized and outstanding, $2,500,000; par, $100.

Spuyten Duyvil & 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 till Dec. 31, 1970, at 8 per cent on stock.

State Line & Sullivan.—Owns from Monroeton, Pa., to Berenice, Pa., 25 miles, and operates extension to Lopez, 4 miles. Stock, $990,000 (par, $50.) The mortgage covers 5,000 acres coal lands. Road leased till 1934 to the Pennsylvania & New York Canal & Railroad Company (rental, $40,000 per annum) and so operated by Lehigh Valley.

Staten Island.—Clifton to Tottenville, 13 miles. Leased to Staten Island Rapid Transit Co. till 1983, at $80,600 per annum, which pays $4 per share on stock, interest on bonds and organization expenses.

STOCK—Capital stock authorized, 60,000 shares of originally $15 per share; outstanding, 14,000 shares. In 1893 changed formally the par value of the shares, making each certificate $75, and hence the total issue outstanding $1,050,000. BONDS—On May 22, 1893, stockholders authorized $1,000,000 of 4½ per cents for refunding, for double track, extending line, etc., but no more than $500,000 to be issued except on two-thirds vote of stockholders at a special meeting called for that purpose. They are guaranteed principal and interest by Rapid Transit Co., and are so endorsed. Mercantile Tr. Co., trustee. (V. 56, p. 887)

Staten Island Rapid Transit RR.—Owns line of road around the Staten Island shore, east and north sides, from South Beach to a point opposite Elizabethport, N. J.; total owned 11 miles; leases Staten Island Railway, 13 miles; total operated 24 miles. It has a 99 years' lease of the Staten Island Railway and controls the ferries between New Ycrk City and Staten Island and Bay Ridge, L. I.; also the ferry between Tottenville, S. I., and Perth Amboy, N. J. The bridge over the Kills at Elizabethport was completed in 1890, and since July 1


MAP OF THE
SOUTHERN PACIFIC
COMPANY RAILROADS
AND
STEAMSHIP CONNECTIONS.
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
MONTANA
WYOMING
UTAH
ARIZONA
NEW MEXICO
COLORADO
NEBRASKA
KANSAS
INDIAN TERRITORY
TEXAS
MEXICO
DAKOTA
MINNESOTA
IOWA
MISSOURI
ILLINOIS
WISCONSIN
MICHIGAN
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
LOUISIANA
ARKANSAS
ALABAMA
GEORGIA
FLORIDA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
WEST VIRGINIA
PENNSYLVANIA
NEW YORK
PORTLAND
SALEM
SEATTLE
TACOMA
SAN FRANCISCO
OAKLAND
SACRAMENTO
LOS ANGELES
SALT LAKE CY.
OGDEN
DENVER
ALBUQUERQUE
PRESCOTT
EL PASO
GALVESTON
NEW ORLEANS
CHICAGO
ST. PAUL
MINNEAPOLIS
DULUTH
DETROIT
CLEVELAND
BUFFALO
TORONTO
CINCINNATI
COLUMBUS
INDIANAPOLIS
ST. LOUIS
MEMPHIS
NASHVILLE
ATLANTA
CHARLESTON
SAVANNAH
OMAHA
KANSAS CITY
DES MOINES
MILWAUKEE
YELLOWSTONE NATIONAL PARK
BLACK HILLS
GULF OF MEXICO
PACIFIC OCEAN

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Staten I. Rap. Tran.—(Con.) 2d M., g., gu. p. &i. (en.) c&r	....	1886	$1,000	$2,500,000	5 g.	J. & J.	N.Y., foot Whitehall St.	Jan. 1, 1926
Incomes, gold (non-cumulative)	....	1885	1,000	4,500,000	up to 6 g.	.....	do do	Jan. 1, 1946
Stockbridge & Pittsfield—6 p.c. rental N.Y. N.H.&H.	23	....	100	448,700	6 per an.	Q.—J.	Stockbridge, Mass.	Oct., 1893
Stuttgart&Arkansas Riv.– 1st M. for $500,000, g..c	34	1891	1,000	450,000	5 g.	J. & J.	July, '92, coup. last pd.	1921
Summit Branch (Pa.)—Stock	20	....	50	4,010,350	.....	....	Phila., 233 S. Fourth St.	Feb. 16, 1876
1st mortgage, sinking fund, not drawn	20	1874	1,000	1,122,000	7	J. & J.	do do	Jan. 1, 1904
Sunb'ry Hazle. & Wilkesb.–1st, Ser. A & B., dr. at 100.c	43	1878	100 &c.	1,185,000	5 & 6	M. & N.	Philadelphia, Penn. RR.	May 1, 1928
2d mortgage, income c&r	43	1878	100 &c.	1,350,000	6	M. & N.	do do	May 1, 1938
Sunbury & Lewistown—Stock	43	....	50	600,000	8 per an.	A. & O.	Phila., Guar. T. & D. Co.	Oct. 2, 1893
1st mortgage c*	43	1876	500	500,000	7	J. & J.	do do	July 1, 1896
Suspension Bridge & Erie Junction—1st M. gu. by Erie	23	1870	1,000	1,000,000	7	J. & J.	N. Y. Lake Erie & West.	July 1, 1900
Syracuse Binghamton & New York—Stock	81	....	100	2,500,000	See text.	Q.—F.	N. Y., D. L. & W. RR. Co.	Aug., 1893
Consol. M. (p. and i. guar. (end.) by D.L.&W.) .c*&r	81	1876	1,000	1,966,000	7	A. & O.	do do	Oct. 1, 1906
Syracuse Geneva & Corning—1st M., s.f. dr'n at par.c	57	1875	100 &c.	774,100	7	M15&N.	N. Y., Farm. L. & Tr. Co.	Nov. 15, 1905
2d mortgage c	57	1879	1,000	600,000	5	M. & S.	N. Y., Gr'd Cent. Depot.	Mch. 1, 1909
Tennessee Midland—SEE PADUCAH TENNESSEE & A	LABA	MA.						
Terre Haute & Indianapolis—Stock c	....	....	50	1,988,150	6 per an.	F. & A.	N. Y., Farm. L. & Tr. Co.	Aug. 1, 1893
Consol. mortgage, now 1st mortgage, gold	125	1885	1,000	1,900,000	5 g.	J. & J.	do do	July 1, 1925
New cons. M., g., red. aft. July 1, 1902, at 105..c	125	1892	1,000	600,000	5 g.	J. & J.	do do	July 1, 1925
Ind. & L. Mich. 1st m., $12,000 p. m., gold, guar., c*	40	1889	1,000	480,000	5 g.	M. & S.	N. Y., Central Trust Co.	Sept. 1, 1939
Terre Haute & Logansp.—1st M., guar. by T. H. & Ind.	93	1879	1,000	500,000	6	J. & J.	N. Y., Farm. L. & Tr. Co.	Jan. 1, 1910
1st M. on Logans. to South Bend (2d on 93 m.) gu.	65	1883	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1913
Terre Haute & Peo.—New 1st m., $2,500,000, g., gu .c*	144	1892	1,000	2,000,000	5 g.	M. & S.	N. Y., Union Trust Co.	Sept. 1, 1942
Texarkana & Fort Smith—1st mortgage	....	1889	1,000	200,000	6	....	.....	.....
30-year gen. 1st mtge., drawn at 105, gold...c&r	....	1893	1,000	(?)	5 g.	A. & O.	See text.	Apl. 1, 1923
Tex. Cent.—New st'k ($1,325,000 is 5 p.c. non-cum. pf.)	....	....	....	4,000,000	....	....	.....	.....
New 1st mortgage for $2,000,000 gold	177	1893	....	(?)	6 g.	....	.....	1923
Texas & N. Orleans of '74—Land grant, 1st M..c*&r	105	1875	1,000	1,620,000	7	F. & A.	N. Y., S. Pac., 23 Br'd St.	Aug. 1, 1905
Sabine Division 1st mortgage, gold c*&r	104	1882	1,000	2,575,000	6 g.	M. & S.	do do	Sept. 1, 1912
Consol. mortgage for $4,195,000 c*&r	209	1893	1,000	1,620,000	5 g.	J. & J.	do do	July 1, 1943
Debentures	....	1883	100	584,000	6	J. & D.	do do	Dec. 1, 1893
Texas & Pacific—Stock, $50,000,000	1,497	....	100	38,710,900	....	.....	.....	.....
1st M. (Eastern Div.), gold, s. f. red. at 100....c*	524	1875	1,000	3,784,000	6 g.	M. & S.	N.Y., Merc. Tr. Co. & Phil.	Mch. 1, 1905

1890 the entire freight traffic of the Baltimore & Ohio RR. Co. to and from New York has been handled by this company. See V. 51, p. 718

SECURITIES.—The Baltimore & Ohio guarantees the 2d mortgage bonds and owns a majority of the stock of $500,000 (par $100). The second mortgage does not cover the franchise to be a corporation. The income bonds are held by the B. & O. and the Staten Island Rapid Transit, one-half each. Loans and bills payable, $437,204 June 30, 1893.

EARNINGS.—From Jan. 1 to July 31, 1893 (7 months), gross earnings $603,275, against $614,543 in 1891-92.

Fiscal year now ends June 30. In year ending June 30, 1893, gross earnings were $1,054,031; net, $337,967; interest, $189,905; rentals and taxes, $104,640; balance, surplus, $43,412. In 1891-92, gross, $1,040,632; net, $354,242; surplus over charges, $52,810. V. 55, p. 257, **461**, 806, 898; V. 56, p. 207, 793; V. 57, p. 256, 412.)

Stockbridge & Pittsfield.—Vandeusenville to Pittsfield, Mass., 23 miles. Leased for 99 years from April 1, 1893, to N. Y. N. H. & Hart., at 6 per cent on stock. Lessee pays taxes. Old lease to Housatonic is suspended but not canceled. Stock is exchangeable for stock of lessee at rate of three shares of lessee for five shares of S. & P.

Stuttgart & Arkansas River.—Stuttgart to Greenwald, Ark., 34 miles. Opened in 1892. Capital stock outstanding, $500,000; par, $100. Mortgage Trustee, Farmers' Loan & Trust Co. Interest defaulted January, 1893, and in June, 1893, A. V. Stafford made receiver.

Summit Branch (Pa.)—This company's business is almost entirely in mining coal; it leases the Lykens Valley RR., Millersburg to Williamstown, Pa., 20 miles, and has a small branch of its own to Summit Mines, ¾ of a mile. Operated by the Northern Central under contract. Pennsylvania RR. owns $2,190,200 stock and $480,000 bonds.

EARNINGS.– From Jan. 1 to Aug. 31, 1893 (8 mos.), gross $828,700, against $848,819 in 1892; net, $71,905, against $55,301. In 1892, gross, $2,398,390; net, $156,427. In 1891 gross, $2,232,296; net, $20,180.

Sunbury Hazleton & Wilkesbarre.—Sunbury to Tomhicken Pa., 43 miles. Foreclosed March, 1878. Of 1st mortgage $1,000,000 is series A. Stock ($1,000,000) and $179,000 1sts (series B) and $488,600 incomes are owned by the Pennsylvania RR., which pays net earnings as rental, and agrees to purchase the Series A coupons if interest is not earned, and to make payments to sinking funds. Sinking fund for 1st mortgage now draws about $9,500 bonds yearly at par. Gross earnings in 1892, $579,112; net, $267,822, against $230,393 in 1891; interest, $142,100; dividends, $60,000.—(V. 54, p. 761, V. 56, p. 792.)

Sunbury & Lewistown.—Selinsgrove Junction to Lewistown, Pa., 43 miles. Leased for 99 years from July 1, 1876, to Pennsylvania Railroad for contingent interest in net earnings, which in 1887 were $156,709; in 1888, $123,619; in 1889, $154,179; in 1890, $224,967; in 1891, $225,090; in 1892, $207,708. Dividends—From 1883 to 1889, inclusive 6 p. ct. per an.; from 1890 to Oct., 1893, at rate of 8 p. c.

Suspension Bridge & Erie Juncton.—East Buffalo Junction to Niagara Falls and Suspension Bridge, 23 miles; Lockport & Buffalo Railroad leased, 14 m. Leased to N. Y. L. E. & W. at 30 per cent of gross receipts, which are guaranteed to be not less than interest on bonds, $70,000 per annum. Lessees own $203,000 of the stock ($500,000).

Syracuse Binghamton & New York.—Owns from Geddes, N. Y., to Binghamton, N. Y., 81 miles. Foreclosed and reorganized April 30, 1857, and controlled by Delaware Lackawanna & Western, which, July 1, 1892, owned $1,972,900 stock and guarantees the bonds.

DIVIDENDS.—In 1888, 8 p. c. and 4 extra; 1889, 8; in 1890, 8; in 1891, 8 and 5 extra; in 1892, 8; in 1893, Feb., 2; May, 2; Aug., 2 p. c.

EARNINGS.—In year ending June 30, 1893, gross, $936,353, against $869,457 in 1891-92; net $432,622; surplus over charges and dividends, $57,818, against $35,384. (V. 53, p. **568**; V. 54, p. 288; V. 55, p. **461**, 806; V. 56, p. 290, 793; V. 57, p. 299, 375.)

Syracuse Geneva & Corning.—Owns from Corning, N. Y., to Geneva, N. Y., 58 miles, and Penn Yan to Dresden, 6 m. Leased to Fall Brook Railway Co. Stock is $1,325,000 (par $100), of which N. Y. Central & Hudson River owns $662,600, besides $113,000 7 per cent bonds. In 1891-92 gross earnings were $805,984, against $669,073 in 1891; net, $249,600; rentals and taxes, $277,632; deficit to lessee, $28,032, against $55,107 in 1891. (V. 53, p **568**.)

Tennessee Midland.—SEE PADUCAH TENNESSEE & ALABAMA.

Terre Haute & Indianapolis.—Owns from Indianapolis to Illinois State line, 80 miles, with coal branches, 49 miles; total, 129 miles. Leases Terre Haute & Logansport RR., 183 miles; St Louis Vandalia & Terre Haute, 158 miles; Indiana & Lake Michigan RR., South Bend, Ind., to St. Joseph Harbor, Mich., 40 miles; Terre Haute & Peoria [less 7 miles T. H. & I. trackage], 165 miles; total, 675 miles.

LEASES, ETC.—Leases St. Louis Vandalia & Terre Haute RR. (which see) on joint account with Pittsburg Cincinnati Chic. & St. L. RR., at 30 per cent of gross earnings, and owns $500,000 common and $326,000 of its preferred stock. The Indiana & Lake Michigan is leased for 99 years and its bonds guaranteed, principal and interest. In year 1891-92 the I. & L. M. showed deficit from operating of $6,598, against $7,273 in 1890-91. In October, 1892, leased Terre Haute & Peoria—which see,

DIVIDENDS since 1876: In 1877, 6 per cent; from 1878 to 1884, inclusive, 8; from 1885 to Aug., 1893, inclusive, 6 p. c. per annum.

BONDS.—The new consolidated mortgage of 1892 is limited to $600,000. On April 1, 1893, 7 per cents for $1,600,000 were paid. Five per cents of 1885 for $1,300,000 (making total outstanding $1,900,000) and the $600,000 consol. 5s of 1892 were issued, making a net decrease in annual interest charge of $17,000. The consol. mortgage has been restricted to $1,900,000. In 1893 six per cent equipment notes for $400,000 were issued, maturing $5,556 monthly. The Vandalia will pay 42 p. c. of these, the T. H. & L. 17 p. c. and the T. H. & I. 41 p. c.

EARNINGS.—In year ending October 31, 1892, gross, $1,283,307; net earnings, $348,333; other receipts, $21,867; interest and 6 per cent dividends, $261,289; loss on Terre Haute & Logansport and Indiana & Lake Michigan was $25,962; surplus, $82,948. In 1890-91 gross, $1,234,890; net, $409,083.—(V. 54, p. 846; V. 55, p. 590, 766.)

Terre Haute & Logansport.—Owns from South Bend, Ind., to Rockville, Ind., 160 miles; leased Rockville to Terre Haute, 22 miles; total operated, 183 miles. Leased to Terre Haute & Indianapolis RR. for 99 years from December, 1879, at 25 per cent of gross earnings, and first mortgage bonds guaranteed by that company. Stock, $500,000; par $50. In 1893 the company became responsible for 42 per cent of an equipment loan for $400,000 issued by the T. H. & I. (which see). Rental in 1889-90, $148,538; loss to lessee, $1,766; rental in 1890-91, $157,018; loss to lessee, $38,740; in 1891-92 net, $163,374; rental, $171,394; loss to lessee, $8,018.

Terre Haute & Peoria.—Road operated from Terre Haute, Ind., via Decatur, to Peoria, Ill., 172 miles, of which 144 miles are owned and 29 miles is by trackage over other roads. From Oct. 1, 1892, leased for 99 years to the Terre Haute & Indianapolis at rental of 30 per cent of gross earnings, with a minimum sufficient to pay interest on debt. See V. 55, p. 766. Stock is $1,837,400 preferred 6 per cent non-cumulative and $1,926,800 common; par, $100—of which the lessee owns $544,200 preferred and $1,388,000 common.

The bonds of 1892 [Union Trust Co., mortgage trustee], carry the guaranty, endorsed on each, as to principal and interest of the Terre Haute & Indianapolis. In year 1891-92, gross earn., $379,231, agst. $354,433 in 1891; net, $105,388, agst. $105,408. (V. 55, p. 590, 766.)

Texarkana & Fort Smith —*(See Map K. C. P. & Gulf.)*—Owns from Texarkana, Texas, north to Wilton, Ark., 26 miles. Projected northward to Fort Smith and southward to near Galveston Bay, Tex., with an extension to New Orleans. Capital stock, (?) ; par, $50. The general mortgage bonds can be issued for $25,000 per mile of single, or $40,000 per mile of double track. The general mortgage coupons up to and including that of April 1, 1897, are payable only to extent earned and are non-cumulative. Mo. K. & T. Tr. Co. is trustee.

Texas Central.—ROAD—Owns from Ross, in McLennan Co. to Albany, Tex., 176 m. This *railroad* company in January, 1893, took over the *railway* company's main line sold in foreclosure April 22, 1891. The branch of 52 miles was turned over to Mrs. Hetty Green, and the main line will be extended 11 miles to Waco. V. 57, p. 91. The new mortgage provides for old liabilities, betterments and future extensions. In year 1892 gross earnings were $323,878; net over expenses and taxes, $72,910. In 1890-91 gross, $300,781. (V. 55, p. 23, 766, 1111; V. 56, p. 465, 669; V. 57, p. 91, 341.)

Texas & New Orleans (of 1874).—Houston, Tex., to Orange (Sabine River), 105 miles; and Sabine City to Rockland, 103 miles.

SECURITIES ETC.—A reorganization in 1874. The stock is $5,000,000 all but $2,500 of it being owned by the Southern Pacific. In addition to above bonds there are $414,240 Texas School bonds. Subsidy lands Jan. 1, 1893, were 720,659 acres; other lands 114,481 acres. In April, 1893, $500,000 Sabine Division 6s were issued. The consolidated mortgage of 1893 (N. Y. Guaranty & Indemnity Co., trustee) secures equally both the consols and the Sabine division bonds; the latter being exchangeable for consols. prior to July 1, 1894.

EARNINGS.—From Jan. 1 to July 31, 1893 (7 mos.), gross $1,074,859, against $927,836 in 1892; net, $494,045, against $378,844.

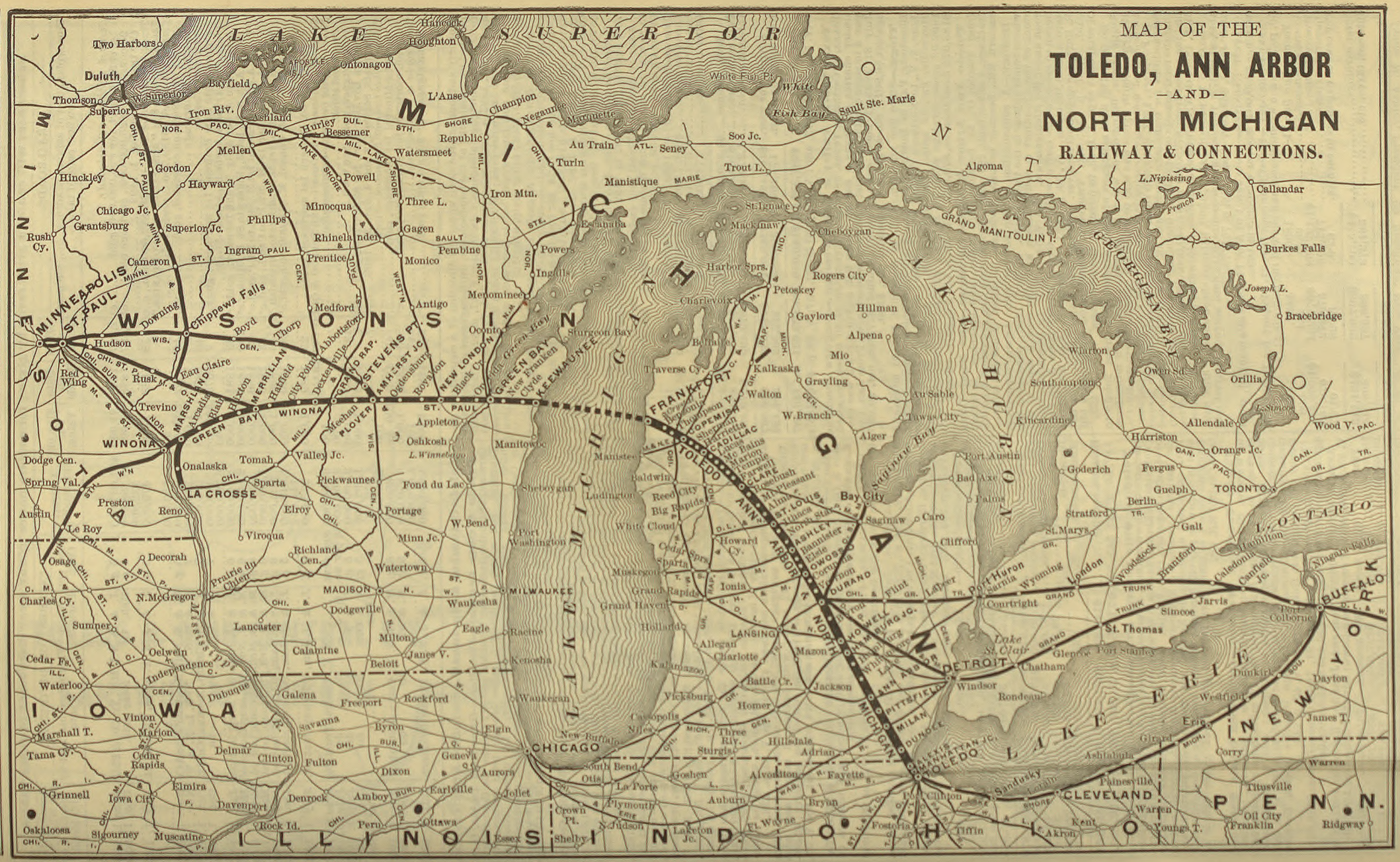
Gross in 1892, $1,690,226; net, $$724,960; surplus over charges, $386,688. In 1891 gross, $1,674,509; net, $735,072. (V. 56, p. 700; V. 57, 218, 256.)

Texas & Pacific.—ROAD: From Texarkana to Fort Worth, via Whitesboro, 244 miles; Texarkana Junction to Fort Worth, via Marshall, 248 miles; Marshall to Shreveport, 40 miles; total eastern division, 532 miles. Other lines—Fort Worth to Sierra Blanco, 524 miles; Sierra Blanco to El Paso (joint track), 92 miles; branch, 3 miles; Shreveport to New Orleans, and Baton Rouge branch, 346 miles. Total, 1,499 miles.

ORGANIZATION.—In 1888 reorganized by the plan in V. 43, p. 164, and V. 45, p. 401, without having the foreclosure sale confirmed, thus preserving the original Federal charter. Land assets Jan. 1, 1893, were 94,250 acres, valued with town lots at $500,000, and land notes $117,281. See also Texas Pacific Land Trust in "Miscellaneous Cos."

STOCK.—Mo. Pacific July 1, 1892, owned $6,525,000 stock.

BONDS.—Trustee of first mortgage of 1888 is Fidelity Ins. Trust & Safe Deposit Co., of Philadelphia; of second mortgage of 1888 Mercantile Trust Co., of New York. The 2d mortgage bonds contain the following clause: "On and after March 1, 1892, the trustee of the mortgage securing these bonds, in case of non-payment of full interest at 5 per cent per annum, shall, on request of the holders of not less than one-third of the bonds outstanding, enter into possession of the mortgaged


MAP OF THE
TOLEDO, ANN ARBOR
—AND—
NORTH MICHIGAN
RAILWAY & CONNECTIONS.
LAKE SUPERIOR
MICHIGAN
WISCONSIN
MINNESOTA
IOWA
ILLINOIS
INDIANA
OHIO
PENN.
NEW YORK
ONTARIO
Two Harbors
Duluth
W. Superior
Superior
Thomson
Bayfield
Apostle Is.
Ontonagon
Houghton
Hancock
L'Anse
Champion
Negaunee
Marquette
White Fish Pt.
White Fish Bay
Sault Ste. Marie
Algoma
Soo Jc.
Seney
Au Train
Turin
Trout L.
Manistique
Republic
Iron Riv.
Ashland
Hurley
Bessemer
Mellen
Watersmeet
Powell
Iron Mtn.
Three L.
Gagen
Pembine
Monico
Menominee
Powers
Ingalls
Escanaba
St. Ignace
Mackinaw
Cheboygan
Harbor Sprs.
Petoskey
Rogers City
Charlevoix
Gaylord
Hillman
Alpena
Mio
Kalkaska
Grayling
Au Sable
Tawas City
Traverse Cy.
Walton
W. Branch
Alger
Bay City
Saginaw
Caro
Clifford
Sturgeon Bay
Green Bay
New London
Oconto
Antigo
Rhinelander
Minocqua
Phillips
Prentice
Medford
Abbotsford
Stevens Pt.
Amherst Jc.
Ogdensburg
Royston
Black Cr.
Oconto
Clyde
New Franken
Kewaunee
Manitowoc
Two Rivers
Sheboygan
Port Washington
Milwaukee
Waukesha
Racine
Kenosha
Waukegan
Chicago
Harbor Beach
Port Austin
Bad Axe
Palms
Port Huron
Sarnia
Courtright
Wyoming
Detroit
Windsor
Chatham
Glencoe
Port Stanley
Lake St. Clair
Rondeau
Dunkirk
Westfield
Erie
Girard
Corry
Titusville
Oil City
Franklin
Ridgway
Warren
Youngs T.
Kent
Akron
Cleveland
Sandusky
Fostoria
Tiffin
Ft. Wayne
Fremont
Toledo
Monroe
Detroit
Ann Arbor
Jackson
Lansing
Grand Rapids
Muskegon
Ludington
Manistee
Baldwin
Reed City
Big Rapids
White Cloud
Howard Cy.
Ionia
Grand Haven
Holland
Allegan
Charlotte
Battle Cr.
Vicksburg
Kalamazoo
Homer
Hillsdale
Three Riv.
Cassopolis
Niles
Sturgis
Adrian
South Bend
Goshen
La Porte
Otis
Plymouth
Crown Pt.
Shelby
Laketon Jc.
Auburn
Alvordton
Bryan
Fayette
Milan
Dundee
Ypsilanti
Manhattan Jc.
Toledo
Alexis
Michigan
Pittsfield
Ann Arbor
Howell
Durand
Flint
Lapeer
Imlay City
Capac
Yale
Ashley
Bannister
Elsie
Owosso
Corunna
Ovid
Ithaca
North Star
St. Louis
Alma
Mt. Pleasant
Clare
Farwell
Temple
Cadillac
Lucas
Mc Bains
Marion
Copemish
Thompson
Harrietta
Frankfort
Bryant
Benzonia
Thompsonville
Traverse City
Kewaunee
Clyde
New Franken
Green Bay
Sturgeon Bay
Ingalls
Powers
Menominee
Ocontoe

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Texas & Pacific.—(Concluded).								
1st consol. mort. for $25,000,000, gold...c*	1,497	1888	$1,000	$21,037,000	5 g.	J. & D.	N.Y.Mer. Tr. Co.,& Phil.	June 1, 2000
2d consol. M. ($25,000,000), gold (see rem.)....c*	1,497	1888	1,000	23,158,000	5 g.	Mch. 1.	None paid.	Dec. 1, 2000
Car trusts (as on Jan. 1, 1893.....	....	....	....	332,899	....	.....	.....	.....
Texas Sabine Val.& N.W.—1st M. $12,000 p.m., g..c	38	1888	1,000	475,000	5 g.	J. & J.	N. Y. office, 15 Wall St.	July 1, 1938
Third Avenue—See "Miscellaneous Companies."								
Tioga RR.—Stock ($189,700 is preferred).....	....	....	50	580,900	....	.....	.....	.....
1st M., due 1882 and extended, gold	46	1852	500 &c.	239,500	5 g.	M. & N.	Phil.,Newbold's Son&Co	Nov. 1, 1915
Third-rail mortgage	....	1876	1,000	125,000	7	M. & N.	N. Y., N. Y. L. E. & W.	Nov. 1, 1896
Extension bonds.....	46	1875	1,000	265,000	7	A. & O.	Elmira,ChemungCo.Bk.	Oct. 1, 1905
Elmira State Line Railroad 1st mortgage, guar..	7	1875	500 &c.	160,000	7	A. & O.	do do	Oct. 1, 1905
Toledo Ann Arbor & North Michigan—Stock.....	....	....	100	6,500,000	....	.....	.....	.....
Toledo Ann Arbor & Gr. Trunk 1st mort., gold..c*	63	1881	1,000	1,260,000	6 g.	J. & J.	Jan., '93, coup. last pd.	Jan. 1, 1921
Tol. A. A. & N. M. 1st M., Emery to St. L., Mich.g.c*	100	1883	1,000	2,120,000	6 g.	M. & N.	Nov.,'92, coup.last paid	May 1, 1924
Tol. A. A.&Mt. Pleasant 1st M.,St.L.to Mt.P.gold.c*	21	1886	1,000	400,000	6 g.	M. & S.	Mch., '93, coup. last pd.	Sept. 1, 1916
Tol. A. A. & Cadillac 1st M.,Mt. P. to Cadil., gold..c*	63	1886	1,000	1,260,000	6 g.	M. & S.	Mch., '93, coup. last pd.	Mch. 30, 1917
Tol. A. A. & L. Mich. 1st M., Cadillac to Copemish..	40	1889	1,000	624,000	6 g.	J. & J.	Jan., '93, coup. last pd.	July 1, 1919
Tol. A. A. & N. M. Consol. M. $10,000,000,gold.c*	283	1890	1,000	1,343,000	5 g.	J. & J.	Jan., '93, coup. last pd.	Jan. 1, 1940
Car trusts	....	....	....	144,852	....	.....	.....	.....
Frankfort & So. Eastern 1st mortgage, gold.....	23	1889	1,000	235,000	6 g.	J. & J.	Jan., '93, coup. last pd.	July 1, 1919
Toledo Columbus & Cincinnati—See Toledo & Ohio Central.								
Toledo & Ohio Central—Common stock.....	....	....	100	6,500,000	See text.	.....	N. Y., Central Trust Co.	June 10, 1893
Preferred stock.....	....	....	100	3,708,000	5 per an.	Q.—J.	do do	July 25, 1893
1st mortgage, gold (See text)...	197	1885	1,000	3,000,000	5 g.	J. & J.	do do	July 1, 1935
Western Div. 1st mort. for $2,500,000, gold....c*	....	1892	1,000	1,992,000	5 g.	A. & O.	do do	Oct. 1, 1935
Car trusts, Series 2, 3 and 4, Jan. 31, 1893.....	....	....	....	658,487	....	Quar.	.....	Quar. instal.
Toledo & Ohio Central Extension—Stock.....	....	....	100	1,500,000	....	.....	.....	.....
Marietta Mineral 1st mortgage, gold.....	45	1885	100 &c.	650,000	6 g.	M. & N.	N. Y., Coffin & Stanton.	May 1, 1915
Consol. mortgage for $1,500,000, gold.....c*	60	1888	1,000	850,000	5 g.	M. & N.	do do	Nov. 1, 1938
Tol. Peoria & West.—Stock.....	247	....	100	4,076,900	....	.....	.....	.....
1st mortgage (for $5,000,000), gold.....c*	230	1887	1,000	4,895,000	4 g.	J. & J.	N. Y., Moran Brothers.	July 1, 1917

property and manage the same under the direction of a committee appointed by a majority of the bondholders, until payment of interest in full." (See mortgage abstracts, CHRONICLE, V. 47, p. 82.) There were also Jan. 1, 1893, a Texas school loan of $141,312, for which $164,000 consolidated 5s are reserved; $89,000 old bonds unredeemed; interest scrip income and land grant bonds (retirable under reorganization agreement), $307,242; other scrip, $15,912.

GENERAL FINANCES.—In August, 1892, the U. S. Circuit Court granted an injunction against enforcement by the Texas State RR. Commission of the low tariff for freight imposed about ept. 1, 1891. See decision V. 55 p. 314, 332. No interest was paid on econd mortgage bonds March 1, 1892. See provision above, and V. 54, p. 486. On Jan. 1, 1893, besides car trusts as in table, there were outstanding $323,280 bills payable. (See V. 56, p. 460.)

LATEST EARNINGS.—Jan. 1 to July 31, 1893 (7 months), gross $3,756,785, against $3,446,392 in 1892; net, $706,888, against $194,788.

ANNUAL REPORT.—Fiscal year ends Dec 31. Annual meeting is held in New York on the third Wednesday in March. Report for 1892 was in the CHRONICLE, V. 56, p. 460.

Year ending Dec. 31—	1889.	1890.	1891.	1892.
Gross earnings.....	$6,917,802	$7,327,711	$7,226,462	$6,987,701
Net earnings.....	1,671,744	1,467,006	1,510,741	1,309,492
Other receipts.....	178,909	151,156	96,151	115,920
Total income	$1,850,653	$1,618,162	$1,606,892	$1,425,412
Paid rentals, etc.....	$109,665	$94,978	$82,079	$84,955
Interest on debt.....	1,279,490	1,279,490	1,279,490	1,279,490
Surplus for year.	$461,498	$243,694	$245,323	$60,967
New equip. &real est.	174,164	390,383	212,302	204,424
Balance.....	$287,334	def.$146,689	sur.$33,021	def.143,457

—(V. 54, p. 410, **483**, 486; V. 55, p. 314, 332, 857; V. 56, p. **460**, 465.)

Texas Sabine Valley & Northwestern.—Longview Junction, Texas, to Carthage, Texas, 38 miles. Extension of 30 miles proposed under charter of Texas & Sabine Valley RR. and in 1893 it was proposed to issue capital stock and execute new mortgage. From Jan. 1 to July 31, 1893 (7 mos.) gross, $30,867, against $27,046; net, $9,636 against $6,901. Stock, $12,500 per mile; par, $100.

Tioga.—State line junction, N. Y., to Hoytville, Pa., 61 miles, and Blossburg, Pa., to Morris' Run, Pa., 3 miles, of which is leased State Line, N. Y., to Northern Central R'y, 7 miles; and Arnot Junction to Hoytville, Pa., 12 miles. Controlled by N. Y. L. E. & W. In year 1892-93 gross earnings $345,751 (against $350,041 in 1891-92); net, $183,075 fixed charges, $70,913. (V. 53, p. 713; V. 55, p. **460.**)

Toledo Ann Arbor & North Michigan.—*(See Map.)*—Owns from Toledo, O., to Beecher, 272 miles, and branches, 8 miles; trackage, 4 miles; total, 287 miles. Proprietary line Frankfort & Southeastern RR., Beecher to Lake Michigan, 23 miles. Total 308 miles.

HISTORY.—A consolidation of the several Ann Arbor companies whose bonds appear in the table above. In May, 1892, purchased the stock of the Frankfort & Southeastern and also took a deed of the road under the Michigan law. See V. 54, p. 763. In December, 1892, began to interchange traffic with the Green Bay Winona & St. Paul across Lake Michigan. (V. 56, p. 247.) On April 28, 1893, Wellington R. Burt was appointed receiver. Interest due May 1, 1893, was not paid. V. 56, p. 574, 841. Trustee of consolidated mort. filed a bill of complaint Sept. 1, 1893, to foreclose the mortgage. V. 57, p. 423.

BONDS.—The first mortgage of 1881 covered road from Toledo to South Lyons, 63 miles, of which in August, 1890, the 8 miles from Emery to South Lyons was sold to the South Lyons & Northern Ry. Co. Consolidated mortgage trustee is Farmers' Loan & Trust Company.

In February, 1893, $300,000 stock and $300,000 consols were issued for facilities for trans-lake traffic, and in June, 1893, it was reported that the total consols outstanding, (including probably those pledged) had increased from $725,000 to $1,343,000. Bondholders' committee May, 1893: G. W. Quintard, A. F. Eno, J. Edward Simmons, E. Dichman.

FLOATING DEBT.—On Jan. 1, 1893, balance sheet showed bills payable, $149,073; vouchers and accounts, $212,686; accrued interest due after Jan. 1, $54,400. See V. 56, p. 751, 754.

LATEST EARNINGS.—From Jan. 1 to Apr. 14, 1893 (3½ months), gross earnings $339,004, against $280,265 in 1892.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report for 1892 in V. 56, p. 751, gave balance sheet and showed the following:

Year ending Dec. 31—	1890.	1891.	1892.
Average mileage.....	284	284	308
Gross earnings.....	$1,127,208	$977,254	$1,099,651
Operating expenses	712,008	579,272	678,106
Per cent of expenses to earn'gs.	63·05	59·28	61·67
Net earnings.....	$415,200	$397,982	$421,543
Interest, taxes, etc.....	361,273	396,597	408,544
Surplus for year.....	$53,927	$3,852	$13,001

James M. Ashley, President, 29 Broadway, New York. (V. 55, p. **296**; V. 56, p. 81, 247, **701**, 754, 841, 1058; V. 57, p. 423.)

Toledo Columbus & Cincinnati.—See TOLEDO & OHIO CENTRAL.

Toledo & Ohio Central.—*(See Map)*—Owns from Toledo, O., to Corning, 184 miles, including 12 miles leased; Toledo, via Columbus to Thurston, 162 miles, including 5 miles leased; total owned, 329 miles. Leases also, Corning southwardly, 13 miles; Glouster to Carrington, 11 miles; total leased, 41 miles; total operated, 370 miles. The extension from Kenton to Columbus, 60 miles, was completed in Sept., 1893, and gives the company a short route to Chicago via the Chicago & Erie. (V. 55, p. 590.)

ORGANIZATION.—Formed after sale in foreclosure of the Ohio Central main line on April 15, 1885. In October, 1890, a large interest in the Kanawha & Michigan (which see) was acquired, and in June, 1893, an extension of the K. & M. connecting with the Ches. & Ohio was opened. The Toledo Columbus & Cincinnati was purchased in 1892—see terms V. 55, p. 590, and as since extended is now the Western Division.

CAPITAL STOCK.—Common stock was increased in February, 1891, from $1,849,000 to $4,849,000, and in March, 1893, increased it further to $6,500,000, for extensions, rolling stock and improvements.

The preferred is entitled to 5 per cent non-cumulative, then common to 5, then preferred to 2, then common to 2, then both share, pro rata.

DIVIDENDS.—On common: In 1891, 2 per cent; in 1892, Feb., 1; May, 1; Aug., 1; Nov., 1; in 1893, June, 1 per cent. See V. 56, p. 887. On preferred from October, 1890, to July, 1893, 5 p. c. yearly (1¼ quar.)

BONDS.—The issue of bonds under the first mortgage has been limited by terms of Western Division mortgage to $3,000,000 in all. The Columbus Hocking Valley & Toledo in September, 1892, gave notice that its guaranty of interest on this 1st mort. would be disregarded as no consideration had been given. See V. 53, p. 436.

Western Division mortgage for $2,500,000 covers the road from Toledo to Columbus 132 miles, with branch, 3 miles, and (also subject to the first mortgage of 1885), the rest of the property; $500,000 bonds are reserved for terminals and extra equipment. See V. 55, p. 322, 545, 590, 625.

The Toledo & Ohio Central guarantees the interest on $300,000 Toledo & Ohio Central Extension bonds, and principal and interest on Kanawha & Michigan bonds—see those companies.

GENERAL FINANCES.—Fixed charges for 1893-94 will be $275,000 the increase being due to extensions.

LATEST EARNINGS.—July 1, 1892, to May 31, 1893 (11 months), gross, $1,950,312, agst. $1,728,555 in 1891-92; net, $686,296, agst. $598,028; earnings after Nov. 1 in both years include Tol. Col. & Cin.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting is held at Toledo on the first Monday in September. Report for 1891-92 was in V. 55, p. 254, 677. Earnings have been as follows:

Year ending June 30—	1889.	1890.	1891.	1892.
Mileage operated.....	235	235	238	238
Gross earnings.....	$1,163,817	$1,388,749	$1,501,822	$1,561,339
Net over op. ex.& taxes..	$344,526	$545,639	$468,015	$506,306
Other income.....	22,084	30,760	33,018	25,564
Total net income.....	$366,610	$576,399	$501,033	$531,870
Paid interest on bonds...	$150,000	$150,000	$150,000	$150,000
Interest on car trusts	37,088	31,636	36,878	31,226
Rentals.....	29,256	30,133	33,019	34,267
Dividends	.....	92,625	167,966	294,488
Miscellaneous	438	555	14,802	3,738
Balance, surplus	$149,828	$271,450	$98,368	$18,151

—(V. 55, p. 322, 545, 590, **677**; V. 56, p. 71, 625, 887; V. 57, p. 22, 300.)

Toledo & Ohio Central Extension.—*(See Map.)*—Owns from Marietta to Newton, Ohio, 45 miles, connecting with the Toledo & Ohio Central main Line; branches to Stewart, etc., 15 miles; trackage Marietta to Moore's Junction, Ohio, 3 miles. Total, 63 miles. In 1888 purchased the Marietta Columbus & Northern (formerly Marietta Mineral), and in 1892 completed extension to Newton. Of the consols $650,000 are held in escrow to pay off Marietta Mineral mortgage at maturity and $300,000 (Nos. 1 to 300) have interest guaranteed by the Toledo & Ohio Central RR. Co.

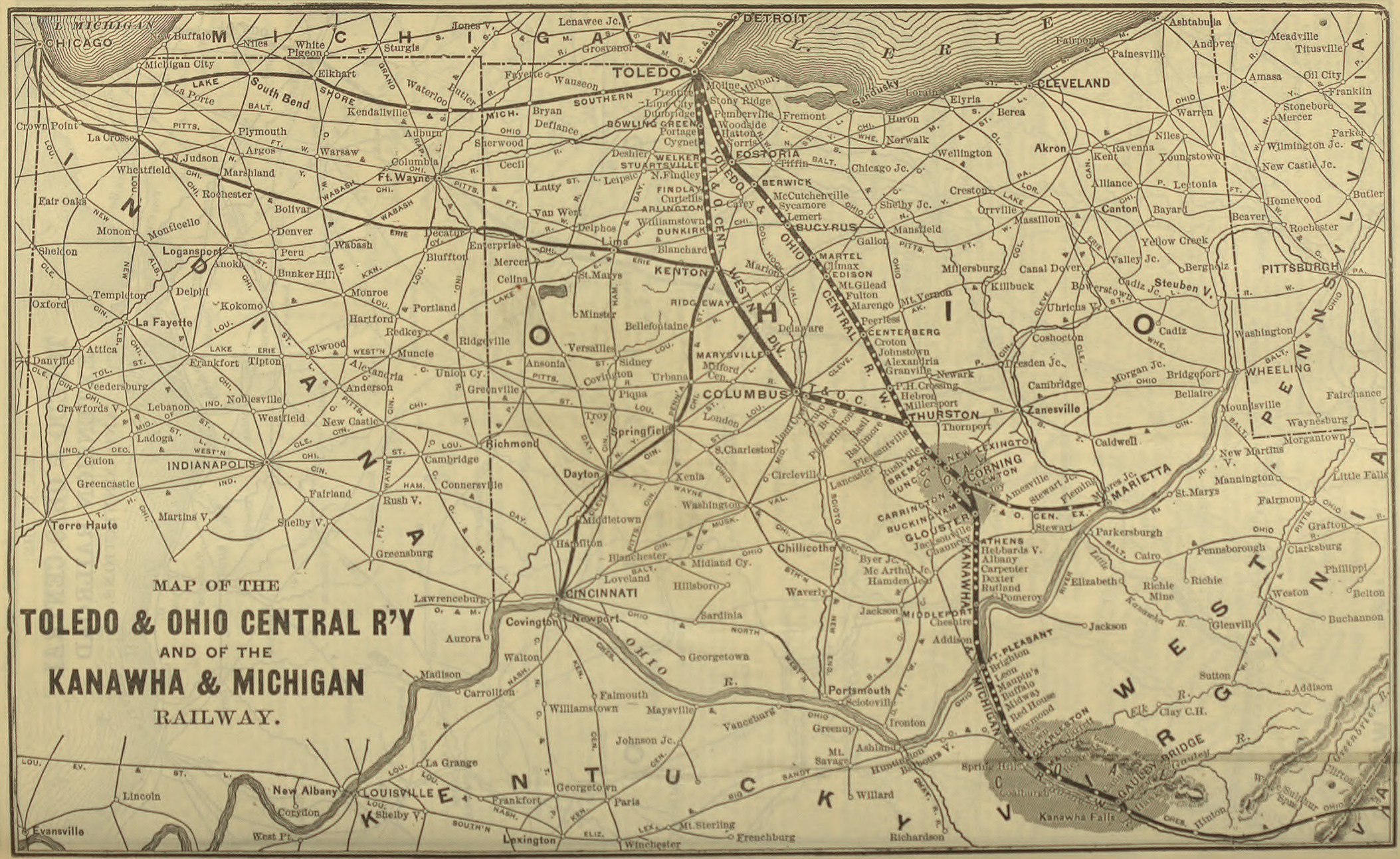
Toledo Peoria & Western.—Owns from Indiana State line to Warsaw, Ill., 220 miles; branch, La Harpe to Iowa, Ill., 10 miles; trackage to Peoria and Burlington, Ia., 17 miles; total operated, 247 miles. HISTORY.—Formerly leased to Wabash; sold in foreclosure October 29, 1886. STOCK, $4,500,000, of which $423,100 is in the treasury. BONDS.—Abstract of mortgage (Charles Moran, Thomas Denny and Cornelius B. Gold, trustees) V. 45, p. 242.

EARNINGS.—From July 1 to Aug. 31, 1893 (2 mos.), gross $158,953, against $157,712 in 1892; net $36,483 against $38,049.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 in V. 55, p. 503, showed results as follows; advance figures for 1892-93.

Year.	*Gross Earns.*	*Net Revenue.*	*Int.& Taxes.*	*Surplus.*
1889-90.....	$938,830	$227,635	$227,205	$430
1890-91.....	926,548	243,566	230,263	13,305
1891-92.....	1,017,791	282,605	232,003	50,602
1892-93.....	985,633	245,224	232,240	12,984

—(V. 51, p. 303, **456**; V. 53, p **407**; V. 54, p. 889; V. 55, p. **503.**)


MAP OF THE
TOLEDO & OHIO CENTRAL R'Y
AND OF THE
KANAWHA & MICHIGAN
RAILWAY.
CHICAGO
DETROIT
TOLEDO
CLEVELAND
COLUMBUS
CINCINNATI
INDIANAPOLIS
LOUISVILLE
PITTSBURGH
WHEELING
MARIETTA
ZANESVILLE
CORNING
THURSTON
KENTON
FOSTORIA
BUCYRUS
MARTEL
EDISON
CENTERBERG
MARYSVILLE
WELKER
STUARTSVILLE
FINDLAY
BERWICK
BOWLING GREEN
RIDGEWAY
ARLINGTON
DUNKIRK
ATHENS
GLOUSTER
NEW LEXINGTON
ST. PLEASANT
GAULEY BRIDGE
Lake Erie
Ohio R.
Kanawha R.
Kentucky
West Virginia
Pennsylvania
Indiana
Michigan
Ohio
Chicago
New Buffalo
Michigan City
Niles
White Pigeon
Sturgis
Jones V.
Lenawee Jc.
Grosvenor
Fayette
Wauseon
Sandusky
Lorain
Elyria
Berea
Fairport
Painesville
Ashtabula
Andover
Meadville
Titusville
Oil City
Franklin
Amasa
Stoneboro
Mercer
Parker
Wilmington Jc.
New Castle Jc.
Butler
Homewood
Beaver
Rochester
Pittsburgh
Steuben V.
Cadiz Jc.
Cadiz
Washington
Fairchance
Waynesburg
Morgantown
Mountsville
Wheeling
Bellaire
Bridgeport
Morgan Jc.
Zanesville
Caldwell
New Martins
Mannington
Little Falls
Fairmont
Grafton
Clarksburg
Phillippi
Weston
Belton
Buchannon
Glenville
Sutton
Addison
Clay C.H.
Elk R.
Gauley Bridge
Kanawha Falls
Hinton
Richardson
Willard
Ironton
Portsmouth
Sciotoville
Greenup
Ashland
Mt. Savage
Huntington
Ceredo
Spring Hill
Point Pleasant
Buffalo
Red House
Raymond
Leon
Brighton
Maupin's
Midway
Parkersburgh
Pennsborough
Cairo
Richie
Richie Mine
Elizabeth
Pomeroy
Middleport
Cheshire
Addison
Jackson
Byer Jc.
Mc Arthur Jc.
Hamden Jc.
Chillicothe
Waverly
Circleville
Lancaster
Washington
Xenia
Dayton
Springfield
Troy
Piqua
Urbana
Sidney
Versailles
Ansonia
Greenville
Richmond
Connersville
Cambridge
Rush V.
Fairland
Shelby V.
Greensburg
Martins V.
Terre Haute
Greencastle
Guion
Ladoga
Crawfordsv.
Veedersburg
Danville
Attica
Oxford
Templeton
Delphi
Logansport
Monticello
Monon
Fair Oaks
Sheldon
La Crosse
Crown Point
Michigan City
La Porte
South Bend
Elkhart
Plymouth
Argos
N. Judson
Wheatfield
Kendallville
Warsaw
Columbia
Ft. Wayne
Auburn
Deflance
Sherwood
Cecil
Latty
Van Wert
Delphos
Lima
Leipsic
Deshler
N. Findley
Findlay
Curtice
Portage
Cygnet
Dunbridge
Lime City
Pemberville
Woodside
Hatton
Norris
Fremont
Huron
Norwalk
Wellington
Chicago Jc.
Tiffin
Republic
Bloomville
Attica
Bucyrus
Galion
Mansfield
Shelby Jc.
Creston
Orrville
Massillon
Akron
Kent
Ravenna
Youngstown
Warren
Niles
Alliance
Canton
Bayard
Yellow Creek
Valley Jc.
Bergholz
Millersburg
Killbuck
Canal Dover
Uhrichsv.
Coshocton
Newark
Granville
Alexandria
Johnstown
Croton
Peerless
Mt. Gilead
Fulton
Marengo
Mt. Vernon
Delaware
Bellefontaine
Marion
Mc Cutchenville
Sycamore
Lemert
Carey
Williamstown
Dunkirk
Leipsic
Ridgeway
Minster
St. Marys
Celina
Mercer
Enterprise
Blanchard
Bluffton
Decatur
Portland
Hartford
Redkey
Ridgeville
Muncie
Elwood
Tipton
Frankfort
Lebanon
Noblesville
Westfield
New Castle
Anderson
Alexandria
Union Cy.
Covington
Piqua
Urbana
Sidney
Mifford
Cen.
Pataskala
Granville
Heath
Newark
Cambridge
Morgan Jc.
Bridgeport
Bellaire
Mountsville
Waynesburg
Morgantown
Fairchance
Uniontown
Brownsville
Connellsville
Mt. Pleasant
Scottdale
Latrobe
Greensburg
Irwin
Wilkinsburg
Pittsburgh
Allegheny
Sharpsburg
Aspinwall
Oakmont
Verona
Tarentum
Brilliant
Steubenville
Wellsburg
Follansbee
Weirton
Wheeling
Bellaire
Martins Ferry
Bridgeport
Barnesville
Cambridge
Zanesville
Thornport


MAP OF THE
TOLEDO & OHIO CENTRAL
EXTENSION RAILROAD
AND CONNECTIONS.
TOLEDO
CLEVELAND
Oak Harbor
Port Clinton
Danbury
Pemberville
Woodside
Fremont
Sandusky
Huron
Lorain
N. Amherst
Elyria
Berea
Cestalia
Clyde
Milan
Oberlin
Bellevue
Green Spring
Monroeville
Norwalk
Grafton
Hudson
Fostoria
Tiffin
Republic
Hartland
Wellington
Medina
Akron
Berwick
Bloomville
Chicago Jc.
New London
Seville
Carey
New Washington
Shiloh
West Salem
Creston
Amwell
Wadsworth
Clinton
Warwick
Lemert
Spore
Shelby
Vernon Jc.
Ashland
Forest
Bucyrus
Crestline
Orrville
Wooster
Massillon
Morral
New Winchester
Gallon
Mansfield
Shreve
Justus
Caledonia
Locust
Lexington
Perryville
Londonville
Beach City
Larue
Marion
Climax
Belleville
Butler
Edison
Mt. Gilead
Cardington
Millersburgh
Black Creek
Killbuck
Canal Dover
Richwood
Fulton
Fredericktown
Marengo
Danville
Peerless
Mt. Vernon
Keene
Delaware
Centerburgh
Martinsburgh
Coshocton
Marysville
Creton
Utica
New Comerstown
Galena
Milford Cen.
Johnstown
Dresden Jc.
Plain City
Westerville
Alexandria
Worthington
Granville
Newark
Hilliards
Union Sta.
P. H. Crossing
COLUMBUS
CINCINNATI
Cambridge
W. Jefferson
Hebron
Thornport
Zanesville
London
Millersport
Glenford
Harrisburgh
Thurston
Cumberland
Lockbourne
Pleasant V.
Redfield
Palestine
Carroll
Rushville
Junc. City
New Lexington
Cedar Run
Bremen
Clay Bank
Caldwell
Asheville
Lancaster
Moxahala
Malta
Shawnee
CORNING
Mc Connelsville
New Straitsville
Circleville
Fisher's
New Holland
Oreville
NEWTON'S
Enterprise
Logan
Mountville
Washington
Sedalia
Murray
Joy
Sharpsburg
Kingston
Adelphi
Cedar Grove
Bessemer
Federal
Amesville
Federal Jc.
Big Rim
Morris
Dunbar
Vincent
Fleming
Tunnel
Moore's Jc.
Nelson
Millfield
Starr
New Bern
Eagle Mills
Athens
CEN. EXTENSION R.R.
MARIETTA
Belpre
Chillicothe
Deans
Pleasanton
STEWART
Schooley Sta.
Mc Arthur
Latrobe
Parkersburg
Bainbridge
Albany
Coalville
Hockingport
Davisville
Hamden
Dyesville
Waverly
Coalton
Wellston
Kingsbury
OHIO
W. VA.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Toledo St. Louis & Kansas City.—Common stock...	451	....	$100	$11,250,000	....	.....	.....	.....
Preferred stock, 4 per cent, non cumulative.....	451	....	100	5,805,000	....	.....	.....	.....
1st mortgage, gold (redeemable at 105).....c*	451	1886	1,000	9,000,000	6 g.	J. & D.	Dec. '92, coup. last paid	June 1, 1916
Equipment contracts.....	....	....	....	397,865	....	.....	.....	Monthly.
Toledo Saginaw & Muskegon—Stock.....	....	....	....	1,600,000	....	.....	.....	.....
1st mortgage, gold.....	96	1888	1,000	1,560,000	5	J. & J.	N. Y., Office, 271 B'way.	July 1, 1918
Toledo & South Haven.....	....	....	....	.....	.....	.....	.....	.....
Toledo Walhonding Valley & Ohio—Stock.....	125	....	100	2,500,000	....	.....	.....	.....
Gen. M. ($20,000 p. m.), gold, A, guar. p. & i..c*&r	125	1891	1,000	1,500,000	4½ g.	J. & J.	N.Y., Farmers' L'n & Tr.	July 1, 1931
Toronto Grey & Bruce—See CANADIAN PACIFIC.								
Traverse City RR.—Stock.....	....	....	100	205,000	....	.....	.....	.....
1st mortgage, rental guaranty, Gr. Rap. & Ind...	26	1883	1,000	250,000	3	J. & J.	N. Y., Winslow, L. & Co.	Jan. 1, 1933
Tunnel RR. of St. Louis—See TERMINAL ASSN. OF ST. L., IN MIS CELLANEOUS.								
Ulster & Delaware—Stock ($3,000,000 authorized)..	....	....	100	1,794,600	....	.....	.....	.....
Consol. M. for $2,000,000, gold.....c*	102	1888	1,000	1,852,000	5 g.	J. & D.	N. Y., Central Trust Co.	June 1, 1928
Unadilla Valley—Stock.....	....	....	100	200,000	....	.....	.....	.....
1st M., $250,000, $12,500 p. m., gold, red. at 110	....	1893	500 &c.	Nil, Feb., '93	5 g.	J. & J.	New York City.	Jan. 1, 1933
Union Elevated—See BROOKLYN ELEVATED.								
Union Pacific—Stock.....	....	....	100	60,868,500	1¾	Q.—J.	N. Y., Un. Trust & Bost.	Apr. 1, 1884
1st mort., Omaha to near Ogden, 1,035 miles.....	1,035	1866-9	1,000	27,229,000	6	J. & J.	do do	1896 to 1899
2d mortgage, currency (Government subsidy)....	1,035	1866-9	1,000	27,236,512	6	J. & J.	U.S. Treas., at maturity.	1896 to 1899
S. F. 3d M. on road (1st on land) g., see text..c&r	1,035	1874	1,000	See text.	8 g.	M. & S.	N. Y., Un. Trust & Bost.	Sept. 1, 1899
Omaha bridge bonds (s. f. drawn at 110), gold.c*&r	4	1871	£200	565,000	8 g.	A. & O.	Lon. & N. Y., Drexel M.	Apr. 1, 1896
Renewal (sinking fund, not drawn), gold.....c	4	1885	1,000	1,056,000	5 g.	A. & O.	N.Y., Union Tr., & Bost.	Oct. 1, 1915
Kansas Pac. Eastern Div. 1st M., $16,000 p.m., gold	140	1865	1,000	2,240,000	6 g.	F. & A.	do do	Aug. 1, 1895
Middle Div. 1st mort., $16,000 per mile, gold..	253	1866	1,000	4,063,000	6 g.	J. & D.	do do	June 1, 1896
2d mortgage (to U. S. Gov.) on 394 m.W. Mo. R.	394	1865-7	....	6,303,000	6	.....	.....	1895 to 1897
Leavenworth Br., 1st M. ($582,000 in trust)...	32	1866	1,000	15,000	7	M. & N.	N. Y., Un. Tr. & Boston.	Jan. 1, 1896
Denver Pacific, 1st M. gold ($1,971,000 in trust)	106	1869	1,000	4,000	7	M. & N.	do do	May 1, 1899

Toledo St. Louis & Kansas City.—ROAD—Owns from Toledo to East St. Louis, 451 miles (61½ lbs. steel); sidings, etc., 72 miles, also has trackage to St. Louis and Toledo Union depots.

HISTORY.—Successor to Toledo Cincinnati & St. Lorls narrow-gauge road, foreclosed December 30, 1885, and in 1890 made standard-gauge. On May 19, 1893, S. R. Callaway, the President, was made receiver. See V. 56, p. 841. See also below.

STOCK.—The preferred is a 4 per cent coupon stock, non-cumulative, and without voting power, but the certificates contain the following provisions: "This stock constitutes a lien upon the property and net earnings of the company next after the company's existing first mortgage. The company will create no mortgage of its main line other than its first mortgage, nor of any part thereof, except expressly subject to the prior lien of this certificate, without the consent of the holders of at least two-thirds of this stock present at a meeting."

BONDS.—The first mortgage, $20,000 per mile, covers the terminal property at Toledo and E. St. Louis. Total authorized issue is $9,800,000, of which $800,000 held by the Farmers' Loan & Trust Co. (with J. E. McDonald, mortgage trustee) are to be sold only on completion of cut-off from Dupont, O., to Decatur, Ind. Abstract of mort. in V. 45, p. 403.

On July 1, 1892, there were outstanding $450,297 notes payable, and $397,865 equipment contracts. Default was made on coupons due June 1, 1893. One bondholders' committee consists of Messrs. R. G. Rolston, chairman; George Coppell, of Maitland, Phelps & Co.; M. L. Scudder, of Chicago; W. Howard Gilder and Ernest Dichman, of New York; and an agreement in preparation. Another committee, in which Messrs. Armour and Havemeyer are prominent, presented a plan Aug. 4; Continental Trust Co., depositary. V. 57, p. 91, 145.

LATEST EARNINGS.—From Jan. 1 to Sept. 7, 1893 (8¼ months), gross, $1,313,291 against $1,276,007.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 with balance sheet was in V. 55, p. 542, showing gross earnings $2,078,416, against $1,672,781 in 1890-91; net, $480,315; interest, $523,310; balance, deficit, $42,995. N. Y. office, 44 Wall Street.—(V. 55, p. 463, 542, 639, 766, 857, 887; V. 57, p. 91, 145, 218, 470.)

Toledo Saginaw & Muskegon.—From Muskegon, Mich., to Ashley, Mich., 96 miles, connecting with the Toledo Ann Arbor & North Michigan. On August 1, 1888, the Grand Trunk of Canada purchased the $1,600,000 stock and above bonds were issued having a traffic guarantee from that road and the Chicago & Grand Trunk. In 1892 gross earnings were $126,065; net, $20,415; rentals paid, $1,368; interest, $78,000; deficit, $50,336, advanced by Gr. Trunk and Ch. & Gr. Trunk.

Toledo Walhonding Valley & Ohio.—Owns road in operation from Toledo Junction to Toledo, O., 80 miles, and extension completed April 1, 1893, from Loudonville to Coshocton, O., 45 miles. A consolidation of the Northw. Ohio and the Walhon. Valley Railways. Leased for net earnings to the Pennsylvania Company, which guarantees principal and interest of the bonds. The mortgage is for $4,000,000; there is a sinking fund of 1 per cent, if bonds can be purchased at par or less; otherwise it lapses, the bonds not being subject to call. In 1892, gross, $506,238; net, $97,625; hire of equipment and rent of real estate, $23,658. In 1891 gross, $460,241; net, $88,001.

Ulster & Delaware.—Owns from Rondout (Hudson River), N. Y., to Stamford, 74 miles; proprietary roads leased, entire stock owned, Delaware & Otsego RR., Hobart to Bloomville, 9 miles; Stony Clove & Catskill Mt. RR. (narrow guage), Phœnicia to Hunter, 15 miles; Hobart Branch RR., 4 miles. Owns and operates the Kaaterskill RR., 7 miles. Total, 109 miles.

HISTORY, ETC.—In 1890 New York Central and Delaware & Hudson parties entered the directory. The Delaware & Otsego is to be extended to Oneonta, 18 miles. In June, 1893, $334,000 first mortgage bonds were issued to purchase all the securities of the Stony Clove & Catskill Mt. road. The mortgage of 1888 covers all the property owned or acquired with the bonds except the franchise to be a corporation.

EARNINGS.—From Jan. 1, to July 31, 1893 (7 months), gross $235,060, against $225,914 in 1891-92; net, $69,887, against $65,298.

In year ending June 30, 1893, the gross earnings were $433,469; net, $125,120; interest, $73,646; surplus, $51,474. In 1891-92, gross, $399,866; net, $111,927. (V. 55, p. 597; V. 56, p. 403, 502; V. 57, p. 22.)

Union Pacific Railway.—*(See Map.)*—Lines owned directly.—Main line (former U. Pac. RR.) Council Bluffs to Ogden and branches, 1,038 miles; former Kansas Pacific Railway, Kansas City to Denver, 643 miles, and Leavenworth to Lawrence, 34 miles; former Denver Pacific R'y, Denver to Cheyenne, 106 miles; total owned, 1,822 miles.

The "Union Pacific System" on January 1, 1893, was made up of the following lines:—

Lines owned & controlled.	*Miles.*	*Lines owned & controlled.*	*Miles.*
Union Pacific.....	1,822	*Kansas City & Omaha.....	193
Denv. Leadville & Gunnison	325	*Un'n Pac. Denver & Gulf...	994
Kansas Central.....	165	*Ft. Worth & Denver City....	469
Omaha & Republican Val....	482	*U. P. Lincoln & Colorado...	225
*Oregon S. L. & Utah Nor.....1,425		Seven small roads.....	271
*Ore. R. & N. Co's. rail lines.1,059			
*St. Joseph & Grand Isl'd....	251	Total "Un. Pac. Sys."...7,681	

*These properties, having securities of their own held by the public, are separately described in this SUPPLEMENT.

Also controls the Central Branch Union Pacific and leased lines (388 miles) which are operated by the Missouri Pacific under an agreement with Union Pacific for twenty-five years from 1885. Also owns jointly with other companies the Leavenworth Topeka & Southwestern, 47 miles; Manhattan Alma & Burlingame, 56 miles; Montana Union, 72 miles; grand total of all lines, including one-half lines operated jointly, 8,157 miles.

HISTORY, &c.—This company, the Union Pacific *Railway*, was formed by a consolidation, January 24, 1880, of the Union Pacific Railroad and the Kansas Pacific and Denver Pacific, made under authority of the acts of Congress of July 1, 1862, and July 2, 1864. The Union Pacific Railroad was chartered by Act of Congress of July 1, 1862, which gave the company a land grant of 12,800 acres per mile, estimated at a total of 12,083,227 acres, and a subsidy in United States bonds of $27,236,512 on 1,033 miles of road. The Kansas Pacific had a subsidy of $6,303,000 and a land grant of about 6,000,000 acres.

Since the consolidation in 1880 much additional mileage has been built and acquired through subordinate corporations, a controlling interest in whose stock is held by the U. P. See separate statements for companies marked with an asterisk in table of mileage above.

In November, 1890, there was a change in the management of the Union Pacific, Messrs. Sidney Dillon, Jay Gould, Russell Sage, H. B. Hyde and A. E. Orr becoming directors. See V. 51, p. 748; V. 54, p. 725.

CAPITAL STOCK.—The capital stock issued and outstanding is $60,868,500, having been increased about $10,000,000 since 1880.

DIVIDENDS—Since 1879—In 1880, 6 per cent; in 1881, 6¾; in 1882, 7; in 1883, 7; in 1884, 3½; none since.

DEBT TO U. S.—Interest on the U. S. loans is not obligatory till the principal is due, but the Thurman act of May, 1878, provides that 25 per cent of the net earnings after deducting interest on the first mortgage bonds and construction and equipment expenditures shall be applied annually to interest and sinking fund. On January 1, 1893, the sinking fund, invested in RR. and U.S. bonds, (par value) was $11,825,500, and the premium paid on bonds and cash uninvested was $1,889,041; total, $13,714,541. The debt to the United States on Jan. 1, 1893, was thus stated: Principal, $27,236,512; interest accrued and not paid, $817,095; interest paid by United States, $39,665,567; repaid by Union Pacific, $13,567,643; balance of interest paid by U. S., $25,659,515. On Kansas Pacific there was due the Government, Jan. 1, 1893, for principal, $6,303,000; interest, $5,432,676. As to report of Government directors in Sept., 1892, see V. 55, p. 545; also see V. 55, p. 895.

GUARANTIES.—The U. P. guarantees either as to principal and interest, or as to interest only, certain securities of the following companies, full information concerning which will be found under their respective heads: Leavenworth Topeka & Southwestern; Oregon Short Line & Utah Northern; Oregon Railway & Navigation (through guaranty of lease); St. Joseph & Grand Island; Union Pacific Denver & Gulf, and Union Pacific Lincoln & Colorado.

BONDS.—The outstanding bonds above are given including the amounts owned January 1, 1893, and pledged as part security for collateral trust notes of 1891. The amounts so pledged were Omaha Bridge bonds, $4,000; do. renewal, $145,000; equipment trust, Series C, $671000; collateral trust, 4½s, $237,000; Kan. Div. and collat. bonds, $5,000,000.

Of the *sinking fund* 8s due Sept. 1, 1893, about $3,800,000 were extended at the same rate of interest for six years, redeemable, however, after one year. See V. 57, p. 257, for statement in August, 1893, as to these bonds.

The Union Pacific *collateral trust* 6s are limited to 80 per cent of the following bonds: Omaha & Republican Valley RR., $887,000; Colorado Central RR. bonds, $1,795,000; Utah Northern RR., $2,037,000; total, $4,719,000. The *collateral trust* 5s of 1893 are secured by the following bonds: Colorado Central, $1,202,000; Utah & North., $1,922,000; Omaha & Repub. Valley, $589,000; Omaha & Repub. Valley *Railway*, $1,859,000; Utah Southern RR. extension, $81,000; total, $5,653,000.

The *collateral trust* 4½s of 1889 on Denver Leadville & Gunnison Railroad (formerly Denver South Park & Pacific) are secured by mortgage bonds on that narrow-gauge road at $11,000 per mile, $22,200 per mile being authorized for extensions. There is a sinking fund, but bonds cannot be called. Company's stock is owned by Union Pacific.

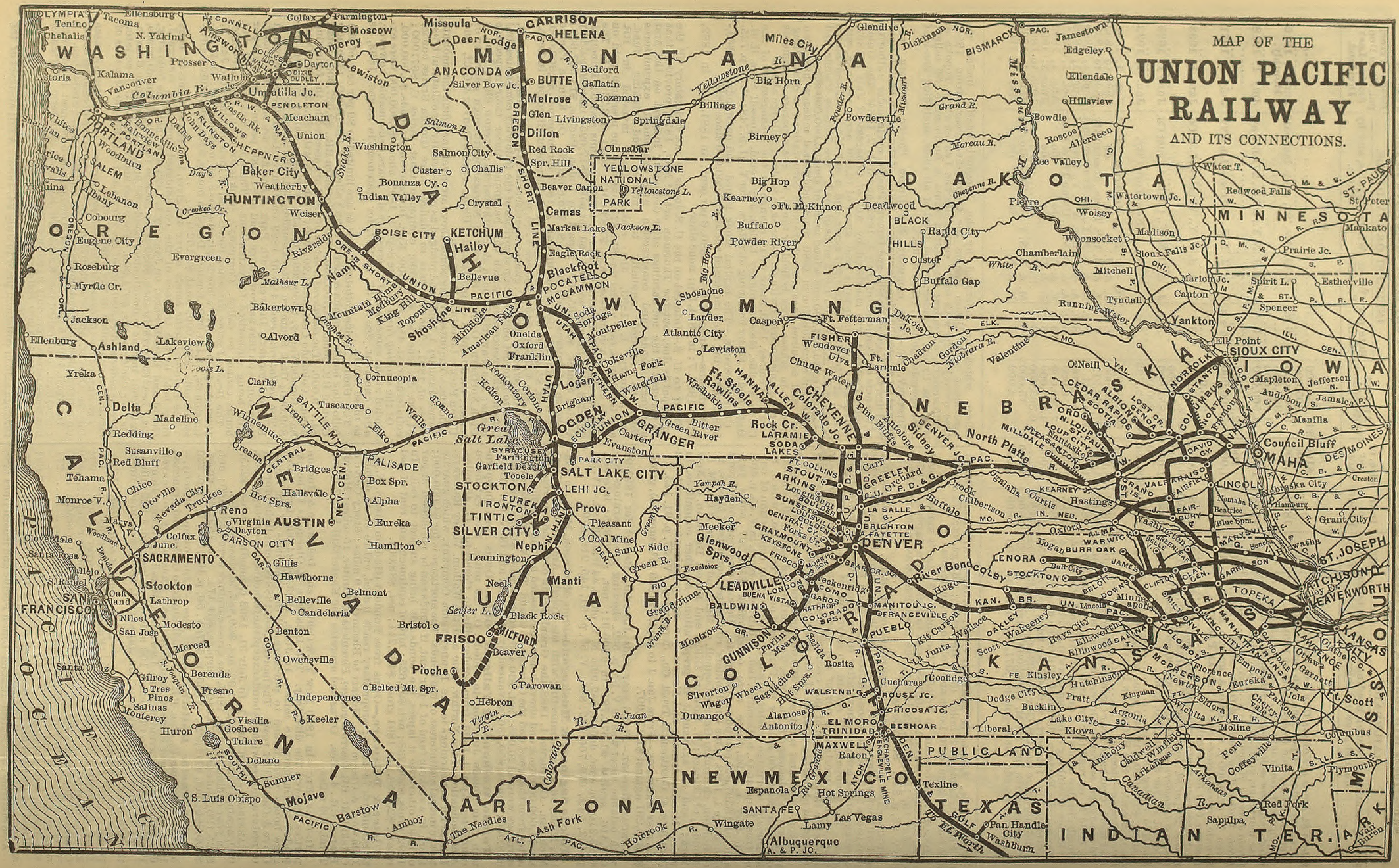
The *Denver Pacific Extension* bonds had in their sinking fund Jan. 1, 1893, the following five bonds, given above as outstanding: D. P. Extension 6s, $1,451,000; Eastern Division bonds, $304,000; Middle Division bonds, $347,000; total, $2,102,000.

The *Kansas Pacific bonds* above are given less the amounts of each class held by the trustees of the consolidated mortgage, George J. Gould and Russell Sage; on January 1, 1893, they held the following, viz.: Leavenworth Branch, $582,000; income (unsubordinated) bonds, $241,200; income (subordinated) bonds, $3,992,650; Cheyenne Branch, Denver Pacific bonds, $971,000. They also held $183,000 U. P. collateral trust notes and $1,980,500 of the stocks and $3,160,000 of bonds of companies controlled by the Union Pacific.

The *Kansas Pacific consolidated mortgage* covers the road from Kansas City to Denver, and branch, 673 miles, subject to the divisional bonds (to retire which sufficient bonds are held) and the United States lien.

In April, 1891, a new loan for $20,000,000 of 5 per cent bonds was authorized, to be called the Kansas Division and Collateral Mortgage, but these bonds were only hypothecated as collateral.

Of the $18,530,000 *collateral trust gold notes* which were issued in August, 1891, to fund floating debt $7,100,000 had been retired through sale of collateral prior to July 24, 1893. A full abstract of the


MAP OF THE
UNION PACIFIC RAILWAY
AND ITS CONNECTIONS.
WASHINGTON
OREGON
CALIFORNIA
IDAHO
NEVADA
UTAH
ARIZONA
NEW MEXICO
COLORADO
WYOMING
MONTANA
NEBRASKA
KANSAS
DAKOTA
MINNESOTA
IOWA
MISSOURI
TEXAS
INDIAN TER.
PUBLIC LAND
PACIFIC OCEAN
Columbia R.
Snake R.
Salmon R.
Yellowstone
Big Horn
Powder R.
Missouri
Platte R.
Arkansas R.
Colorado
Rio Grande
Green R.
Virgin R.
S. Juan R.
Grand R.
Moreau R.
Cheyenne R.
White R.
Niobrara R.
Big Horn
Crooked Cr.
Malheur L.
Jackson L.
Yellowstone L.
Mono L.
Tahoe L.
Great Salt Lake
Sevier L.
Humboldt R.
Truckee R.
Carson R.
Owens R.
Mojave R.
Colorado R.
Canadian R.
Red Fork
Sapulpa
Vinita
Coffeyville
Plymouth
Columbus
Moline
Eureka
Iola
Garnett
Ottawa
Lawrence
Topeka
Atchison
Leavenworth
Kansas City
St. Joseph
Council Bluff
Omaha
Sioux City
Yankton
Sioux Falls Jc.
Mankato
Prairie Jc.
Spirit L.
Estherville
Jefferson
Audubon
Manilla
Mapleton
Creston
Grant City
Lincoln
Nebraska City
Beatrice
Blue Sprs.
Fairbury
Hastings
Kearney Jc.
Grand Island
Valparaiso
Fairfield
Albion
Cedar Rapids
Lost Cr.
Genoa
Columbus
Norfolk
Stanton
Wisner
Oakdale
Pleasanton
Loup City
Ord
Scotia
Albion
Milldale
Ansley
Broken Bow
Arapahoe
Holdrege
Orleans
Alma
Republican City
Superior
Hardy
Red Cloud
Guide Rock
Webber
Hebron
Fairbury
Beatrice
Blue Sprs.
Seward
Milford
Crete
Wilber
Friend
Strang
Fairmont
Geneva
Exeter
Fairfield
Shickley
Grafton
Fairgrounds
Ayr
Carleton
Hastings
Kearney
Gibbon
Shelton
Wood River
Alda
Grand Island
Central City
Silver Creek
Genoa
Columbus
Schuyler
Clarkson
Leigh
Scribner
Fremont
Hooper
Nickerson
Arlington
Blair
Fort Calhoun
Omaha
Council Bluff
Missouri Valley
Logan
Woodbine
Dunlap
Denison
Manning
Arcadia
Carroll
Glidden
Jefferson
Scranton
Grand Junction
Jamaica
Menlo
Stuart
Casey
Adair
Anita
Atlantic
Wiota
Lewis
Griswold
Cumberland
Massena
Anita
Cumberland

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Union Pacific.—(Concluded.)								
Kan. Pac. Den. Ex. 1st M., 2,102,000 acres, g. . c*&r	236	1869	$1,000	$5,887,000	6 g.	M. & N.	N.Y., Lond'n & Frankf't.	May 1, 1899
Income mortgage ($242,450 held in trust).....c	661	1866	50 &c.	34,500	7	M. & S.	N. Y., Bk. of Commerce.	July 1, 1916
Income M., subordinated, $3,992,650 held in tr.	661	1866	....		7	M. & S.	do do	July 1, 1916
K. P. Cons. M. $30,000,000, l. gr. gold, not dr'n. c*	675	1879	1,000	11,724,000	6 g.	M. & N.	N. Y., Un. Trust & Bost.	May 1, 1919
U. Pac. collateral trust, gold, s. f. drawn at 105. c*	....	1879	1,000	3,724,000	6 g.	J. & J.	do do	July 1, 1908
Collateral trust of 1883, gold, s. f. not dr'n.....	....	1883	1,000	4,742,000	5 g.	J. & D.	do do	Dec. 1, 1907
Collat. trust, Den. L. & Gun. ($3.250,000), g.....c*	325	1889	1,000	2,030,000	4½g.	M. & N.	do do	Nov. 1, 1918
Kan. Div. and Col. Tr. M., gold, red. at 110....c*&r	767	1891	1,000	See text.	5 g.	M. & N.	.....	May 1, 1921
Collat. trust gold notes for $24,000,000.....c&r	....	1891	1,000&c	11,430,000	6 g.	F. & A.	N. Y., Drexel, M. & Co.	Aug. 1, 1894
Equip. bonds Series A, 1/10 due yearly in Oct . c*	....	1887	1,000	358,000	5	A. & O.	do do	$72,000 yrly.
Do Series B, 1/10 due yearly in April....	....	1888	1,000	1,052,000	5	A. & O.	do do	210,000 yrly.
Do Series C, 1/10 due yearly in October.	....	1890	1,000	671,000	5	A. & O.	do do	1/10 yearly Oct.
Union Pacific Denver & Gulf—Stock for $36,000,000	....	....	100	32,786,982	....	.....	.....	.....
Colorado Central 1st mort., $15,000 per m.....c	328	1879	1,000	4,788,000	7	J. & J.	N. Y., Un. Trust & Bost.	July 1, 1909
Denv. Tex. & Ft. Worth 1st M. ($20,000 p.m.) g.c*	165	1887	1,000	721,000	5 g.	M. & N.	do do	Nov. 1, 1937
Denver Texas & Gulf 1st M. ($20,000 p. m.) g..c&r	138	1887	1,000&c	1,032,000	5 g.	A. & O.	do do	Apr. 1, 1937
U.P. Den. & Gulf con. M., gold, sub. to call at 105.c*	824	1890	1,000	15,801,000	5 g.	J. & D.	do do	Dec. 1, 1939
Ft. Worth & Denv. City 1st M., $18,000 p. m., g.c*	450	1881	1,000	8,176,000	6 g.	J. & D.	do do	Dec. 1, 1921
Union Pacific Lincoln & Colorado—Stock.....	....	....	....	2,309,800	....	.....	.....	.....
1st M. ($20,000 per mile), gold, guaranteed....c*	225	1888	1,000	4,431,000	5 g.	A. & O.	N.Y., Union Tr. & Bost.	Apr. 1, 1918
United N. J. RR. & Canal Co.—Stock, 10 p. c. guar..	....	....	100	21,240,400	10 p. an.	Q.—J.	Phila. and N.Y., Offices.	Oct. 10, 1893
General Mortgage of 1871 (now 1st mort.) secures all equally..	238 miles r'd and canal.							
ster. loan, s. f. $36,920 yr. not dr., g.c		1869	£200	1,846,000	6 g.	M. & S.	Lond'n, J.S. Morgan & Co	Mch. 1, 1894
do do do $36,000 yr. not dr., g.c		1871	200	1,800,000	6 g.	M. & S.	do do	Mch. 1, 1894
cur. loan, s. f. $40,000 yr. not dr'n.r		1871	1,000	2,000,000	6	A. & O.	Philadelphia, Penn. RR.	Oct. 1, 1894
loans of 1901, gold.....c		'73-'76	1,000	5,669,000	6 g.	M. & S.	do do	Mch. 1, 1901
loan of 1908, gold.....r		1878	1,000	841,000	6 g.	M. & S.	do do	Sept. 1, 1908
loan of 1923, gold.....r		1883	1,000	1,824,000	4 g.	F. & A.	do do	Feb. 1, 1923
loan of 1929, gold.....c&r		1889	1,000	6,020,000	4 g.	M. & S.	do do	Sept. 1, 1929

trust deed was given in V. 53, p. 528-531. The stocks deposited carry the control of all the most important branches of the system. The notes are redeemable at the company's option at par on 30 days notice. New York Stock Exchange in Sept., 1893, reports only $9,390,000 listed; company reports outstanding July 24 as in table.

LAND GRANT.—The proceeds of land sales on the Union Pacific main line are applicable to the sinking fund mortgage 8 per cent bonds. On the Kansas Pacific the cash income from land belongs to to the consolidated and the Denver Extension mortgages. On January 1, 1893, the company had in cash and in land contracts from the Union Pacific grant aggregated $4,619,952, and the interest to accrue on land contracts was estimated at $1,000,000. On same date the U. P. lands unsold were 3,297,000 acres, estimated at $3,079,000; the Kansas Pacific lands unsold, 3,171,000 acres, estimated at $10,148,500, this last including 2,102,000 acres, valued at $5,340,000, covered by Denver Extension mortgage.

FINANCES, &C.—The company for a number of years extended rapidly and built and acquired much new mileage, but under the express covenants of the trust deed securing the collateral 6 per cent gold notes no extensions can be made, no leases or guaranties of any kind assumed, no bonds issued, extended or endorsed upon any part of the system without the unanimous consent of a committee consisting of J. Pierpont Morgan, John A. Stewart, Edward King and A. E. Orr. V. 55, p. 545. As to extension of sink. fund 8s due Sept. 1, 1893, see above.

LATEST EARNINGS.—For 7 months ending July 31 earnings were:

	Gross Earnings.		Net Earnings.	
Jan. 1 to July 31.	1893.	1892.	1893.	1892.
Oregon S. L. & U. N.	$3,679,657	$3,991,034	$1,392,659	$1,558,932
O. Ry. & N. rail lines	2,136,810	2,343,940	415,495	475,131
Un. Pac. Den. & Gulf.	3,138,649	3,209,892	580,200	680,144
St. Jo. & Grand Isl'd.	679,012	645,730	194,899	217,174
All other lines.....	11,539,231	12,502,278	3,576,893	4,761,337
Tot. "Un. Pac. Sys.".	$21,173,359	$22,692,874	$6,160,146	$7,692,718
Cent. Br. & l'sed lines.	589,610	696,214	101,103	235,528
½ R'ds jointly own.	259,715	339,335	40,635	64,505
Grand total of all.	$22,022,684	$23,728,423	$6,301,884	$7,992,751

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting in Boston last Wednesday in April. Report for 1892 at considerable length in CHRONICLE, V. 56, p. 710, 712; see article p. 693.

On the "Union Pacific System" proper, operations were as follows:

Year ending Dec. 31—	1890.	1891.	1892.
Average miles operated..	7,562	7,668	7,673
Passengers carr'd one mi.	399,664,486	342,481,860	351,909,299
Rate per pass'gr per mi..	2·336 cts.	2·477 cts.	2·398 cts.
Tons carried one mile.....	2,115,988,741	2,192,287,955	2,275,535,670
Rate per ton per mile....	1·381 cts.	1·343 cts.	1·316 cts.
Gross earnings.....	$43,049,248	$42,699,588	$43,135,099
Operating exp and taxes.	30,811,164	29,160,278	28,764,979
Net earnings (over taxes).	$12,238,084	$13,539,310	$14,370,120
P. c. of op. ex to earnings	71·57	68·29	66·69

The company's income account, including results on all lines operated, was as below:

Year ending Dec. 31—	1890.	1891.	1892.
Net earnings.....	$12,238,084	$13,539,310	$14,370,120
Cent. Br'ch U. P net earn.	115,989	168,818	423,913
Investments out. of sys..	606,539	837,151	844,445
Int. on S. F. 8 p. c. bonds.	.....	244,720	99,920
Int. on K.P. con. bds. rep'd.	381,300	377,100	486,230
Miscellaneous.....	93,946	172,955	272,223
Total receipts.....	$13,435,856	$15,340,054	$16,496,851
Interest on bonds.....	$9,664,496	$10,191,682	$10,844,044
Sinking funds.....	1,064,489	1,087,901	1,093,239
Div. on O. Ry. & N. stock..	651,820	591,951	597,600
Discount and interest.....	731,184	687,469	.....
Discount on bonds sold, &c.	65,714	4,032	111,223
Loss on roads op. jointly..	15,007	.....	.....
Misc. incl. N. P. Ter. int....	377,417	257,252	357,711
Profit and loss.....	147,045	161,495	65,144
Total disbursements...	$12,657,172	$12,981,782	$13,068,961
Surplus.....	778,686	2,358,272	3,427,890
United States requirements	1,053,723	1,293,230	1,358,134
Balance.....	Def. $275,037	Sur. 1,065,042	Sur. $2,069,756

—(V. 54, p. 526, 561, 705, 719, 722, 725, 1079, 1111; V. 56, p. 42, 84, 165, 502, 693, 700, 710, 712, 841; V. 57, p. 181, 257, 300, 376.)

Union Pacific Denver & Gulf.—*(See Map.)*—This company's road extends from Cheyenne, Wy., to Orin Junction, 154 miles; Denver to Bessemer Junction, Col., 129 miles; Trinidad, Col., to Texas State Line, Tex., 137 miles; La Salle, Col., to Julesburg, 151 miles; branches (89 miles of which narrow gauge), 315 miles; total, 886 miles. Trackage, Denver & Rio Grande, Gulf Junction to Trinidad, 92 miles, and branches, 16 miles. Controls Fort Worth & Denver City RR., Texline, Texas, to Fort Worth, 455 miles, and Pan-handle Railroad, 15 miles, making a grand total in system of 1,463 miles.

ORGANIZATION.—This was a consolidation in April, 1890, of the Denver Texas & Fort Worth and several Union Pacific lines. It is controlled and operated under traffic contract by the Union Pacific, which guarantees the Denver & Gulf enough business to pay interest and taxes. See V. 49, p. 720.

STOCK.—Capital authorized $36,000,000, of which $32,634,482 had been issued on January 1, 1893, $13,251,882 of this being owned by the Union Pacific Company and $3,406,800 by the company itself. In addition the stock of constituent companies outstanding on January 1, 1893, amounted to $1,202,610. In the table above the stock is given as reported by the company on July 1, 1893. The N. Y. Stock Exchange on July 14, 1893, gave the stock as $13,151,700. The company holds in its treasury $7,766,000 of the capital stock of $9,375,000 of the Fort Worth & Denver City Railway Co., which see.

BONDS.—The consolidated mortgage provides for bonds at $25,000 per mile of single and $35,000 per mile of double-track of completed railway (and for further amounts on the pledging with the trustee of certain securities), sufficient bonds being reserved to retire the divisional bonds at or before maturity. There is no sinking fund for the consols, but the whole issue as an entirety is subject to call for payment at 105 on any interest day after six weeks' notice. Consols are indorsed with the U. P. guaranty of interest. See V. 56, p. 696. Abstract of mortgage V. 51, p. 244.

The amount of consols outstanding in the table above is that reported by the N. Y. Stock Exchange in March, 1893. The Union Pacific report for 1892 gave the total outstanding January 1, 1893, as $15,714,000, of which the Union Pacific Co. held $7,262,000 and the company itself $944,000.

See U. P. for the securities of this company pledged as security under U. P. trust deeds. The floating debt Jan. 1, 1893, was $1,397,945.

LATEST EARNINGS.—Jan. 1 to July 31, 1893 (7 mos.), gross, $3,138,649, against $3,209,892 in 1892; net, $580,200, against $680,144.

ANNUAL REPORT.—The income from the Fort Worth & Denver City is not included in the gross and net earnings in the table below, but the profit from its operations is added to get the final result.

Year ending Dec. 31.	1890.	1891.	1892.
Average miles operated.....	927	983	986
Gross earnings.....	$3,738,573	$3,732,244	$4,135,241
Net earnings.....	$809,901	$656,993	$760,178
Add income from invest's, &c.	70,861	81,539	83,874
Guaranty account.....	.....	464,089	379,455
Total income.....	$880,762	$1,202,620	$1,223,507
Interest on bonds.....	$821,325	$1,202,620	$1,219,027
Rental of track.....	148,353	.....	.....
Discount, interest, etc	81,604	26,852	4,480
Balance, deficit.....	$170,521	$26,852	None.
Profit on Ft. W. & D. C.....	275,292	64,735	3,380
Surplus for year.....	$104,771	$37,883	$3,380

—(V. 51, p. 143, 193, 244; V. 52, p. 679; V. 54, p. 719; V. 57, p. 300.)

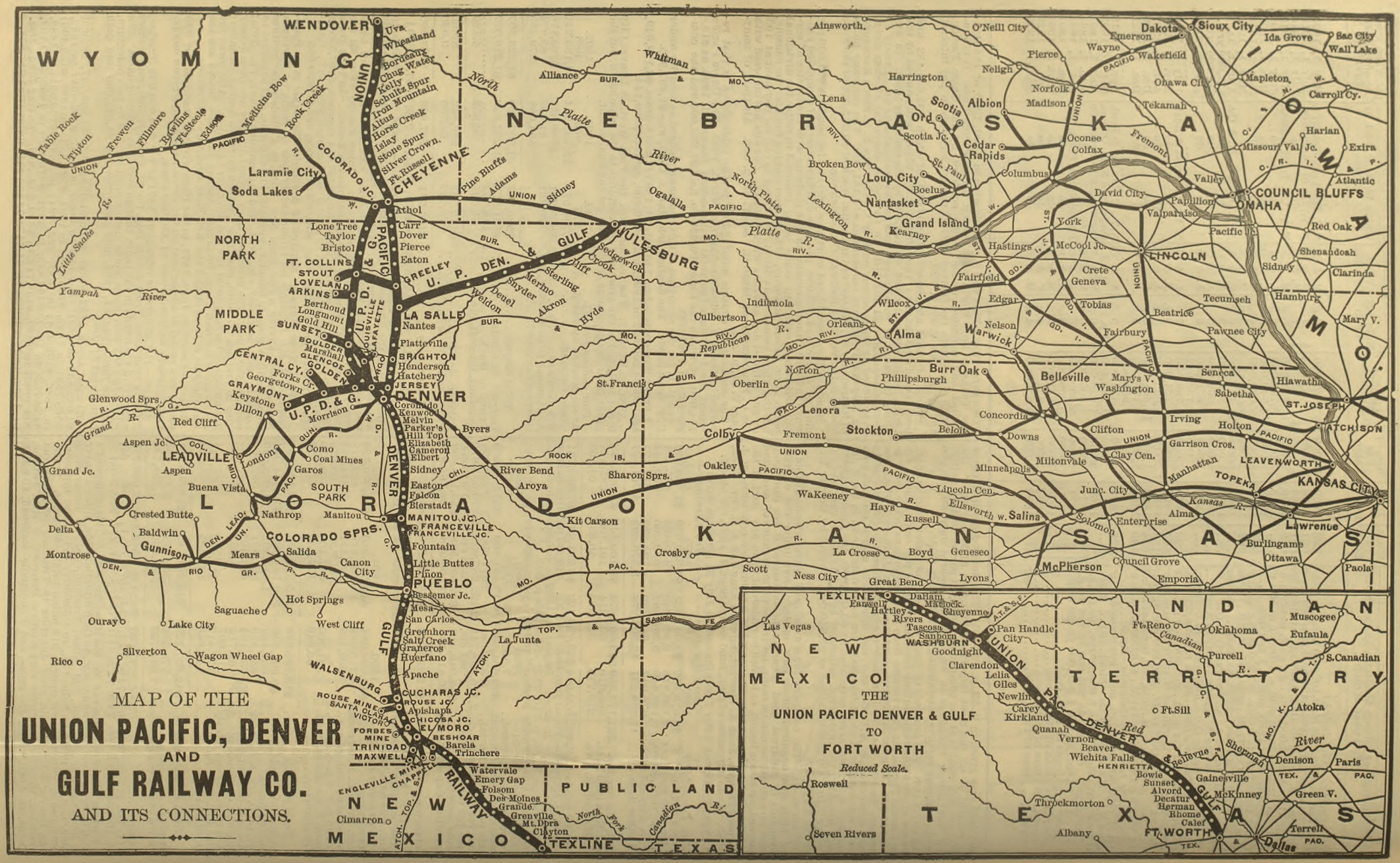
Union Pacific Lincoln & Colorado.—Owns from Salina to junction with the Kansas Pac. Ry. at Oakley, Kan., 225 miles. The bonds are guaranteed by Union Pac., by endorsement; trustee of mortgage is the American Loan & Trust Co., of Boston; sinking fund of ⅔ of 1 per cent yearly, but bonds cannot be drawn. Union Pacific owns all the stock except what is held by certain counties in Kansas. In 1892 gross earnings, $326,869; net over taxes, &c., $205,411 (against $107,599 in 1891); traffic guaranty, $18,113; total net income, $223,525; interest, $223,525, and sinking fund, $30,053; balance, deficit, $30,053.

United New Jersey Railroad & Canal Co.—*(See map Pennsylvania R. R.)* Controls an important system of roads in Northern New Jersey, having a line from New York to Philadelphia, another from Perth Amboy to Camden, opposite Philadelphia, and branches to Long Branch, Berkeley, etc., N. J., and to Manunka Chunk, Pa. Total mileage 450 miles. The principal lines owned directly are from Jersey City to Trenton, 56 miles, and from Camden to South Amboy, 61 miles; 9 branches, 29 miles; total (owned directly) 146 miles. Also owns the Delaware & Raritan Canal, 66 miles. Among the lines leased are the Philadelphia & Trenton and the Belvidere Delaware—which see.

LEASE.—Leased in June, 1871, to the Pennsylvania Railroad for 999 years, at a rental of 10 per cent on the stock, besides interest on bonds. Pennsylvania Railroad owns $1,350,000 stock.

BONDS.—The general mortgage of 1871 is for $20,000,000 (trustee, Fidelity Insurance Trust & Safe Dep. Co. of Philadelphia), and secures equally all the bonds in the table, though issued at different dates. The 6s due in 1894 were plain bonds merely until secured by this indenture. Sinking funds Dec. 31, 1892, held securities for $4,647,000 and cash uninvested $11,068.

EARNINGS.—In 1892 gross $19,001,658; net, $3,865,707, against $4,089,803 in 1891. Net loss to lessee in 1881, $302,864; in 1882, $568,759; in 1883, $635,914; in 1884, $593,536; in 1885, $159,496; in 1886, $179,016; in 1887, $227,991; in 1888, $160,501; in 1889, $138,712; in 1890, $396,885; in 1891, $276,455; in 1892, $299,198. Net profit in 1889, $138,712, in 1890, $396,885. Sinking funds, Dec. 31, 1892, held securities for $4,647,000 and cash uninvested $11,068.



MAP OF THE

UNION PACIFIC, DENVER AND GULF RAILWAY CO.

AND ITS CONNECTIONS.

THE UNION PACIFIC DENVER & GULF TO FORT WORTH

Reduced Scale.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Utica Chen. & Susq. Val.—Stock, 6 p.c. gu. by D.L.&W.	97	....	$100	$4,000,000	6 per an.	M. & N.	N. Y., Del. L. & W. RR.	May 1, 1893
Utica Clinton & Bingh'ton—1st M., guar. D. & H....c	31	1889	1,000	800,000	5	J. & J.	N. Y., Security & Tr. Co.	July 1, 1939
Valley (N. Y.)—Stock, 5 p. c. guar. by D. L. & W....	12	....	100	750,000	5 per an.	J. & J.	N. Y., Del. Lack. & West.	July, 1893
1st mortgage (for $500,000).....	12	1881	....	400,000	5	F. & A.	do do	Aug. 1, 1911
Valley (Ohio)—1st mort., Cleve. to Canton, gold..c*	59	1879	100 &c.	1,600,000	7 g.	J. & D.	Dec.,'91, coup. last paid.	June 15, 1906
Consol. mort. ($4,000,000) gold, s.f., not dr'n..c*&r	83	1881	1,000	2,400,000	6 g.	M. & S.	Mar.,'92, coup. last paid.	Sept. 1, 1921
Valley (Virginia)—1st mortgage for $1,000,000 ..c	62	1881	1,000	750,000	6	A. & O.	N. Y., Merc. Tr. & Balt.	Oct. 1, 1921
Vermont & Mass.—Stock, 6 p. c. guar. by Fitchburg	59	....	100	3,193,000	6 per an.	A. & O.	Bost., 53 Devonshire St.	Oct. 8, 1893
Bonds, not mortgage (guar. by Fitchburg RR.).c*	....	1883	1,000	1,000,000	5	M. & N.	Boston, Fitchburg RR.	May 1, 1903
Vermont Valley of 1871—Stock.....	24	....	50	1,000,000	6 per an.	J. & J.	Bellows Falls.	July 1, 1893
1st M., with $500,000 Sul. Co. RR. stock as col..c*	24	1880	1,000	800,000	5	A. & O.	Boston, S. Dep. & Tr. Co.	Oct. 1, 1910
Vicks. Shrevep. & Pacific—Prior lien mort., gold..c*	188	1885	1,000	1,323,000	6 g.	M. & N.	N. Y., Central Trust Co.	Nov. 1, 1915
1st mortgage, gold.....c*	188	1881	1,000	4,000,000	6 g.	J. & J.	N. Y., Farm. L. & Tr. Co.	Jan. 1, 1920
3d M. and 1st M. on land, $2,500,000, gold.....c*	188	1886	1,000	2,045,875	4-5 g.	J. & J.	July, '88, coup. last p'd.	Jan. 1, 1916
Inc. bds., non-cum. (there are also $127,000 old 6s)	....	1887	....	494,860	4	----	.....	Jan. 1, 1920
Va. Midland—Stock ($10,800,000 auth.) see text..	....	....	100	6,006,143	....	.....	.....	.....
Mort., 1st ser., 1st M. Alex. to Gordonsv. &br., 97m.	97	1881	100 &c.	600,000	6	M. & S.	Balt., Nat. Mech'cs' Bk.	Mch. 1, 1906
2d series, 1st mort., Charlot. to Lynch., 60 m.).	157	1881	100 &c.	1,900,000	6	M. & S.	do do	Mch. 1, 1911
3d series, 2d lien on 60 miles; 3d on 97 miles...	157	1881	100 &c.	1,100,000	6	M. & S.	do do	Mch. 1, 1916
4th series, 4 per cent till March 1, 1901.....	157	1881	100 &c.	950,000	4-5	M. & S.	do do	Mch. 1, 1921
5th series, 1st on 115 miles.....	272	1881	100 &c.	1,775,000	5	M. & S.	do do	Mch. 1, 1926
6th series.....	75	1881	1,000	1,310,000	5	M. & S.	do do	Mch. 1, 1931
Gen. mort., int. guar. by R. & D., $12,500,000.c*	347	1886	1,000	2,392,000	5	M. & N.	N. Y., Central Trust Co.	May 1, 1936
General mort., prin. and int. guar. (endorsed) gold	347	1886	1,000	2,466,000	5 g.	M. & N.	do do	May 1, 1936
Charlotev. & Rapid. (l'sed) 1st M., s. f., dr'n at 100.c*	28	1879	100 &c.	412,100	6	J. & J.	Phila. Tr. & Safe Depos.	July 1, 1913
Franklin & Pittsylvania (leased) 1st mortgage..	....	....	....	.....	....	J. & J.	N. Y., Central Trust Co.	.....
Virginia & Truckee—Stock.....	....	....	....	5,000,000	(†)	----	.....	(†)
Wabash RR.—St. L. K. C. & No. 1st mort. (North Mo.)	354	1865	1,000	6,000,000	7	J. & J.	N. Y., Bk. of Commerce.	July 1, 1895
St. L. K. C. & No. 2d M., real estate and railway..c	373	1874	1,000	3,000,000	7	M. & S.	do do	Sept. 1, 1895
St. Charles Bridge 1st mortgage, gold.....c*	....	1878	1,000	1,000,000	6 g.	A. & O.	do do	Oct. 1, 1908
2d mortgage.....	....	1878	500 &c.	388,500	7	A. & O.	do do	Oct. 1, 1903

Utica Chenango & Susquehanna Valley.—Owns from Utica, N. Y., to Greene, N. Y., 75 miles; branch to Richfield Springs, 22 miles; total, 97 miles. Road opened October, 1872. Leased to Delaware Lackawanna & Western at 6 per cent on stock. Has no bonded debt.

Utica Clinton & Binghamton.—Owns from Utica, N. Y., to Randallville, N. Y., 31 miles. Leased during continuance of charter and renewals thereof to Delaware & Hudson Canal Company, which pays rental of $61,500 per annum. Operated by the New York Ontario & Western. The street lines owned by the company are leased to Utica Belt Line Street Railroad Company for $15,000 per annum. Capital stock, $849,285 (par $100), of which city of Utica holds $200,000, with interest guaranteed 5 per cent, the balance paying 1¾ per cent.

Valley (N. Y.) Railroad.—Owns from Binghamton, N. Y., to State Line of Pennsylvania, 12 miles. Opened October, 1871. Leased to Delaware Lackawanna & Western at 5 per cent per annum on stock, the lessee assuming the interest on bonds

Valley (Ohio).—Owns from Cleveland, O., to Valley Junction, O., 75 miles, and 13 miles of small branches. In June, 1892, the company being financially embarrassed, Henry M. Keim and J. K. Bole were appointed receivers. V. 54, p. 1011; V. 55, p. 23. Of the $2,400,000 consols given above as outstanding, $876,000 on March 1, 1892, were pledged as collateral for loans. This mort. is a first lien on the Cleveland terminal property. On July 1, 1892, the report to the Ohio State RR. Commissioners showed funded debt $3,259,099; current liabilities, $1,688,376. Capital, $1,261,973; par, $50. Control acquired in 1889 by the Baltimore & Ohio. Earnings in 1891-92, $738,945; net, $178,932, against $230,890 in 1890-91; interest on bonds, $281,797; taxes, etc., $22,994; net deficit, $122,902. Receiver's certificates for $40,000 were to be issued for betterments. In September, 1892, certain of the first mortgage bondholders filed with the court a protest against foreclosure. (See V. 55, p. 178; V. 54, p. 1011; V. 55, p. 23, 178, 422.)

Valley (Virginia).—Owns from Harrisonburg to Lexington, Va., 62 miles. By this and connecting lines under Baltimore & Ohio control, the distance from Lexington is 243 miles to Baltimore and 217 miles to Wasnington. The Baltimore & Ohio owns $1,020,000 stock and the City of Baltimore $1,000,000 stock. Stock authorized, $3,200,000; outstanding, $2,712,200 (par, $100). In year 1891-92 gross earnings were $146,405; net, $22,563; deficit under charges, $23,405.

Vermont & Massachusetts.—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 on stock. The lessee to September 30, 1892, had invested $1,544,526 in improvements for this road.

Vermont Valley of 1871.—Owns from Bellows Falls to Brattleboro, Vt., 24 miles; and by ownership of stock the Sullivan County RR. from Bellows Falls to Windsor, Vt., 26 miles; total, 50 miles. Controlled in the interest of the Connecticut River RR., which is now operated by the Boston & Maine. The Sullivan County RR. stock of $500,000 is deposited as additional security for the above mortgage bonds. Dividends since 1880 have been: In 1881, 4½ per cent; in 1882, 4; from 1883 to July, 1893, 6 per cent yearly. In year 1893 gross earnings, $206,415, against $202,290 in 1892; net, $66,385, against $81,691.

Vicksburg Shreveport & Pacific.—*(See Map Cincinnati New Orleans & Texas Pacific.)*—From Delta, La., on Mississippi River, to Shreveport, 170 miles, and extension to Texas State Line, 18 miles (the latter leased to Texas & Pacific); total, 188 miles.

ORGANIZATION AND STOCK.—Successor to Vicksburg Shrev. & Pacific sold in foreclosure Dec. 1, 1879. The stock is $1,601,500 (par $100), of which the Alabama New Orleans & Texas Pacific Junction Railroad Company holds a majority, together with $3,692,000 of the 1st mortgage and $965,500 3d mortgage bonds.

BONDS, ETC.—Third mortgage carries 4 per ct. till 1894, thereafter 5. Interest began January, 1888, but only the first coupon has been paid. Net proceeds of land sales go to payment of interest on these bonds if necessary, otherwise to sinking fund; no bonds drawn (see V. 43, p. 104). Bonds received in payment for lands. Lands unsold June 30, 1893, were 220,442 acres. Trustees of prior lien mortgage and of 3d mortgage, Cent. Trust Co.; of 1st mort., Farmers' Loan & Trust Co. Car trusts June 30, 1893, $31,229, due 1894. Coupons due and unpaid to June 30, 1893, 1st mortgage, $1,144,520; 3d mortgage, $310,965. Nov., 1891, final payment of $5,000 was made on coupon of this mortgage due July 1, 1888.

LATEST EARNINGS.—From July 1, 1892, to Dec. 31, 1892 (6 mos), gross, $314,409, against $376,397 in 1891; net, $85,000, against $125,358.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was in V. 55, p. 804. In 1892-93 gross earnings were $561,925, agst. $632,870 in 1892; net, $122,359, against $153,882; income from land sales, etc., $4,096; interest, $404,058; balance, deficit, $277,603, agst. $199,933. (V. 51, p. 303; V. 53, p. 639; V. 55, p. 543, 804; V. 57, p. 467.)

Virginia Midland.—*(See Map of Richmond & Danville).*—LINE OF ROAD.—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 51 miles leased to Baltimore & Ohio), small branches, 9 miles; total owned, 348 miles. Leases: Charlottesville & Rapidan Railroad, Orange Court House to Charlottesville, 28 miles; Franklin & Pittsylvania Railroad (3 feet), Pittsville to Rocky Mountain, 30 miles; total leased, 58 miles. Total owned and leased, 406 miles; of which 51 miles, Strasburg Junction to Harrisonburg, is leased to the Baltimore & Ohio (in perpetuity at B. & O.'s option for $89,250 yearly), and 9 miles to Chesa. & O., leaving 347 miles operated.

LEASE.—In April, 1886, leased to the Richmond & Danville on the basis of a payment of the fixed charges and the payment by the lessee of any balance of net earnings to the Virginia Midland Company. The lessee may if it chooses advance the money for interest on the six series of prior bonds, if earnings are insufficient, but guarantees positively the general mortgage interest. The Richmond Terminal Co. owns $4,524,233 stock, mostly pledged under trust deeds.

In June, 1892, the Richmond & Danville and the Richmond Terminal were placed in receivers' hands (see those companies), but interest on the Va. Midland bonds has been paid regularly, and under the Drexel-Morgan reorganization plan the bonds themselves are not disturbed.

BONDS.—The fourth series bonds bear 4 per c't till Mar. 1, 1901, and 5 thereafter. Of the $12,500,000 general mortgage bonds, $7,635,000 are held to retire the serial bonds. See abstract of mortgage, V. 47, p. 23. Part of the general mortgage bonds bear the endorsed guarantee in gold as to principal and interest of the Richmond & Danville. (See form of guaranty, V. 56, p. 650.) The unstamped bonds are currency bonds but may be stamped guaranteed in gold on a payment of 2½ p. c.

EARNINGS.—For the year ending June 30, 1892, gross $2,113,124; net, $798,981; surplus over charges, $82,952. In 1890-91 gross, $2,282,400; net, $821,812.—(V. 53, p. 843.)

Wabash Railroad.—Operates as follows, viz.:

Owns East of Miss. River.	*Miles.*
Toledo, O., to East Hannibal, Camp Pt. and Elvaston, Ill.	536
Decatur, Ill., to E. St. Louis..	110
Junc. near Chicago to Effingham and Altamont, Ill.....	216
Streator to Fairbury.....	32
Edwardsville to Edwardsville Crossing, Ill.....	8
Delrey, near Detroit, to Butler	110
Montpelier, O., on line to Detroit, to Clarke Junction, near Chicago.....	150
Total.....	1,162
Leases East of Miss. River.	
Eel River RR. (which see), Butler to Logansport, Ind..	94

Owns West of Miss. River.	*Miles*
St. Louis to near Kansas City	275
St. L. Levee to Ferguson, Mo.	11
Moberly to Ottumwa, Mo....	131
Salisbury to Glasgow, Mo....	15
Leases West of Miss. River.	
Brunswick to Pattonsb'g, Mo.	80
Centralia to Columbia, Mo...	21
Owned & leased W. of Miss.	533
Total east and west of Miss.	1,789
Trackage, etc.	
Chicago to Clarke Junction..	26
8 short lines to Quincy, Detroit, &c., (9 m. being own'd)	88
Operat'd for Purchasing Com.	70
Maysv. to Pittsfield (leased)...	6
Gr. total oper'd May, 1893.	1,979

HISTORY, ORGANIZATION, &c.—The Wabash St. Louis & Pacific, which was a consolidation in 1879 of the Wabash Railway and the St. Louis Kansas City & Northern, was sold in foreclosure in 1889, this company being organized on July 12, 1889. For outline of reorganization plan see INVESTORS' SUPPLEMENT up to January, 1889.

The Boone Co. & Booneville RR. is leased till May, 1973. The Brunswick & Chillicothe was leased to St. Louis Kansas City & Northern for 999 years. Its bonds bear 6 per cent interest till August 1, 1900, then 8 per cent till maturity. Entrance to Chicago is secured over the Chicago & West Indiana, of whose stock this company owns $1,000,000. As to line completed in May, 1893, see below.

CAPITAL STOCK.—The capital stock is $52,000,000, of which $24,000,000 is preferred, having a preference of 7 per cent per annum non-cumulative, and $28,000,000 is common; par both, $100.

BONDS.—Abstracts of the mortgages of 1889 were in V. 49, pp. 270-273. The *first mortgage* covers all the lines owned both east and west of the Mississippi, excepting the Detroit & Chicago extension, 150 miles—see below—and enough bonds are retained to retire the prior liens on roads west; but the *second mortgage* covers only lines east of the river, 1,012 miles. Of the *debenture mortgage* bonds $3,500,000 are series A (preferred in respect to interest payments only) and $26,500,000 series B. Series "A" received 6 per cent interest in 1890; in 1891, 6; in 1892, 6; in 1893, January, 3 per cent; July, 3 per cent.

The *Detroit & Chicago Extension* bonds cover 150 miles, completed in May, 1893, from Montpelier, Ind., to Clarke Junction, 26 miles from Chicago. The company agrees to keep the earnings of this division separately, and having paid therefrom the interest on these bonds, to apply the surplus earnings in any year up to an amount equal to 2 per cent of the bonds outstanding, to a sinking fund for the issue, the bonds to be purchased or drawn by lot and paid at 110; but no more than $70,000 bonds are to be redeemed in any one year. Mortgage is for $3,500,000. Trustee, Central Trust Company. See full abstract in V. 54, p. 1049.

OBLIGATIONS ON LEASED LINES other than on the bonds in the table above are: Eel River Railroad Co.—Annual rental charge, $75,000 per annum, April 1, 1892, to April 1, 1895; $90,000 per annum, April 1, 1895, and thereafter. Also $500 per annum for organization expenses. Louisiana & Pike County Railroad—Annual rental charge, $800.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Wabash—(Concl'd)—1st M., gold, ($34,000,000)...c	1,545	1889	$1,000	$22.630,000	5 g.	M. & N.	N. Y., Central Trust Co.	May 1, 1939
2d mortgage, gold.....c	1,012	1889	1,000	14,000,000	5 g.	F. & A.	do do	Feb. 1, 1939
Deb. mort., inc., non-cum., series A, red. at par.	1,545	1889	1,000	3,500,000	6	J. & J.	N. Y., Company's Office.	July 1, 1939
Do. do. inc., non-cum., series B, red. at par..	1,545	1889	1,000	26,500,000	6	J. & J.	.....	July 1, 1939
Det. & Chic. Exten. [1st M., gold, red. at 110.c*	150	1891	1,000	3,500,000	5 g.	J. & J.	N. Y., Central Trust Co.	July 1, 1941
LEASED LINE BONDS—								
St. Louis Council Bluffs & Omaha 1st mortgage..	42	1878	1,000	577,000	6	J. & J.	N. Y., Bank of Com'erce	July 1, 1908
Boone Co. & Booneville 1st mortgage, int. guar..	22	1873	1,000	100,000	7	M. & N.	do do	May 1, 1903
Brunswick & Chillicothe 1st mortgage, int. guar.	38	1878	100 &c.	304,500	6 to 8	F. & A.	Boston, Bank Redemp'n	Aug. 1, 1903
Wabash Chester & Western—1st mortgage.....	....	1888	....	300,000	5	J. & J.	.....	July 1, 1918
1st consolidated mortgage, $1,000,000, gold...c*	65	1893	1,000	390,000	5 g.	J. & J.	N. Y., Nat. Bank Com.	Jan. 1, 1928
Wallkill Valley—1st mortgage.....	....	1877	....	250,000	7	J. & J.	N.Y., Of., 5 Vanderbilt Av	Aug. 1, 1917
2d mortgage.....	....	1877	....	330,000	7	J. & J.	do do	Aug. 1, 1917
Ware River—SEE BOSTON & ALBANY.								
Warren (N. J.)—Stock, 7 p. c. perp., guar. D. L.& W	18	1855	50	1,800,000	7 per an.	A. & O.	N. Y., Del. L. & W. RR.	Oct., 1893
2d mortgage, now 1st.....	18	1870	100	750,000	7	A. & O.	do do	Oct. 15, 1900
1st consolidated mortgage	18	1875	....	600,000	7	M. & S.	do do	Mch. 1, 1905
West Jersey—Stock, $112,850 is 6 p. c. "special"..	....	....	50	2,729,000	7 per an.	M. & S.	Phila., Of., 233 S. 4th St.	Sept. 15, 1893
1st M., cum. sink. fd. $12,500 yearly, not drawn.c*	38	1866	500 &c.	1,000,000	6	J. & J.	do do	Jan. 1, 1896
1st consolidated mortgage.....c*	63	1869	500 &c.	1,000,000	7	A. & O.	do do	April, 1899
Consolidated mortgage.....r	128	1879	500 &c.	752,900	6	M. & N.	do do	Nov. 1, 1909
Salem RR. and Ocean City RR. bonds.....r*	....	....	1,000	200,000	4 & 5	Various	do do	1912 & 1925
Swedesboro Railroad bonds.....	11	1868	100 &c.	200,000	7	J. & D.	do do	Dec., 1898
Woodstown & Swedesboro 1st mortgage.....c*	11	1882	1,000	90,000	6	M. & N.	do do	May 1, 1912
West Jersey & Atlantic—Stock.....	....	....	50	994,850	See text.	M. & S.	Phila., Of., 233 S. 4th St.	Sept. 15, 1890
1st M. Newfield to Atlan. C., 33 m., dr'n at 100.c&r	33	1880	1,000	94,000	6	M. & S.	Phila., Fidelity I. T. Co.	Sept. 1, 1910
Pleasantville & Ocean City 1st mortgage.....c&r	7	1880	100 &c.	80,000	6	J. & J.	Phila., Penn. RR. Office.	July 1, 1910
West Shore—1st mortgage, guar. by N.Y.C.&Hud.c&r	448	1885	1,000&c	50,000,000	4	J. & J.	N. Y., Gr'd Cent. Depot.	Jan. 1, 2361
Syracuse Ontario & New York 1st mortgage.....	45	1883	1,000	1,100,000	6	J. & D.	.....	1933
West Virginia Central & Pittsburg—Stock.....	....	....	100	5,500,000	1	Yearly.	Baltimore, Co.'s Office.	Mch. 1, 1893
1st mortgage, ($25,000 per mile) gold.....c*	122	1881	1,000	3,000,000	6 g.	J. & J.	Balt., Hambleton & Co.	July 1, 1911
West Virginia & Pittsb.—1st M., s. f. not dr'n, gold.c*	160	1890	1,000	4,000,000	5 g.	A. & O.	N. Y., Farm. L. & Tr. Co.	Apr. 1, 1990
West'n (Ala.)—Con. M., g., gu. by C.Ga. and Ga. RR.c*	138	1888	1,000	1,543,000	4½g.	A. & O.	N.Y. Guar. & Indem. Co.	Oct. 1, 1918

GENERAL FINANCES.—The company in May, 1893, completed the line from Montpelier, Ind., to Clarke Junction, near Chicago, on which it had issued $3,500,000 bonds. The annual rental for trackage between these points was formerly over $90,000, without the right to local traffic. The new road, taking local business into account will, it is believed, earn more than its interest charge of $175,000 per annum. On July 1, 1893, there was no floating debt except $247,641 rolling stock notes payable monthly, chargeable to operating expenses.

LATEST EARNINGS.—July 1 to July 31, 1893 (1 month), gross, $1,150,-784, against $1,115,302 in 1892; net, $243,571, against $240,329.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting at St. Louis second Tuesday in September. Report for 1891-92 at length in CHRONICLE, V. 55, p. 460, 466, showing results as follows:

Year ending June 30—	1891.	1892.	1893.
Average mileage	1,922	1,922	1,979
Passengers carried one mile.	140,904,203	170,201,067	177,119,065
Rate per passenger per mile	2·178 cts.	2·057 cts.	2·009 cts.
Freight (tons) car'd one mile.	1,209,179,055	1,390,510,161	1,409,033,000
Rate per ton per mile	0·733 cts.	0·705 cts.	0·683 cts.
Gross earnings	$13,028,288	$14,389,331	$14,220,444
Maintenance of way.....	$1,703,289	$1,936,902	$1,934,704
Motive power.....	2,611,587	2,826,392	2,932,828
Maintenance of cars.....	901,121	1,287,647	1,163,602
Transportation and general.	4,349,225	4,781,586	4,776,471
Total oper. expenses....	$9,565,223	$10,832,527	$10,807,604
Net earnings.....	$3,463,065	$3,556,804	$3,412,839
Per ct. oper. exp. to earn'gs.	73·40	75·28	76·00
From rent of tracks, &c.....	372,740	388,618	519,086
Total net income.....	$3,835,805	$3,945,422	$3,931,925
Taxes.....	$417,700	$464,549	$457,368
Track, bridge rent., &c.....	504,976	505,272	512,275
Int'st on bonds and rentals.	2,666,838	2,674,125	2,714,704
Div'nds on pref. debentures	210,000	210,000	210,000
Net surplus.....	$36,291	$91,476	$37,580

—(V. 55, p. 23, 60, 216, 333, 422, **440, 460, 466**, 504, 1036; V. 56, p. 754; V. 57, p. 24, 218, **445, 466**, 470, **473**.)

Wabash Chester & Western.—Chester, Ill., to Mt. Vernon, Ill., 65 miles (and branch, 1 mile), of which 22 miles, Tamaroa to Mt. Vernon, is the Tamaroa & Mt. Vernon RR., purchased in 1892. Stock increased in 1893 from $250,000 to $1,250,000; par, $100. From Jan. 1 to June 30, 1893 (6 mos.), gross earns., $47,562, agst. $34,397 in 1892. For year ending June 30, 1893, gross earnings were $94,492, against $74,914 in 1892; net, $21,457, against $24,956; deficit, 1893, $4,327, against surplus, $5,005 in 1892.

Waco & Northwestern.—Bremond to Ross, Texas, 58 miles. Sold Dec. 28 under decree of United States Circuit Court, to satisfy claim of trustee, to E. H. R. Green, representing his mother, Mrs. Hetty Green, for $1,375,000. (V. 55, p. 1111; V. 57, p. 91.)

Warren, N. J.—New Hampton Junc. to Dela. Bridge, N. J., 18¼ m. Leased in perpetuity to Dela. Lack. & West. at 7 p. c. on stock and bonds.

West Jersey.—Main line and branches—Camden to Cape May, Bridgeton, Riddleton, Sea Isle, Ocean City, &c., 223 miles; West Jersey & Atlantic RR., 40 miles; total, 263 miles operated, of which 185 owned.

BONDS AND STOCK.—Sinking fund for bonds of 1896 is invested in company's bonds and bonds of the Pennsylvania system, and $816,100 were so held January 1, 1893. Stock authorized, $5,350,000. The special guaranteed stock is exchangeable for common stock till Dec. 31, 1893. Stockholders of April 11, 1893, were allowed to subscribe at par for new stock to the amount of 25 per cent of their holdings, making total issue as in table. See V. 56, p. 607.

DIVIDENDS since 1880—In 1881, 4; from 1882 to 1884, inclusive, 3 and 3 scrip; from 1885 to 1887, inclusive, 6; in 1888, 6½; from March, 1889, to Sept., 1893, 7 per cent yearly (3½ semi-annually.)

LATEST EARNINGS.—For 7 months ending July 31 earnings were:

7 months—	*Gross earns.*	*Net earns.*	*Int., etc.*	*Balance.*
1893.....	$964,120	$215,544	$122,770	$92,774
1892.....	920,210	209,001	114,032	94,969

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report for 1892 was in CHRONICLE, V. 56, p. 577. Earnings, including leased lines, have been:

Year ending Dec. 31.	1889.	1890.	1891.	1892.
Gross earnings.....	$1,526,169	$1,633,745	$1,658,090	$1,746,322
Total net income....	455,072	522,917	450,998	477,892
Interest, rentals, &c.	248,933	251,237	233,552	226,715
Dividends.....	(7) 148,217	(7) 148,217	(7) 150,640	(7) 153,132
Balance, surplus..	$57,922	$123,463	$66,806	$98,045

—(V. 50, p. 350; V. 52, p. 533; V. 54, p. 276, 642; V. 56, p. 577, 607.)

West Jersey & Atlantic.—Owns Newfield, N. J., to Atlantic City, N. J., 33 miles; Pleasantville & Ocean City RR., 7 miles; total, 40 miles. Opened June 17, 1880, and operated by West Jersey RR. 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 sinking fund for bonds purchasable at 105, or drawn at 100, if over 105. Last dividend was 2 per cent in September, 1890. In 1892 net earnings were $9,819; received under contract from C. & A., $3,174; interest, etc., $16,598; balance, deficit, $3,605. In 1891 net earnings were $24,241. (V. 54, p. 276; V. 56, p. 205; V. 57, p. 255.)

West Shore.—*(See Map New York Central & Hudson River.)*—Line of road from Weehawken, N. J., opposite New York City, to Buffalo, N. Y., with branches to Albany City and Rochester City, about 448 miles in all. Also leased, and afterwards absorbed, the Syracuse Ontario & New York, Syracuse to Earlville, 45 miles. Successor in 1885 to the New York West Shore & Buffalo, sold in foreclosure.

LEASE.—Leased in 1885 for 475 years to the New York Central & Hudson and all earnings, &c., included in that company's report. The $10,000,000 of stock is owned by the New York Central Company.

BONDS.—The West Shore mortgage is made to the Union Trust Company as trustee, and covers the line of road, Weehawken to Buffalo, with branches, 448 miles in all, and also the terminals at Weehawken by ownership of all the stock and bonds of the Terminal Company. The guarantee of the New York Central & Hudson is absolute as to interest and principal and is endorsed on each bond. See abstract of mortgage in V. 42, p. 176. The Syracuse Ontario & N. Y. bonds "were not assumed as part of the West Shore mortgage."

West Virginia Central & Pittsburg.—A coal and railroad company in West Virginia in the upper Potomac region—the Elk Garden Coal Field. Owns road in operation from junction near Piedmont, W. Va., to Belington, W. Va., 102 miles; Elkins Junction to Beverly, 5 miles; branches to Mineville, Elk Garden, &c., 15 miles; total owned, 122 m. Operates Pied. & Cumb. RR. 29 m.; total operated, 151 miles.

HISTORY.—Main line completed in 1889. Company owns 32,244 acres of coal and lumber lands covered by the first mortgage and has mineral rights on 5,407 acres more. Extensions southerly to iron beds and easterly to Baltimore are projected. In 1892 the Baltimore & Cumberland RR. was organized to build from Cumberland to Hagerstown, Md., 70 miles. It is reported that construction will begin in 1893. An important traffic contract was made with the Baltimore & Ohio in 1891 by which, upon the completion of connecting links, this road will have an outlet to the lakes and all points West. V. 52, p. 204, 796

STOCK.—Stock authorized, $6,000,000, of which $500,000 was still in the treasury June 30, 1893. V. 52, p. 204.

DIVIDENDS.—From 1889 to 1893, both inclusive, 1 p. c. yearly in Mch.

BONDS.—First mortgage is for $3,600,000 to W. P. Whyte and the Metropolitan Trust Co., as trustees. In January, 1891, the stockholders authorized the issue of the balance of the first mortgage bonds [as also the stock] for extensions, etc. See V. 52, p. 204.

LATEST EARNINGS.—From July 1 to Aug. 31, 1893 (2 mos.), gross, $174,094, against $174,851 in 1892; net, $56,673, against $54,837.

ANNUAL REPORT.—Fiscal year changed to end June 30. The advance report for the year ending June 30, 1893, shows gross earnings of railroad were $551,766; net, $188,584; profit from operating P. & C. RR., $91; profit on coal sales, $144,554; total net earnings, $333,229; bond interest, $177,045; balance, surplus, $156,184. In year 1891-92 gross, $525,203; net, $191,123; total net, including profit on coal sales, &c., $300,080; interest on debt, $158,816; balance, surplus, $141,264. H. G. Davis, Baltimore, President. (V. 54, p. **485**; V. 55, p. 723.)

West Virginia & Pittsburg.—*(See Map Baltimore & Ohio.)*—ROAD.—Opened in 1892 from Clarksburg, West Va., on the B. & O., via Weston, southerly to Camden-on-Gauley, West Va., 104 miles, (of which 1½ miles owned by B. & O.), with branch, 6 miles; also from Weston via Buckhannon to Pickens, 50 miles; total, 160 miles.

LEASE.—Leased to the Baltimore & Ohio for 999 years, from Jan. 1, 1890. The rental is 62½ per cent of the gross revenue. The remaining 37½ is to be applied by B. & O. to payment of interest on bonds, the B. & O. agreeing to advance any sums needed to pay this interest in full, such advances to be a charge against future net earnings. For first two years of the operation of the road, if 62½ per cent of the revenue, and for next three years if 67½ per cent of the same, does not suffice to pay operating expenses, the West Va. & P. make up the deficiency. See V. 51, p. 718. In 1905 and at end of every ten years thereafter rental may be altered by arbitration.

STOCK, com., $2,500,000; pref., 5 p. c., non-cum., $900,000; par, $100.

BONDS.—The first mortgage for $4,000,000 (trustee, Mercantile Trust Company of Baltimore) covers besides the road and its equipment 134,842 acres of timber, coal and mineral lands in West Virginia. There is a sinking fund, but the bonds cannot be called. (See application for listing the bonds in V. 54, p. 725.)

EARNINGS.—From January 1 to Mar. 31 (3 months), 1893, gross $81,974, against $64,557 in 1892; net, $34,517, against $38,187; mileage, 160, against 110. In year 1891-92, gross, $287,762; net, $158,117; taxes, $4,205. See V. 56, p. 82. (V. 54, p. 721, 725; V. 55, p. 898; V. 56, p. **82**.)

Western Alabama.—ROAD—Selma to West Point, 138 miles. Owned jointly by the Georgia RR. and Central RR. of Ga. For year ending June 30, 1893, gross earnings were $499,482; net, $121,133; interest $69,435; dividends (2 p. c.), $60,000; deficit, $8,302. In 1891-92 gross, $536,402; net, $162,055. Stock, $3,000,000 (par, $100), of which Central of Georgia and Georgia Railroad each owns $1,500,000.

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Western Maryland—1st & 2d pref. M's (1st M. end'd)	90	'58-'68	500 &c.	222,000	6	J. & J.	.....	1890 & 1895
3d mortgage, endorsed by City of Baltimore.....	90	1870	500 &c.	875,000	6	J. & J.	Balt., N. Mechanics' Bk.	Jan., 1900
4th mort., in return for City of Baltimore stock..	90	1872	....	1,000,000	6	J. & J.	do do	Jan. 1, 1902
5th mortgage, held by City of Baltimore, sink'g f'd	90	1887	....	1,700,000	3¼	J. & J.	do do	Jan. 1, 1927
City loan.....	....	....	....	684,000	4	J. & J.	do do	July 1, 1925
Balt. & Harrisb. RR.; prior morts. see remarks....	....	'72-'79	....	162,000	5 & 6	Various	Baltimore, Co.'s Office.	1895 & 1899
Mortgage (for $690,000), gold.....c*	32	1886	1,000	528,000	5 g.	M. & N.	do do	Nov. 1, 1936
1st M. West. Ext. ($16,000 p. m.), gold, guar...c*	15	1888	1,000	240,000	5 g.	M. & N.	do do	May 1, 1938
Balt. & Cumb. Val., 1st mortgages (see remarks)	34	'79-'81	....	351,300	6	J. & J.	do do	July, 1929 & '31
Western N. Y. & Pennsylvania—Stock ($30,000,000)	633	....	100	19,730,444	....	.....	.....	.....
Warren & Franklin 1st mortgage.....	50	1865	500 &c.	773,000	7	F. & A.	Phila., Office, 104 S. 5th	Feb. 1, 1896
West. N. Y. & Penn. 1st M., ($10,000,000), gold.c*	633	1887	1,000	8,967,000	5 g.	J. & J.	N. Y., Continental Tr.	Jan. 1, 1937
2d mortgage (1st on equipment, etc.), gold....c*	633	1887	1,000	19,984,000	See text.	A. & O.	Apr. '93, coup. not paid.	Oct. 1, 1927
2d mortgage, deb., inc., non-cum., red. at option	....	Var.	....	1,879,000	5	A. & O.	None paid.	After 20 years.
Income sc'p, convert. into debent., red. at option	....	Var.	....	2,360,895	5	A. & O.	None paid.	After 20 years.
Non-convert. income scrip.....	....	....	....	390,907	....	.....	.....	1907
West. No. Car.—1st con. M., g., ($1,273,000 guar.).c*	309	1884	1,000	3,856,000	6 g.	J. & J.	N. Y., Central Trust Co.	July 1, 1914
2d consolidated mortgage ($15,000 per mile).....	309	1884	1,000	4,110,000	6	A. & O.	.....	Oct., 1914
Western Penn.—1st mort., Freeport to Allegheny..	28	1865	100 &c.	435.000	6	J. & J.	Philadelphia, Penn. RR.	Jan. 1, 1896
Consol. M. ($5,000,000), gold, guar. p. & l. Pa.RR.c*	116	1888	1,000	3,790,000	4 g.	J. & D.	do do	June 1, 1928
Wheeling & Lake Erie—Common stock.....	....	....	100	6,000,000	....	.....	.....	.....
Preferred stock, 6 per cent, not cumulative.....	....	....	100	4,500,000	See text.	Q.—F.	N. Y., Office, 40 Wall St.	Aug. 15, 1893
1st mortgage, Lake Erie Division, gold.....c*	187	1886	1,000	3,000,000	5 g.	A. & O.	N. Y., Mercantile Tr. Co.	Oct. 1, 1926
1st M. Wheeling Div., $ & £ (2d on 187 miles)..c*	50	1888	1,000	1,500,000	5 g.	J. & J.	N. Y., Cent. Tr. Co. & Lon.	July 1, 1928
Toledo Belt Railway 1st mortgage, gold, guar....	5	1888	1,000	368,000	5 g.	M. & S.	N. Y., Central Trust Co.	Part each year
Exten. and Impr. mort. ($1,900,000), gold, $ & £.c*	....	1889	1,000	1,532,000	5 g.	F. & A.	do do	Feb. 1, 1930
Consol. mortgage for $8,000,000, gold..$ & £....c	259	1892	1,000	1,100,000	4 g.	J. & J.	do do	July 1, 1992
Wichita Valley—1st M. subj. to call at 105.g...c* & r	51	1890	1,000	769,000	5 g.	J. & J.	N.Y. Mercantile Trust.	July 1, 1940
Williamsport & North Branch—1st mortgage.....c*	....	1882	100	377,900	5	.....	.....	Nov. 1, 1912
Wilmar & Sioux Falls.—See GREAT NORTHERN.								
Wilm. Colum. & Aug.—Stock, 6 p. c., guar. Wil. & Wel.	....	....	100	960,000	6 per an.	J. & J.	Wilmington, N. C.	July 10, 1893
1st mortgage.....c	116	1880	1,000	1,600,000	6	J. & D.	New York & Baltimore.	June 10, 1910

Western Maryland.—LINE OF ROAD—Baltimore to Williamsport, Md., 90 miles. Leases—Baltimore & Cumberland Valley Railroad and extension, Edgemont to Shippensburg, Pa., 34 miles; Baltimore & Harrisburg Railroad, Emory Grove, Md., to Ortanna, Pa., 59 miles, and branches, 7 miles; western extension, 15 miles; Potomac Valley RR., Williamsport to Cherry Run on the B. & O., 15 miles, and Porters to York, about 16 miles (completed July, 1893); total, 237 miles.

STOCK.—Common stock is $684,700; par, $50; six per cent first preferred stock, $324,000. The company has been largely assisted by the city of Baltimore, which, Jan. 1, 1893, owned $200,000 of its common stock, $4,263,000 of its mortgages and $2,924,850 overdue coupons. Washington County, Md., also in October, 1892, owned $110,000 common and all the $324,000 preferred stock. Of the thirteen directors the city has appointed eight and the county two. V. 55, p. 545.

A commission in May, 1893, advised the city of Baltimore to defer for two years the sale of its interest in this road. See V. 56, p. 841.

BONDS.—Of the issue of $690,000 Baltimore & Harrisburg bonds, $162,000 are held in trust to pay off prior mortgages, as follows: Hanover Junction H. & G. first 6s, due January 1, 1895, $42,000; Baltimore & Hanover first 6s, due January 1, 1899, $120,000.

From July 1, 1892, to July 1, 1893, both inclusive, the company paid regularly a portion of the annual interest due the City of Baltimore.

The floating debt Oct. 1, 1892, was as follows: First mortgage, overdue, $43,500; bills payable (net), including long-time equipment and call notes, $318,658; funding certificates held by city of Baltimore, $226,530; other accounts, $10,481; total, $555,669.

LEASED LINES.—The Western Maryland owns the entire capital stocks of the Balt. & Cumb. Ry. and RR. Co's and of the Balt. & Harrisburg Ry. and B. & H. Extension RR. Co's, these having a total par value of $1,018,250. The Baltimore & Harrisburg is leased till 1985.

The Baltimore & Cumberland Railroad and Railway are leased for interest on $121,300 bonds, due July 1, 1929, and the Baltimore & Cumberland Railroad extension is leased till November 1, 1931, at $32,700 per annum, equal to 6 per cent interest on $230,000 bonds, due July 1, 1931, and 7 per cent on $270,000 stock.

Potomac Valley RR. bonds are guaranteed by the Western Maryland and the Baltimore & Harrisburg. See Potomac Valley and V. 52, p. 121.

LATEST EARNINGS—Oct. 1, 1892, to July 31, 1893 (10 months), gross $959,195, against $784,564 in 1891-92; net, $285,420, against $228,943.

ANNUAL REPORT.—Fiscal year ends September 30. Report for 1891-92 in V. 55, p. 892, showed gross earnings $1,083,321; net earnings, $392,293; betterments, $86,236; balance, $306,057. In year 1890-91 gross, $904,378; net, &c., $333,209; betterments, $81,770; balance, $251,439; in 1889-90, gross, $812,055. (V. 53, p. 845; V. 54, p. 78, 204, 460; V. 55, p. 545, 639, 892; V. 56, p. 841.)

Western New York & Pennsylvania.—Owns Buffalo to Emporium, Pa., 121 miles; Buffalo to Oil City, Pa., 136 miles; Oil City to Olean, 116 miles; branches, including proprietary lines, 268 miles; total owned, 641 miles; trackage, 6 miles; total operated, 647 miles.

ORGANIZATION.—Reorganization Nov. 22, 1887, per plan V. 42, p. 242, of Buffalo New York & Philadelphia, sold in foreclosure Sept. 15, 1887. On April 1, 1893, the President, Samuel De Coursey, was made receiver pending settlement concerning 2d mortgage. See below and V. 56, p. 580.

STOCK.—In addition to stock outstanding there is $10,269,556 in the company's treasury, $10,000,000 of which can be disposed of only by unanimous consent of stockholders present at a meeting duly advertised.

BONDS.—The second mortgage is a second lien on the railroad and first "on terminals, coal and equipment, subject to lease of terminals and equipment to first mortgage bondholders if foreclosed." Till January, 1898, it bears 3 per cent interest (or till December 1, 1892, 5 per cent in scrip); after 1898 the rate is 4 per cent cash and, if earned 7 per cent may be paid, but after 3 per cent has been paid on second mortgage bonds, the stock and seconds share alike. It is especially provided, however, that no sale under foreclosure proceedings shall take place under the second mortgage until Jan. 1, 1897, unless proceedings be sooner taken to foreclose the first mortgage. Trustee of second mortgage, Fidelity Ins. Trust & Safe Deposit Co., of Philadelphia. (See mortgage abstracts, CHRONICLE, V. 47, p. 109.)

Second mortgage coupons due from 1888 to October, 1892, both inclusive, were paid in scrip. The right to pay coupons in scrip having terminated Dec. 1, 1892, the directors decided that the cash portion of the coupon due April 1, 1893, should not be paid, the company having no means of making necessary improvements except from earnings, and these not sufficing for both improvements and 2d mortgage interest. The directors ask that the 2d mortgage interest be made dependent upon earnings. See full statement, V. 56, p. 375, 414.

New equipment notes June 30, 1893, $798,338; bond and mortgage on real estate, $272,804; second mortgage interest, payable in scrip, $833,799; Kinzua Valley freight warrants, $87,000.

LATEST EARNINGS.—For July, 1893, gross, $302,315, against $305,332 in 1892; net, $72,120, against $111,641.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 given at much length in V. 55, p. 785, 804, 807, showed necessity of further large expenditures from net earnings for improvements; the surplus for recent years has been devoted to improvements. The 1893 figures following are from the quarterly reports to N. Y. State RR. Commissioners, and include part of a year's interest on the 2d mortgage.

Year ending June 30.	1891.	1892.	1893.
Gross earnings	$3,562,669	$3,580,156	$3,716,638
Operating expenses	2,485,782	2,398,360	2,517,127
Net earnings	$1,076,887	$1,181,796	$1,199,511
Total net income	1,080,961	1,181,796	1,200,840
Interest, rentals and taxes.	632,773	652,740	1,024,741
Surplus	$448,188	$529,056	$176,099

—(V. 53, p. 224, 437, 672, 754; V. 54, p. 120, 289, 800; V. 55, p. 298, 785, 804, 806, 807; V. 56, p. 165, 217, 375, 414, 580, 793; V. 57, p. 300.)

Western North Carolina.—*(See Map of Richmond & Danville.)*—Owns from Salisbury, N. C., to Paint Rock, Tennessee State line, 185 miles; Asheville to Murphy, N. C., 124 miles; total, 309 miles.

LEASED—In May, 1886, to the Richmond & Danville for $134,980—interest on bonds not held by Terminal Co. STOCK—$4,000,000 common and $4,000,000 pref. (par $100). The Terminal Company deposited $3,160,000 common and $3,160,000 preferred stock under its collateral trust.

BONDS.—The 1st consols have become a first lien. The Richmond & Danv. RR. guarantee by endorsement $1,273,000 of the 1st consols. The Richmond & Danville was placed in receiver's hands in June, 1892, but the interest on this company's first consols has been paid as usual.

EARNINGS.—In year ending June 30, 1892, gross $992,219; net, $363,114; interest on bonds, $231,360; other interest, $53,469; taxes, $21,192; other payments, $55,150; balance, deficit, $1,943. In 1890-91 gross, $1,013,043. June 30, 1892, due other cos., $1,705,879

Western Pennsylvania.—Owns from Bolivar to Butler, 71 miles, and Butler Junction to Allegheny City, 27 miles; branch, 17 miles; total, 117 miles. Leased to Pennsylvania RR. for 40 years from June 1, 1888, rental being the net earnings. In 1892 rental $607,312; interest, $192,640; dividends, $142,000. Penn. RR. owns $1,753,350 of the $1,775,000 stock. Dividends, A. & O., 3 to 4 per cent each.

Wheeling & Lake Erie.—Owns Toledo, O., to Bowerston, O., 174 miles, and branch to Huron, O., 12 miles; Wheeling Division, Bowerston to Martin's Ferry, opposite Wheeling, 42 miles; Steubenville branch, 14 miles; Toledo Belt, 5 miles; coal, etc., branches, 13 miles. Total, 260 miles. Owns large interest in Wheel. L. E. & Pitts. Coal Co.

HISTORY AND STOCK.—Sold in foreclosure April 23, 1886. Preferred stock is entitled to 6 per cent non-cumulative, then common to 6 per cent, then both share pro rata. In 1891 the preferred stock was increased from $3,600,000 to $4,500,000. Common stock is to be increased from $6,000,000 to $10,000,000.

DIVIDENDS.—On pref. stock—From April, 1888, to February, 1891, both inclusive, at the rate of 4 p. c. per annum; in 1891, 4¾; in 1892, 4¾; in 1893, Feb., 1 p. c.; May, 1 p. c.; August, 1 p. c.

BONDS.—The *extension and improvement mortgage* for $1,900,000 (of which $368,000 is reserved to retire the Toledo Belt bonds) covers, subject to prior liens, all the property of the company, and is a first lien upon the extension to Bellaire and upon the Steubenville branch.

Consolidated mortgage for $8,000,000 authorized July, 1892, of which $6,400,000 to retire prior bonds at or before maturity; $600,000 were issued at once, and $500,000 in May, 1893, for extensions, equipment, etc. See V. 54, p. 965.

LATEST EARNINGS.—From July 1 to Dec. 31, 1892 (6 mos.), gross, $1,439,603, against $1,295,783 in 1891; net, $476,064, against $455,113. From Jan. 1 to May 31, 1893 (5 mos.), gross, $614,005, agst. $555,340 in 1892; net, $190,478 in 1893.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was in CHRONICLE, V. 55, page 721.

Year ending June 30—	1890.	1891.	1892.
Gross earnings	$1,047,419	$1,225,305	$1,430,128
Net receipts	398,088	452,535	513,005
Interest paid	187,500	290,541	301,133
Dividends on pref. stock	144,000	167,000	225,000
Miscellaneous	.....	761	19,782
Balance, surplus	$66,588	def. $5,768	sur. $32,910

—(V. 54, p. 162, 965; V. 55, p. 60, 551, 639, 721, 724, 887.)

Wichita Valley.—Owns from Wichita Falls to Seymour, Texas, 51 miles; completed in September, 1890. Stock authorized, $6,000,000) outstanding, $1,020,000; par $100. Mortgage is for $6,000,000 at $20,000 p. m.; trustee, Mercantile Trust Co. Earnings from Sept. 1, 1890, to July 31, 1893 (35 months), were, gross, $223,038; net, $117,446. Morgan Jones, Pres.

Wilkesbarre & Eastern.—Under construction from Wilkesbarre, Penn., to Stroudsburg, Penn., on N. Y. Susq. & W., 65 miles. In Sept., 1893, it was reported that the N. Y. Susq. & W. had purchased control.

Wilmington Columbia & Augusta.—Owns from Wilmington, N. C., to Columbia, S. C., 188 miles. Leases jointly with Northeastern South Carolina Railroad, the Central Railroad of South Carolina, Lane, S. C., to Sumter, S. C., 40 miles. Total operated, 230 miles.

Sold in foreclosure Oct., 1879, and reorganized. In June, 1885, leased for 99 years to the Wilm. & Weldon, the lessee to pay all fixed charges and 6 per cent dividend on the stock. In year 1891-92 gross earnings $846,287; net income, $205,024; balance to W. & W., $16,425, against $193,678 in 1890-91.—(V. 53, p. 835; V. 55, p. 977.)

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

RAILROADS. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Wilmington & North.—1st M., sub. to call in 1907...r	88	1887	$500	$354,000	5	J & D.	Reg.; Co. mails checks.	1907-1927
General mortgage for $1,000,000, gold.....r	88	1892	1,000	396,000	5 g.	Q.—F.	do do	Aug. 1, 1932
Wilmington & Weldon—Stock.....	....	....	100	3,000,000	See text.	....	Wilm., N.C., Co.'s Office.	See text.
Certifi. of indebt. for div'd in '87, non-cum., income.	....	....	100	2,500,000	7	A. & O.	do do	Irredeemable.
Sinking fund, gold, interest bonds.....	457	....	1,000	936,000	7 g.	J. & J.	N.Y., Balt. and Wilming,	May 1, 1897
Gen'l mort. for $4,000,000 ($12,000 per mile)..c*	457	1885	1,000	3,000,000	5	J. & J.	do do	1935
New equipment notes.....	....	....	....	450,000	....	.....	.....	.....
Special trust certificates.....	....	....	....	380,000	6	M. & N.	Wilmington, N. C.	At Co.'s option
Winona & South W.—1st M., $18,500 p. m., gold..c*	117	1888	1,000	2,118,250	6 g.	A. & O.	N. Y., J. Walker & Sons.	Apr. 1, 1928
Wisconsin Cent. Co.—Chippewa Falls & West. 1st M.	10	1874	1,000	150,000	7	M. & N.	Boston, 50 State St.	May 1, 1904
Wisconsin & Minnesota 1st mortgage.....	54	1880	....	810,000	7	A. & O.	do	Apr. 1, 1910
Minn. St. Croix & Wisconsin, 1st mortgage.....	....	1884	....	180,000	6	M. & N.	do	May 1, 1915
Terminal mortgage notes.....	....	1885	....	400,000	8	F. & A.	do	Feb. 1, 1895
Improvement mortgage notes.....	...	1886	....	215,000	8	M. & S.	do	Sept. 1, 1906
Wis. Cent. R. R.—Consol. M., 1st series, gold....c&r	416	1879	500 &c.	1,522,000	5 g.	J. & J.	See text.	Jan. 1, 1909
Consol. M., 2d series, income (not cum.) gold.c*&r	416	1879	500 &c.	12,000	7 g.	J. & J.	do	Jan. 1, 1909
Wisconsin Central Co. 1st M., $12,000,000, gold.c*	All.	1887	1,000	11,265,000	5 g.	J. & J.	N.Y., 36 Wall St. & Lond.	July 1, 1937
Income M., non-cum., $9,000,000, gold.....c*	All.	1887	1,000	7,427,166	5 g.	A. & O.	No coupons paid.	July 1, 1937
Wis. Cent. Co. & RR. Imp. bonds, gold, convert.c*	....	1891	1,000	3,642,122	5 g.	M. & N.	N.Y., 36 Wall & Boston.	May 1, 1931
LEASED LINE BONDS—								
Chicago Wis. & Minn. (leased)—1st mort., gold.c*	122	1885	1,000	2,860,000	6	M. & S.	See text.	Mch. 1, 1916
Income bonds, 6 per cent, cumulative.....	....	1885	....	1,040,000	to 6	M. & S.	do	Mch. 1, 1916
Milw. & Lake Winnebago—See that company.								
Woonsocket & Pascoag—St'k, 5 p.c. rent. N. Y & N. E.	10	....	100	200,000	5 per an.	Semi-an	Providence, R. I.	(?)
1st mort., interest guar. by City of Woonsocket..c	10	1890	1,000	100,000	5	A. & O.	do do	Oct. 1, 1910
Worcester Nashua & Rochester- Stock ($3,600,000)..	94	....	100	3,099,800	6 per an.	J. & J.	Worcester, Office.	July 3, 1893
Wor. & N. 1st mort. of 1879 secures all equally. Worcester & Nashua RR. bonds...c*	47	1875	1,000&c	385,000	5	F. & A.	Boston, Globe Nat. Bk.	Feb. 1, 1895
Wor. Nashua & Roch. RR. bonds...c*	47	1886	1,000	150,000	4	J. & J.	do do	July 1, 1906
do do do .....c*	47	1893	....	32,000	4	J. & J.	do do	Jan. 1, 1913
do do do ...c*	47	1890	....	235,000	4	J. & J.	do do	Jan. 1, 1930
Nash. & Roch. 1st mort. bonds.....c*	94	1874	500 &c.	363,500	5	A. & O.	do do	Apr. 1, 1894
Zanes. & Ohio River—1st M., $25,000 p. m., gold..c*	80	1886	100 &c,	2,000,000	6 g.	F. & A.	Last paid Feb. 1, 1889.	Feb. 1, 1916

Wilmington & Northern.—Owns from Wilmington, Del., to Highs Junction, Pa., 71 miles; branches, 17 miles; total owned, 88 miles; trackage to Reading, Pa., etc., 4 miles. Operates branch to St. Peters, 15 miles. Organized January 18, 1877, after foreclosure sale. BONDS.—Under the general mortgage for $1,000,000 sufficient bonds are reserved to retire present indebtedness at maturity. STOCK authorized, $1,500,000; outstanding, $1,278,050; par $50. Gross earnings in 1892, $482,607; net, $81,377; interest less interest ($3,024) received, $27,150; surplus, $54,227. In 1891 gross, $444,628; net, $65,334. —(V. 54, p. **886**; V. 55, p. 257.)

Wilmington & Weldon.—ROAD—Owns Wilmington to Weldon, N. C., 162 miles, and from South Carolina State line to Contentnea, N. C., 116 miles; branches, Scotland Neck (Halifax to Kingston), 85 miles; Tarboro, Nashville, Clinton, etc., 94; total owned, 457 miles.

Operates Albemarle & Raleigh RR., Tarboro to Plymouth, 56 miles; Florence RR., 24 miles; Manchester & Augusta, 19 miles. Leases Wilmington Columbia & Augusta, 188 miles; Central South Carolina (jointly with Northeastern South Carolina RR.), 40 miles; Hartsville RR., 10 miles. Operated in same interest are Wilmington Chadbourn & Conway, 50 miles; Cheraw & Darlington, 65 miles; Petersburg, 59 miles; Richmond & Petersburg, 27 miles; Norfolk & Carolina RR., 102 miles; total, 1,097 miles.

ORGANIZATION.—Organized in 1855. This is the Atlantic Coast Line. An extension to Denmark, S. C., 140 miles, is being built by the Augusta & Manchester for this system. Bonds at $15,000 per mile and $200,000 for equipment is authorized thereon.

DIVIDENDS.—From 1884 to July, 1891, both inclusive, at rate of 8 per cent per annum; in November, 1891, 4 per cent; in July, 1892, 4 per cent; in 1893, Jan., 3 per cent; in July none, because of the necessity of paying tax arrearages.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 was in V. 55, p. 977, showing for road proper:

Year end'g June 30.	1889.	1890.	1891.	1892.
Gross earnings.....	$1,224,044	$1,350,853	$1,535,714	$1,452,012
Expenses.....	691,172	681,137	855,679	802,884
Net earnings.....	$532,872	$669,716	$680,035	$649,128

In 1891-92 net earnings as above were $649,128; other income, interest, dividends, etc., $138,489; W. C. & A. lease, $46,425; premium on securities sold, $79,100; total net income, $913,142. Deduct interest on bonds, etc., $435,820; taxes, $21,284; dividends, $200,000; balance, surplus, $256,037. (V. 53, p. **535**; V. 55, p. **977**).

Winona & Southwestern.—Owns from Winona, Minn., to beyond Osage, 117 miles. Has traffic agreement with Green Bay Winona & St. Paul, the Winona RR. Bridge, completed in August, 1891, connecting the roads. See V. 52, p. 974. Trustee of mortgage (for $6,950,000) Farmers' Loan & Trust Company. The bonds reserved to retire the outstanding scrip are included in the amount out in the table above. Stock authorized, $20,000,000; outstanding, $2,290,000, par $100. —(See V. 51, p. 172; V. 52, p. 974; V. 53, p. 326.)

Wisconsin Central Company.—*(See Map.)*—Owns junction near St. Paul to Abbottsford, Wis., 157 miles; branch to Bessemer, 34 miles; other branches to Eau Claire, &c., 12 miles; spurs, 44 miles. Leases Chicago Wisconsin & Minnesota, Chicago to Schleisingerville, 112 miles, and spurs, 11 miles; trackage to Chicago, Minneapolis, &c., 25 miles; total, 395 miles. Controls Wisconsin Central Railroad, owning from Menasha to Ashland, 253 miles; Stevens Point to Portage City, 71 miles; branches and spurs, 93 miles, and leasing Milwaukee & Lake Winnebago (which see), Neenah to Schlesingerville, 64 miles, spur 3 miles; Packwaukee to Montello, 8 miles; trackage, 1 mile. Total Wisconsin Central *Railroad*, 493 miles. Grand total, 888 miles. Of this 672 miles represent Wisconsin Central Company's stock. Also leases the Chicago & Northern Pacific with its large terminals in Chicago.

ORGANIZATION, ETC.—Organized June, 1887, to gather into a single corporation the Wisconsin Central Associated Lines. Nearly all the securities of the Wisconsin Central Railroad are now owned, but for legal reasons its separate corporate existence is maintained.

LEASES.—Leased for 99 years from April 1, 1890, to the Northern Pacific, which was to pay all operating expenses and taxes, the Wisconsin Co. furnishing equipment. As rental the Wisconsin Co. received 35 per cent of the gross earnings of that part of the road lying north of the junction with the Milwaukee & Lake Winnebago and 37½ per cent of the gross earnings of the Milwaukee & Lake Winnebago and the Chicago Wisconsin & Minnesota. The Northern Pacific receivers failed to pay the rental due Sept. 1, 1893, and the Wisconsin Central managers therefore sought to annul the lease.—(See lease V. 51, p. 713.)

The Chicago & Northern Pacific (which see) was leased on May 1, 1890, for 99 years, the lease being then assumed by the Northern Pacific.

The Chicago Wisconsin & Minnesota, from Schleisingerville to Chicago & Northern Pacific terminals in Cook County, Ill., 122 miles, is leased in perpetuity. Rental is 37½ per cent of gross earnings, less its proportion of terminal charges; but surplus rental over $350,000 yearly is divided equally with lessee. As to Mil. & Lake Winnebago, see that Co

STOCKS.—Pref. (6 p. c. cum.), $3,000,000; common, $12,000,000. Voting power on entire stock is held by Messrs. Colby, Hoyt & Abbott, as trustees.

BONDS.—The *first mortgage* bonds of 1887 and (subject to these) the income cover all interest in the lines which at the time of the making of the mortgage were operated in the system. They therefore cover all the securties of said lines held by the Wisconsin Central. There are also Penokee 1st 5s, due 1937, $30,000. The *improvement bonds* of 1891 (total authorized issue $12,000,000) are the joint and several obligations of the Wisconsin Central Co. and Railroad Co. and are further collaterally secured by purchase money first lien upon all property bought with their proceeds. They have precedence in payment of interest over the incomes, no new mortgage can be put ahead of them, and if either company hereafter issues a new mortgage, the improvement bonds will be exchangeable for bonds thereby secured at par. Full statement concerning these bonds was in V. 53, p. 22, 757. On June 30, 1893, bills payable, exclusive of book accounts, were $700,000.—See floating debt, V. 57, page 375.)

LAND GRANT.—The Wisconsin Central *Railroad* had a land grant of 839,348 acres, of which on June 30, 1892, 579,550 acres remained unsold, and $98,948 land contracts were outstanding.

LATEST EARNINGS.—From July 1 to June 30, 1893 (12 months), net Northern Pacific rental for the 672 miles covered by the Wisconsin Central securities was $1,276,754; income from securities, $439,923; other income, $8,332; total income, $1,725,009; total charges, $1,620,531; balance, surplus, $104,477; total surplus, June 30, 1893, $333,606.

GENERAL FINANCES.—Since the Wisconsin Central Company owns practically all the securities of the Wisconsin Central Railroad, the entire earnings of both companies go into the Wisconsin Company's treasury, from them being paid the total charges of both companies. The company's officials state that less than 18 per cent of the Wis. Central traffic has been derived from the Nor. Pac., the balance being from local business. (See also V. 56, p. 363, 364.) In Sept., 1893, the Northern Pacific having failed to pay the rental, the Ch. Wisc. & Minn. first 6s were offered for interest due Sept. 1. Wisc. Cent. improvement 5s at par. The Ch. Wisc. & Minn. income bonds for the nine coupons due and unpaid with interest thereon were also offered an exchange for improvement bonds at par.

ANNUAL REPORT.—Fiscal year ends June 30. Report for 1891-92 given at length in CHRONICLE, V. 55, p. 783, 805, 808. The statement of rental from the Northern Pacific for 1892-93 is shown below.

INCOME ACCOUNT (EXCLUDING CHIC. & NOR. PAC.)

Year ending June 30—	1892.	1893.
Total Northern Pacific rental.....	$1,834,155	$1,887,481
For Mil. & Lake W. and Ch. Wis. & Min..	597,002	602,396
Rental to Wis. Cent. proper, 672 miles.	$1,237,153	$1,285,085
Net interest on bonds.....	649,913	632,024
Int. on debentures of leased lines.....	35,370	37,523
Int., exchange and commissions.....	25,074	49,526
Engine and car rental.....	287,166	298,281
Trackage rights.....	65,553	62,688
General expenses, etc.....	105,491	100,566
Balance surplus for the year.....	$68,587	$104,477
Add surplus of previous year.....	160,542	229,129
Surplus June 30.....	$229,129	$333,606

Earnings of the "Wisconsin Central Lines" (entire system, etc.), as reported by the Northern Pacific Company lessee, are shown in the following table. The figures here given indicate the growth of the Wis. Central's business, but like the corresponding gross and net earnings which the Northern Pacific published from month to month they include accounts entirely independent of the Wisconsin Central.

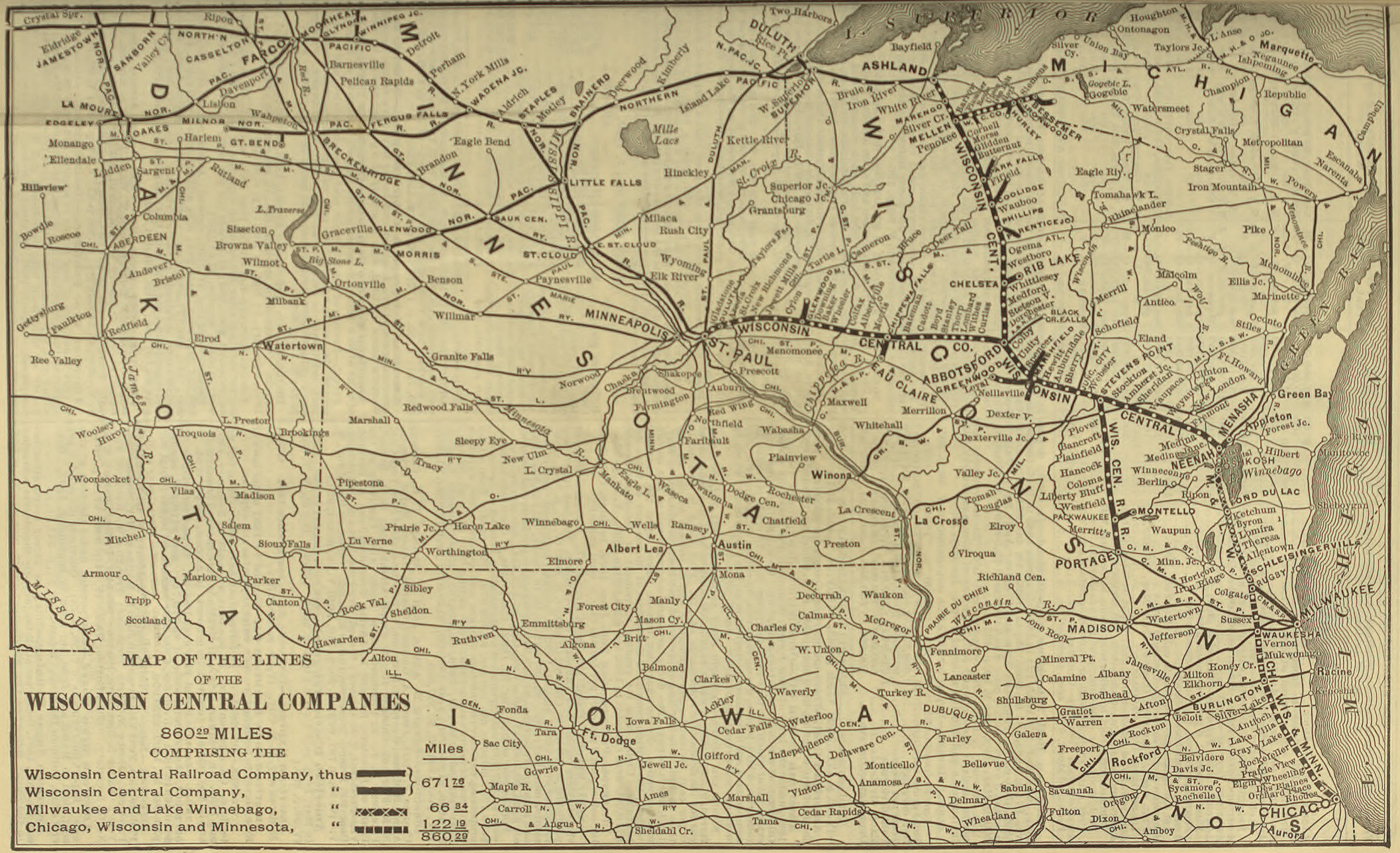
Year ending June 30.	1891.	1892.	1893.
Freight earnings.....	$3,743,347	$4,018,823	$4,126,035
Passenger.....	1,259,857	1,357,196	1,447,439
Mail, express and miscellaneous.	242,510	167,945	177,127
Total gross earnings.....	$5,245,714	$5,543,964	$5,750,601

—(V. 55, p. **783, 805, 808**, 1079; V. 56, p. 363, 375; V. 57, p. 342, 375, 469.)

Worcester Nashua & Rochester.—Owns from Worcester to Nashua and Nashua to Rochester, 94 miles. Consolidation 1883, of Worcester & Nashua and Nashua & Rochester.

Leased for 50 years from Jan. 1, 1886, to the Boston & Maine at rental of $250,000 and taxes. The mortgage of 1879 secures equally on the road from Worcester to Nashua the debentures of 1873 and 1875, and all the other bonds, including the Nashua & Rochester 1st mortgage bonds of 1874. On April 1, 1893, $250,000 of 5 per cents maturing were replaced by 4 per cents for $132,000 and temporary loan for $118,000. For 1891-92 rental $250,000; net over fixed charges, $157,486; paid dividend of 6 per cent, $183,864; deficit charged to profit and loss, $26,378. Dividends: From 1887 to July, 1893, both inclusive, at rate of 6 per cent yearly.

Zanesville & Ohio River.—Owns from Zanesville, O., to Harmar, on the Ohio River, opposite Marietta, about 80 miles, including branches, 3 miles. In Aug., 1889, interest was defaulted. Foreclosure suit in progress. See V. 50, p. 140. On July 19, 1892, J. Hope Sutor was made receiver. See V. 55, p. 147. Current accounts June 30, 1892, $377,651. In year ending June 30, 1893, gross earnings, $120,968, against $136,207 in 1891-92; net, $1,846, against $10,839; interest on bonds not paid. (V. 55, 147.)


MAP OF THE LINES
OF THE
WISCONSIN CENTRAL COMPANIES
860 29 MILES
COMPRISING THE
Miles
Wisconsin Central Railroad Company, thus 671 76
Wisconsin Central Company, "
Milwaukee and Lake Winnebago, " 66 34
Chicago, Wisconsin and Minnesota, " 122 19
860 29
MINNESOTA
WISCONSIN
MICHIGAN
ILLINOIS
IOWA
DAKOTA
MISSOURI
LAKE SUPERIOR
MICHIGAN
WISCONSIN CENTRAL CO.
MINNEAPOLIS
ST. PAUL
DULUTH
ASHLAND
MARQUETTE
FARGO
WINNIPEG JC.
MOORHEAD
ST. PAUL
MINNEAPOLIS
ST. CLOUD
LITTLE FALLS
WATERTOWN
ABERDEEN
MORRIS
GLENWOOD
BRECKENRIDGE
FERGUS FALLS
WADENA JC.
STAPLES
BRAINERD
DULUTH
SUPERIOR
ASHLAND
WATERSMEET
CRYSTAL FALLS
IRON MOUNTAIN
MARINETTE
MENOMINEE
GREEN BAY
APPLETON
NEENAH
MENASHA
OSHKOSH
FOND DU LAC
RIPON
MONTELLO
PORTAGE
WISCONSIN RIVER
WISCONSIN CENTRAL
WIS. CEN. R.
MILWAUKEE
WAUKESHA
MADISON
JANESVILLE
BELOIT
ROCKFORD
CHICAGO
AURORA
LA CROSSE
WINONA
ROCHESTER
AUSTIN
ALBERT LEA
MANKATO
NEW ULM
WATERTOWN
SIOUX FALLS
MITCHELL
HURON
ABERDEEN
FARGO
MOORHEAD
DULUTH
ASHLAND
MARQUETTE
GREEN BAY
MILWAUKEE
CHICAGO
MADISON
PORTAGE
WISCONSIN RIVER
MISSISSIPPI R.
MISSOURI
LAKE MICHIGAN
LAKE SUPERIOR

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

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
MISCELLANEOUS.							
Adams Express—Stock	....	$100	$12,000,000	8 per an.	Q.—M.	New York, 59 Broadw'y	Sept. 1, 1893
American Bell Telephone—Stock	....	100	20,000,000	See text.	Q.—J.	Boston, Comp'y's Office.	Oct. 16, 1893
Debentures, subject to call at 110	c&r	1888	500 &c.	2,000,000	7	F. & A.	do do
American Coal (Maryland)—Stock	....	25	1,500,000	6 per an.	M. & S.	N. Y., Office, 1 B'dway.	Sept. 11, 1893
American Cotton Oil—Common stock (see V. 54, p. 761)	....	100	20,237,100	....	....	.....	.....
Pref. stock 6 per cent non-cum., sub. to call at 105	....	100	10,198,600	6 per an.	J. & D.	N. Y., Winslow, L. & Co.	June 1, 1893
Debentures for $5,000,000, subject to call at 110, gold.	c	1890	1,000	3,566,000	8 g.	Q.—F.	do do
American District Teleg.—Stock, $4,000,000 authorized	....	....	100	3,845,000	See text.	.....	N. Y., Office, 8 Dey St.
American Express—Stock	....	....	100	18,000,000	6 per an.	J. & J.	N.Y.,Co.'s Of., 65 B'way
American Soda Fountain—Common stock	....	....	100	1,250,000	10 per an	Q.—F.	Company's Office.
First preferred, 6 per cent cumulative	....	....	100	1,250,000	6 per an.	Q.—F.	do do
Second preferred, 8 per cent cumulative	....	....	100	1,250,000	8 per an.	Q.—F.	do do
American Strawboard—Stock	....	....	100	6,000,000	See text.	Q.—M.	.....
1st mortgage, gold, subject to call after Feb., 1901	....	1891	1,000	1,081,000	6 g.	....	Boston, Internal Tr. Co.
American Sugar Refining—Common stock	....	....	100	36,773,000	See text.	Q.—J.	N. Y. Office, 117 Wall St.
Pref. stock, 7 p. c. cum. (Terms in edit. May, '93, Sup.)	....	....	100	36,773,000	7 per an.	See text	do do
1st mortgage for $10,000,000	....	....	1,000	Nil, Dec. 1 '92	6	J. & J.	N. Y., Central Trust Co.
American Tel. & Cable—Stock, guar. 5 p.c. by West. Union	....	....	100	14,000,000	5 per an.	Q.—M.	N. Y., West. Union Tel.
American Tobacco Co.—Com. stock, $21,000,000 auth.	....	....	50	17,900,000	See text.	Q.—F.	N. Y., Farm. L. & Tr. Co.
Common scrip, subj. to call or conversion before Jan., '94	....	....	....	150,000	See text.	Q.—F.	do do
Pref. stock, 8 p.c. non-cum.; pref. as to assets and divs.	....	....	100	11,935,000	8 per an.	Q.—F.	do do
Pref. scrip, subject to call or conversion before Jan., '94	....	....	....	100,000	8 per an.	Q.—F.	do do
American Type Founders—Common stock	....	....	100	5,000,000	....	....	.....
Preferred stock, 8 per cent, cumulative	....	....	100	4,000,000	8 per an.	Q.—F.	N.Y..Guar. & Indem. Co.

American Bell Telephone Co.—Dividends—In 1881, 6 per cent; in 1882, 11; in 1883, 12; in 1884, 15; from 1885 to 1887, inclusive, 16; in 1888, 18; in 1889, 18; in 1890, 18; in 1891, 18 p. c.; in 1892, 15 p. c.; in 1893, Jan., 3 p c. and 3 extra; April, 3 p. c.; July, 3 p. c. and 3 extra; Oct., 3 p. c. Stock increased $2,500,000, to $20,000,000, in May, 1893. See V. 56, p. 463.

On January 1, 1893, the company had 552,720 instruments in use in hands of licensees and 307,791 miles of wire, against 512,407 instruments and 266,456 miles of wire in January, 1892.

Annual Report.—Report for 1892 was in Chronicle, V. 56, p. 537.

Year ending Dec. 31.	1889.	1890.	1891.	1892.
Total gross earnings	$4,044,704	$4,375,291	$4,736,007	$5,100,887
Net earnings	2,658,738	2,869,418	3,126,820	3,411,676
Total net income	2,661,888	2,869,418	3,126,820	3,411,676
Paid dividends	1,238,913	1,463,913	1,725,000	1,927,227
Extra dividends	600,000	750,000	900,000	991,863
Depreciation reserve	700,000	655,505	501,820	492,586
Total payments	$2,538,913	$2,869,418	$3,126,820	$3,411,676

—(V. 52, p. 121; **532**; V. 54, p. 443, **559**; V, 56, p. 463, **537**.)

American Coal.—There are mortgage bonds for $200,000. Dividends of 6 p. c. per an. have been paid. N. Y. office, No. 1 Broadway.

American Cotton Oil.—Organization.—Incorporated Oct. 12, 1889, under the laws of New Jersey, to succeed the American Cotton Oil Trust, of which it was a reorganization. Owns the following properties, all of which are free from mortgage lien: 70 crude oil mills, 14 refineries, 4 lard plants, 9 soap factories, 15 cotton ginneries, 4 cotton compressors and 8 fertilizer factories; in all 124 properties, of which 34 were not active on Aug. 31, 1892. See V. 55, p. 767.

Stock and Bonds.—Common stock authorized, $21,092,000; preferred, $15,000,000, of which $4,363,700 must be held to exchange at par for the debentures redeemable at 110. Pref. stock is entitled to 6 per cent dividends, non-cumulative, and is subject to call at any time at 105. See wording of preferred certificate in editorial of May, 1893, Supplement. The debentures are subject to call at 110, on two months' notice. No mortgage lien can be placed upon the property without the written consent of the holders of 80 per cent of these debentures. Under plan for gradual retirement of debenture bonds, $210,000 were canceled in 1892 and $224,000 in 1893. V. 56, p. 923.

Dividends.—Preferred stock from June, 1892, to June, 1893, both inclusive, paid 6 per cent per annum (3 p. c. semi annually).

Annual Report.—Fiscal year ends August 31. Annual meeting of stockholders on the first Thursday of November. The last report was published in full in the Chronicle of Nov. 5, 1892 (V. 55, p. 766), showing value of property Aug. 31, 1892, as follows: Appraised value of real estate, machinery, &c., $9,567,531; cash in banks, $2,165,553; bills and accounts receivable, $1,539,245; marketable products and supplies on hand, $3,408,541: total valuation, $7,113,338. See also p. 746.

For the year ending Aug. 31, 1892, the profits of the whole business were $2,527,699, less expenses of administration, interest on bonds, &c., $673,725; balance, net income, $1,853,973. The profits from all the properties, exclusive of interest charges and general office expenses have been as follows since 1886: Year ending May 31, 1887, $2,448,225; year ending May 31, 1888, $2,459,152; fifteen months to Aug. 31, 1889, $1,835,795; year 1889-90, $129,979; year 1890-91, $1,902,181; year 1891-92, $2,527,699.

Directors.—Edward D. Adams, John R. Bartlett, T. R. Chaney, Charles F. Clark, James A. Garland, Charles Lanier, Mayer Lehman, Alfred B. Mason, George A. Morrison, R. T. Wilson, all of New York City; N. K. Fairbank, Chicago, Ill.; M. Frank, Atlanta, Ga.; G. A. Hobart, Paterson, N. J.; E. Urquhart, Little Rock, Ark. Chairman of the Board of Directors, Edward D. Adams; President, John R. Bartlett; Vice-President, T. R. Chaney; Second Vice-President and Comptroller, Robert F. Munro; Treasurer, Justus E. Ralph. Office, 29 Broadway, N. Y. (V. 54, p. 761, 923; V. 55, p. 746, **766**; V. 56, p. 834, 923.)

American District Telegraph.—See Supplement of Jan., 1893. In May, 1893, paid 1¼ p. c.; in Aug. none. Office, 8 Dey St. N. Y. City. (V. 56, p. 886.)

American Express.—Dividends, 6 p. c. yearly since 1882. Office, 55 Broadway, N. Y. City. (V. 56, p. 500, 578.)

American Soda Fountain Co.—Formed in 1891 under laws of New Jersey to manufacture soda water apparatus and supplies.

Dividends.—Dividends on preferred stock have been paid in full up to date. On common stock 10 per cent was paid in February, 1892 and 1893. In February, 1893, all dividends were changed to quarterly, and in May common received 2½ per cent; in August, 2½ per cent.

Annual Report.—Fiscal year ends Dec. 31. Report for 1892 in V. 56, p. 204, showed total sales of $3,116,743; net, $410,487, against $410,469 in 1891; dividends, $300,000; balance, $110,487; total surplus Dec. 31, 1892, $220,956.

Directors.—James W. Tufts, Boston, President; F. H. Lippincott, Philadelphia, First Vice-President; John H. Matthews, N.Y., Second Vice-President; James N. North, Treasurer; Franklin W. Hopkins, New York; Walter S. Blanchard, Boston; Daniel J. Puffer, Boston; I. F. North, Secretary. Office, Boston, Mass. (V. 54, p. 396; V. 56, p. **204**.)

American Straw Board.—Incorporated under the laws of Illinois. Report for 1892 was in V. 56, p. 331. Quarterly dividend, 2 per cent, paid in March and June, but none in September, 1893. General office, Pullman Building, Chicago. (V. 57, p. 341.)

American Sugar Refining.—This new Jersey corporation became in Jan., 1891, the owner of all the property theretofore belonging to the Sugar Refineries Co. See reorganization plan, V. 51, p. 609. It has purchased the capital stock of the four Philadelphia refineries and a controlling interest in the Baltimore refinery. Spreckels's refinery in California is under a lease for ten years to the "Western Sugar Refining Company," of which the "trust" owns one-half the stock. Claus Spreckels and A. B. Spreckels are officers of the Western Company, and own the other half of the stock.

In January, 1893, Mr. Searles gave a list of the refineries in the United States not controlled by the Sugar Trust and with which the trust has no friendly understanding. They were: Revere, of Boston, daily capacity, 1,000 barrels; Henderson, of New Orleans, daily capacity 300 to 400 barrels; Cunningham, near Galveston, Texas, about same; Mullineaux, of Brooklyn, which claims daily capacity of 2,000 barrels. The daily capacity of refineries operated or controlled by the Sugar Refining Co., Mr. Searles said, was about 40,000 barrels a day. See full statement as to properties in V. 56, p. 126.

Stock.—Stock authorized is $75,000,000 (half preferred), of which on Dec. 1, 1892, $727,000 common and same amount preferred was in Treasury. In 1892 $23,546,000, half each common and preferred, was issued for the purchase of the Philadelphia refineries, and a large proportion of the capital stock of the Baltimore Sugar Co.

Dividends.—Dividends since reorganization: On preferred stock in full to date; in January, 1893, dividends changed to quarterly on portion of preferred. On common, in 1891, July, 4 per cent; in 1892, Jan., 4; July, 4; Oct. (dividends changed to quarterly), 2½; in 1893, Jan., 2½ p. c. (quar.); April, 3 p. c., and 10 per cent extra; July, 3 p. c.; October, 3 p. c.

Annual Report.—Fiscal year ends Nov. 30. The last report for 11 months ending Nov. 30, 1892, was in V. 56, p. 79, and showed net earnings $8,615,837, from which paid 9 per cent on the common stock and 7 per cent on the preferred, leaving a surplus for the eleven months of $2,732,157.

There was brought over from the year 1891 a surplus of $1,637,822, which, with the addition of 1892, made a total surplus for 1891 and 1892 of $4,369,980. These figures did not include the controlled companies, the returns from which in March, 1893, were such that the directors decided to divide the surplus of 1891 and 1892, and so declared an extra dividend of 10 per cent, besides a quarterly dividend of 3 per cent on the common stock.

BALANCE SHEET DEC. 1, 1892.

Assets.		*Liabilities.*	
Refineries' plant	$41,250,000	Mortgages	$180,000
Cash	1,271,992	Loans	7,458,946
Demand loans	7,186,500	Unpaid bills	1,813,390
Sugar, raw and refined	7,297,770	Letter of credit acct.	3,896,449
Sales account	4,609,528	Open account	511,336
Boneblack & sundries	1,584,040	Unpaid dividends	1,812
Additionnal property	1,547,240	Sugar Refineries Co.	811,363
Refinery impmt. acct.	2,533,969	Sales of real estate and materials	363,803
Investment account	23,546,000	Capital	73,546,000
Treasury stock	636,870	Surplus	6,576,360
Stk. in other corpor'ns.	2,438,160		
Loan accounts, etc.	1,257,455		
Total assets	$95,159,462	Total liabilities	$95,159,462

Directors.—H. O. Havemeyer, T. A. Havemeyer, F. O. Matthiesen, Geo. C. Magoun, J. E. Searles, Wm. Dick, W. B. Thomas. Treasurer, John E. Searles. New York office, 117 Wall Street. (V. 54, p. **119**, 202, 469, 525, 761; V. 55, p. 177; V. 56, p. **79**, 126, 413.)

American Telegraph & Cable Company.—Owns two cables between Sennon Cove, England, and Dover Bay, Nova Scotia. Leased to Western Union till 1932, with guaranty of 5 p. c. per annum on stock.

American Tobacco Company.—Organized in 1890 under laws of State of New Jersey to manufacture and sell tobacco in all its forms.

Stock.—Preferred stock is 8 per cent, non-cumulative, and has preference also as to "assets" in case of liquidation. See wording of pref. certificate in editorial of May, 1893, Supplement. Preferred stock [$14,000,000 authorized] was listed in Sept., 1890. See V. 53, p. 21; V. 51, p. 349.

Dividends.—On preferred to August, 1893, inclusive, 8 per cent per annum. On common stock in 1891, 12 per cent; in 1892, 12 p. c.; in 1893, February, 3; May, 3; Aug., 3 p. c. (quar.)

Annual Report.—Report for year 1892 was in V. 56, p. 163, showing net earnings after deducting all expenses of $4,739,301; dividends on preferred, $960,800; dividends (12 per cent) on common, $2,166,000; balance, surplus, $1,612,501.

Balance sheet Dec. 31, 1892, showed: Assets, real estate, stock, etc., $33,353,202; cash, $940,288; bills and accounts receivable, $1,877,900; total, $36,171,390. Contra—Stock and scrip (see table above), $30,085,000; dividends payable February, 1893, $782,200; accounts and commissions payable, $809,614; advertising fund, $386,681; surplus, $4,107,895; total, $36,171,390.

Directors.—Lewis Ginter, John Pope, George Arents, James B. Duke, Benjamin N. Duke, George W. Watts, Francis S. Kinney, W. H. Butler, Charles G. Emery, W. S. Kimball, William A. Marburg, Geo. W. Gail. Pres., James B. Duke; Sec., Wm. H. Butler; Treas., Geo. Arents. N. Y. office, 45 Broadway. (V. 53, p. 21; V. 54, p. **485**; V. 56, p. **163**.)

American Type Founders.—Organization, &c.—Incorporated in 1892 under laws of New Jersey to acquire and carry on the business of twenty-three companies and firms, manufacturing and selling about 85 per cent, it is said, of the entire output of type in the United States. Nearly all have been long established and, it is claimed, uniformly prosperous. August, 1893, dividend deferred. See advertisement in Chronicle of October 15, 1892. N. Y. office, 39 Cortlandt St.

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

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Barney & Smith Car.—Common stock	....	$100	$1,000,000	See text.	Annual.	From Dayton by check.	June 15, 1893
Pref. stock. 8 p. c. cum., pref. as to dividends only	....	100	2,500,000	8 per an.	Q.—M.	do do	Sept. 1, 1893
1st mort., gold, subject to call at 110 after July 1, 1902	1892	1,000	1,000,000	6	J. & J.	N.Y., Guar. & Indem. Co.	July 1, 1942
Brooklyn Traction—Common stock	....	100	6,000,000	.....	.....	.....	.....
Preferred stock, 6 p. c. cum., sub. to call at 110 and int.	....	100	3,000,000	See text.	J. & J.	From office, by check.	July 20, 1893
Brunswick Company—Bonds, gold	1891	1,000	160,000	6 g.	J. & D.	N.Y., Knickerbocker Tr	Dec. 1, 1896
Canton Company—Stock	....	100	3,431,500	....	.....	.....	.....
Central & South American Telegraph—Stock $8,000,000	....	100	6,500,000	7 per an.	Q.—J.	N. Y., Office, 37 Wall St.	July 8, 1893
Construction certificates to be converted into stock	1892	....	1,417,600	5	F. & A.	do do	conv. into stk.
Chesapeake & Delaware Canal—1st M. (extended in 1886)	1886	500 &c.	2,602,950	See text.	J. & J.	See text.	July 1, 1916
Chicago & Atchison Bridge—1st M. for $1,000,000, gold	1885	1,000	924,800	6 g.	J. & J.	N. Y., W. & J. O'Brien.	Jan. 1, 1915
Chicago Gas—Trust Co.'s receipts of equitable interest	....	100	24,885,800	See text.	Quar'ly.	Phila., Fidel. Insur. Co.	Oct. 2, 1893
People's Gas Light & Coke 1st mortgage, gold	1874	500	2,100,000	6 g.	M. & N.	N.Y. Cent. Tr. & Lond'n.	Nov. 1, 1904
2d mortgage	1874	500	2,500,000	6 g.	J. & D.	do do	Dec. 1, 1904
1st consol. mortgage for $10,000,000 gold	1893	....	(!)	6 g.	....	New York.	Oct. 1, 1943
Equitable Gas Light & Fuel 1st mortgage	1885	1,000	2,000,000	6 g.	J. & J.	N.Y., Cent. Tr. & Chic. Of.	July 1, 1905
Consumers' Gas 1st mortgage, gold	1886	1,000	4,346,000	5 g.	J. & D.	Chicago, Union Nat. Bk.	Dec. 1, 1936
Chicago Gas Light & Coke 1st mortgage, g. (see text)	1887	1,000	10,000,000	5 g.	J. & J.	N. Y., Central Trust Co.	July 1, 1937
Chicago Junction Railways & Union Stock Yards—Stock	....	100	6,500,000	See text.	J. & J.	N. Y., Office, 45 B'way.	July 5, 1893
Preferred, 6 per cent cumulative	....	100	6,500,000	6 per an.	J. & J.	do do	July 5, 1893
Collateral trust bonds, gold, $ or £	1890	1,000	10,000,000	5 g.	J. & J.	N.Y., Cent. Tr.; London.	July 1, 1915
Income bonds, 5 per cent, non-cum. (See remarks)	1892	1,000	2,897,000	5	J. & D.	N.Y. Of.—When earned.	July 1, 1907
Citizens' Gas Light of Brooklyn—Stock for $2,000,000	....	100	1,750,000	See text.	....	Brooklyn.	Aug. 2, 1893
Citizens' Gas Light 1st M. bds., sub. to call aft. Apr. 1, '95	1885	1,000	250,000	5	A. & O.	Company's Office.	Ap. 1, '95-1905
Consol. mortgage for $750,000, gold	1890	1,000	500,000	5 g.	F. & A.	N. Y., Central Tr. Co.	Feb. 1, 1940
Union Gas Light Co. 1st mortgage bonds	1889	1,000	250,000	6	J. & J.	do do	July 1, 1905
Consol. mortgage, gold	1885	1,000	250,000	5 g.	J. & J.	do do	Jan. 1, 1920

STOCK.—The preferred stock is entitled to an 8 per cent dividend, cumulative, and payable quarterly; is a prior lien on the property and assets, and is entitled to two votes for each share, as against one vote for each share of common stock. See terms of pref. certificates in editorial of SUPPLEMENT for May, 1893.

DIVIDENDS.—On pref. in 1893, Feb., 2 per cent; May, 2 per cent.

EARNINGS.—Expert accountants report the average annual net profits for the last three years to be $659,496, the lowest for any one year being $607,495. Expenses during the last three years have been excessive, and there has been cutting in prices. (V. 55, p. 625, 638.)

DIRECTORS.—Robert Allison (President), G. Frederick Jordan, John Snyder, Wm. B. MacKellar (Vice President), John J. Palmer, J. W. Kinney, Edward F. C. Young, Henry Barth, L. Boyd Benton, A. T. H. Power (Secretary), George R. Turnbull (Treasurer). Office—See N. Y. Guaranty & Indemnity Company.

Baltimore Traction.—V. 56, p. 608.

Barney & Smith.—Incorporated in 1892, under laws of West Virginia, to succeed a company established in 1849, and doing business Dayton, Ohio. Stock and bonds listed in New York in January, 1893. Dividends—On common stock in 1893, June, 5. p. c. (annual).

Brooklyn Traction.—Organized in 1892 and purchased the stock of the Atlantic Avenue Street RR. Co. of Brooklyn. The road will be operated with electricity. The Brooklyn Bath & West End RR. (see Railroads) has been bought in same interest. This is not the company which controls the Brooklyn City road; for that company, see Long Island Traction Co. The securities of the Atlantic Avenue Co. are described at the back of this SUPPLEMENT in table of N. Y. & Brooklyn Street railroads. See also earnings, etc. in V. 55, p. 468, 856; V. 56, p. 55. Dividends paid: In July, 1893, on pref., 3 p. c. Office, Brooklyn.

Brunswick Company.—Owns real estate and water front in Brunswick, Ga., and stocks in local cos. Stock, $5,000,000; par, $100.

Canton Company.—See SUPPLEMENT of September, 1892.

Central & South American Telegraph.—Owns cable line from Vera Cruz, Mexico, to Valparaiso, Chili, 4,750 miles, and land lines 900 miles, etc. Also the Trans-Andine telegraph lines, 1,200 miles, purchased in 1891, and connecting Valparaiso with Buenos Ayres. Connects at Vera Cruz with Mexican Telegraph Company, and owns an interest in the direct cable between Galveston and Coatzacoalcos, 825 miles, etc.

STOCK, ETC.—In June, 1892, $1,417,600 construction certificates were sold at par to pay for second cable between Salina Cruz, Mexico, and Chorillas, Peru. These certificates are to be converted into stock within three years from May 29, 1893 (when the work was completed), during which period also the Mexican Telegraph Co. has contracted to pay this company $20,000 annually. See Mex. Tel. See V. 54, p. 1047. Increase of stock to $8,000,000 was authorized Jan. 18, 1893.

DIVIDENDS.—In 1885 and 1886, 4 per cent; in 1887, 6 per cent; from 1888 to July, 1893, both inclusive, at rate of 7 p. c. per annum, payable quarterly; in March, 1890, a stock dividend of 20 per cent was paid for surplus earnings invested in plant.

EARNINGS.—For three months ending June 30, 1893, receipts from all sources, partly estimated, were $204,802; net earnings, $132,802; July dividend, $110,390; balance, surplus, $22,412. Total surplus June 30, 1893, $373,942. For year 1892 gross earnings, $808,000; net, $502,000; dividend, $441,500; balance, surplus, $60,500. Office, 37 Wall St., N. Y. (V. 55, p. 1077; V. 56, p. 127, 538.)

Chesapeake & Delaware Canal.—Owns canal from Delaware City to Chesapeake City, Md. In June, 1893, bondholders were asked to accept 4 per cent interest (in place of 5 p. c.) until contingent fund reduced to $49,613, should again amount to $100,000. In year 1892 93, gross receipts were $156,235; net, $113,683; interest at 5 per cent on bonds, $130,147. Stock, $1,903,238; par, $50.

Chicago & Atchison Bridge Co.—Owns and operates a railway and highway toll bridge across the Missouri River at Atchison, Kansas. Used by the Chicago Rock Island & Pacific, Hannibal & St. Joseph, Kansas City & Council Bluffs, Missouri Pacific and Atchison Topeka & Santa Fe railway companies. In 1889 gross earnings, $122,817; fixed charges and expenses, $100,246; surplus, $22,570. In 1890 gross, $118,429; fixed charges and expenses, $94,933; surplus, $23,495.

Chicago Gas.—HISTORY.—The Chicago Gas Trust Company was incorporated in Illinois in 1887 to acquire gas properties in Chicago. In April, 1890, its name was changed to the Chicago Gas Company, and in April, 1891, the stockholders deemed it expedient to surrender their charter, the courts having decided that the organization was illegal. The Fidelity Insurance Trust & Safe Deposit Co. of Philadelphia then issued its trust receipts which certify that the holder is entitled to his ratable proportion of the ownership in all the stocks of the several Chicago gas companies held by the Fidelity Company (subject to the lien of the bonds), and has the right to receive the dividends thereon and to vote the same as he may choose.

BONDS.—See application in full to New York Stock Exchange in CHRONICLE, V. 47, p. 746. The guaranty of the Gas Trust Co. as to principal and interest is endorsed upon the bonds of the several issues in the table above. The Gas Trust Co. has ceased to exist, but the bonds are said to retain "a full and equal lien" upon the securities held in trust by the Fidelity Co. See above.

DIVIDENDS.—In 1889, 4 per cent; in 1890, 3; in 1891, Sept., 1¼; Dec., 1¼; in 1892, March, 1¼; June, 1¼; September, 1¼; December, 1½; in 1893, March, 1½ per cent; in June, 1½ p. c.; in Oct., 1½ p. c. in scrip.

SECURITIES OWNED.—The Fidelity Co. holds $14,887,625 of the $14,284,200 stock of the companies whose bonds are given in the table above, this stock having been trusteed for the benefit of the shareholders of the Chicago Gas Trust Company, and for the security of the holders of the mortgage bonds that were then, or might thereafter, be issued by any of said companies. Through the interest in said companies there are also controlled all but $15,800 of the $1,650,000 stock of four smaller companies, three of which have outstanding the following bonds: Lake Gas Company, $300,000 1st mortgage 6s; Hyde Park Gas Co., $200,000 1st mortgage 6s; and Illinois Light Heat & Power Co., $500,000 1st 7s guaranteed by the Peoples' Co.

DEALINGS WITH CITY.—In June, 1891, a settlement was reached by the several companies on the basis of the city getting 3½ per cent of the gross receipts, or at least $150,000 per annum, and paying $1 per 1,000 feet for its gas—the price of gas to other consumers to remain at $1 25 until 1893, when a reduction of 5 cents in the price must be made each year following until $1 has been reached. See V. 52, p. 939.

ECONOMIC GAS COMPANY.—The Chicago Economic Fuel Gas Co., controlled in the interest of the Chicago Gas Co., has issued $2,500,000 of 5 per cent gold bonds, due Jan. 1, 1916, interest J. & J., secured by mortgage to the Central Trust Co. of New York. The Economic mortgage is for $5,000,000, but bonds additional to the $2,500,000 can be issued only for extensions, equipment or betterments to the amount of 90 per cent of the cost thereof. See V. 54, p. 366, 405, 799; V. 56, p. 501.

FINANCES.—In December, 1892, the dividend was increased to 1½ p. c. In Feb., 1893, $340,000 Chicago Gas Light & Coke bonds were sold, and in June, 1893, $314,000 Consumers' Gas Company's 5s and $552,000 Chicago Gas Light & Coke Company 5s. Of the $25,000,000 trust receipts, $114,200 have been canceled. The People's Gas Light Co. in September, 1893, was proposing to execute a consolidated mortgage for $10,000,000 of 6 per cent bonds, of which $4,600,000 will be deposited with Central Trust Co. to redeem all prior bonds.

The scrip for dividend due Oct. 2, 1893, will be exchanged in lots of $1,000, etc., for bonds of the proposed issue.

EARNINGS, ETC.—The Chicago Gas earnings have been as follows:

Year.	*Net Earnings.*	*Interest.*	*Surplus.*
1892	$3,035,604	$1,087,508	$1,948,096
1891	2,787,835	1,044,250	1,743,585
1890	2,389,709	1,035,100	1,354,609

New York Office, 29 Broad Street.

—(V. 56, p. 331, 1015; V. 57, p. 217, 375, 422, 468.)

Chicago Junction Railways & Union Stock Yards.—ORGANIZATION.—This company, incorporated in 1890 under the laws of New Jersey, has purchased 98 per cent of the stock of the Union Stock Yard & Transit Company of Chicago, which latter company owns the entire stock of the Chicago & Indiana State Line Railroad Company. The property thus controlled is situated in Chicago, and consists of 470 acres of land (with one mile of water front) containing warehouses, sheds and pens (to accommodate 25,000 head of cattle, 160,000 hogs, etc.); also 130 miles of railway, connecting with all the railroads entering the city. See adv. in CHRONICLE July 19, 1890, and V. 52, p. 203.

AGREEMENT WITH PACKERS.—Under a fifteen-year agreement dating from July 1, 1891, the Chicago packers, Messrs. Armour, Morris and Swift, and others, guarantee to give this company the business of packing all live stock slaughtered by them within 200 miles of Chicago. See V. 54, p. 328, 923; V. 55, p. 99, 297.

In July, 1892, a five-year contract was made with the remaining packers, the so-called Stickney packers. See V. 55, p. 99.

CAPITAL STOCK.—The common stock authorized is $6,500,000; preferred, $6,500,000. The preferred stock is 6 per cent (cumulative), and in case of liquidation will have priority over common as to all assets.

DIVIDENDS.—On preferred, 6 per cent yearly to date. On common, in 1891 10; in 1892, January, 4; July, 4; in 1893, January, 4; July, 4 p. c.

BONDS.—The collateral trust bonds are secured by deposit with the Central Trust Company, trustee, of over 90 per cent of the stock of the Union Stock Yard Transit Company. The $3,000,000 incomes carry interest after payment of interest on the collateral trust bonds and the 6 per cent dividend on the preferred stock; when earnings suffice after payment of prior charges as aforesaid, the company will set aside $200,000 yearly for their interest and sinking fund, the incomes being subject to call at par. The amount outstanding has been reduced from $3,000,000 by sinking fund redemptions. See V. 54, p. 328.

EARNINGS.—From Jan. 1 to Apr. 30, 1893, (4 months), gross, $821,281, against $925,826 in 1892; net, $525,261, against $641,061.

ANNUAL REPORT.—Fiscal year ends June 30. Annual meeting in Jersey City first Thursday in July. Report for 1892-93 V. 57, p. 104, states that the business for the year shows a slight falling off. The business for June, however, shows a decided increase over 1892.

The Union Stock Yard & Transit Co. (controlled) had earnings as follows. Figures for 1892-93 not obtainable.

Year ending June 30—	1890.	1891.	1892.
Gross earnings	$2,668,383	$2,863,633	$2,947,455
Net earnings	1,717,509	1,800,458	1,829,420

The profits of the C. J. R. & U. S. Y. Co. have been as follows; the interest on bonds for 1892-93 increased $296,850, being two years, interest on income bonds paid in settlement with packers.

	1890-91.	1891-92.	1892-93.
Dividends of U. S. Y. Co., &c.	$1,713,473	$1,706,440	$1,631,277
Balance previous year	.....	60,650	210,638
General expenses, rents, &c.	164,705	167,247	113,232
Interest on bonds	500,000	500,000	795,850
Dividends	988,117	889,204	910,000
Balance, surplus	$60,651	$210,638	$21,934

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

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
City & Suburban R'y—1st M. consol. $3,000,000, gold..*c	1892	$1,000	$1,380,000	5 g.	J. & J.	Baltimore.	June 1, 1992
Claflin (H. B.) Company—Common stock	....	100	3,829,100	See text.	Q.—J.	N.Y., Office—Church St	July 15, 1893
1st pref. 5 per cent, gold, cum.... \ pref. as to princi- \	....	100	2,600,300	5 per an.	Q.—F.	do do	Aug. 1, 1893
2d pref. 6 per cent, cumulative.... \ pal and dividends. \	....	100	2,570,600	6 per an.	Q.—F.	do do	Aug. 1, 1893
Colorado Coal & Iron Development—Stock	....	100	6,000,000	....	.....	.....	.....
1st mortgage, gold, guar., redeemable at 105.....c*&r	1889	1,000	700,000	5 g.	J. & J.	N. Y., Company's Office.	July 1, 1909
Collateral trust bonds, gold, secured by land notes.....	1892	1,000	630,000	6 g.	J. & D.	N.Y., Real Est. L. & Tr. Co	1897
Colorado Fuel & Iron—Common stock, $11,000,000.....	....	100	9,250,000	See text.	.....	N. Y., 18 Broadway.	May 15, 1893
Preferred stock, 8 per cent, cumulative.....	....	100	2,000,000	See text.	F. & A.	do do	Aug. 1, 1893
Col. Coal & Iron 1st consol. M., gold, s. f., not drawn..c*	1880	1,000	3,054,000	6 g.	F. & A.	N.Y., Knickerbocker Tr.	Feb. 1, 1900
Colorado Fuel Co's gen. mort., gold, s. f. red. at 110..c*	1889	1,000	1,040,000	6 g.	M. & N.	N. Y., Atlantic Trust Co.	May 1, 1919
Col. Fuel & Ir. con. M. ($6,000,000) g., s.fd., red. 105.c*&r	1893	1,000	Nil. Mar.'93.	5 g.	F. & A	N.Y., Office 18 Br'dway	Feb. 1, 1943
Grand River Coal & Coke 1st mortgage, gold, see text.c*	1889	1,000	768,000	6 g.	A. & O.	New York.	Apr. 1, 1919
Columbus & Hock. Coal & Iron Co.—Stock, $190,000 is pref.	....	100	4,890,000	See text.	F. & A.	N. Y., Office, 80 B'way.	Aug. 20, 1891
1st M., g. (13,351 acres land, mines, &c., s. f., not dr'n.c*	1887	1,000	985,000	6 g.	J. & J.	N. Y., Amer. Ex. Bank.	Jan. 1, 1917
Commercial Cable—Stock ($10,000,000).....	....	100	10,000,000	See text.	Q.—J.	New York, 1 Broadway.	Oct. 2, 1893
Debentures payable £40,000 to £120,000 per annum..	....	....	£60,000	6	J. & J.	New York and London.	1894 to 1900
Comstock Tunnel—Income, non-cum. ($3,000,000), gold.c*	1889	500 &c.	1,908,000	4 g.	M. & N.	N. Y.—when earned.	Sept. 1, 1919
Consolidated Electric Light—Stock.....	....	100	2,500,000	See text.	.....	N.Y., Co.'s Of., 120B'way	Oct. 1, 1890
Debenture bonds, sinking fund.....c	....	....	163,100	6	J. & J.	N.Y., Am. Exch. Nat. Bk.	1895
Consolidated Gas (N. Y.)—Stock.....	....	100	35,430,060	See text.	Q.—M.	N. Y., Office, 4 Irving Pl.	Sept. 15, 1893
Knickerbocker Gaslight, 1st mortgage, sinking fund.c*	1878	1,000	400,000	6	J. & D.	do do	June 1, 1898
Metropolitan Gaslight Co., 1st mortgage.....c'	1881	500 &c.	658,000	6	F. & A.	N. Y., Farm. L. & Tr. Co.	Aug. 1, 1901
Debentures.....r	1888	1,000	1,500,000	5	M. & N.	N. Y., Office, 4 Irving Pl.	May 1, 1908
Consol. Kan. City Smelt'g & Refin'g—Stock.....	....	25	2,500,000	See text.	.....	N. Y. Of., 20 Nassau St.	Mch. 1, 1893
1st M., gold, subject to call at 105 after May 1, 1895..c*	1890	1,000	1,000,000	6 g.	M. & N.	N. Y., Of. 20 Nassau st.	May 1, 1900
Consolidation Coal of Maryland—Stock.....	....	100	10,250,000	See text.	.....	N.Y., Co.'s Of., 71 B'way.	Feb. 1, 1893

DIRECTORS.—Chauncey M. Depew (Chairman), John Quincy Adams (President), Edward J. Phelps, of Burlington, Vt.; W. J. Sewell, Camden, N. J.; F. H. Prince, Boston; Fred H. Winston and Albert H. Veeder, E. J. Martyn of Chicago, Martin L. Sykes and George Peabody Gardner. OFFICERS.—President, John Quincy Adams; Vice-President, Wm. J. Sewell; Secretary, William C. Lane; Treasurer, Thomas Sturgis. New York office, No. 45 Broadway.—(V. 55, p. 58, 99, 297; V. 57, p. 59, 104.)

Citizens' Gas Co. (Brooklyn.)—Consolidation in April, 1892, of Citizens' Gas and Union Gas. Stock listed on New York Stock Exchange in May, 1892. The official statement to the Exchange was given in full in V. 54, p. 888. In August, 1893, number of meters in use, 7,773; street lamps, 1,614; miles of street mains, 76⅓. Dividends paid—In July, 1892, 2½ p. c.; in August, 1893, 2 p. c. President, J. T. B. Hillhouse.

City & Suburban.—See SUPPLEMENT of January 1893.

Claflin (H. B.) Company.—Incorporated under the laws of New Jersey in May, 1890, to carry on the mercantile business of the firm of H. B. Claflin & Co., of New York City. The company's premises have a frontage of 375 feet on Worth Street, and with all appurtenances are valued at $2,739,181, its total assets Jan. 1, 1893, including merchandise, accounts receivable, etc., being put at $16,652,846. V. 56, p. 80.

DIVIDENDS.—On preferred stocks full dividends to date. On common stock in 1891, 10 per cent; in 1892, Jan., 2; April, 2; July, 2; Oct., 2; in 1893, Jan., 2¼; April, 2¼; July, 2¼ per cent (quar.) Dividends on the first preferred stock are payable in gold. The option of converting preferred stock into common stock has expired, and annual charges for dividends ahead of common stock are now fixed at $284,251.

REPORT.—Report for the half-year ending June 30, 1893, with balance sheet, was in V. 57, p. 104, showing net earnings over expenses and taxes, $317,263; interest on preferred stocks, $142,125; dividends (4½ per cent) on common stock, $172,309; balance, surplus, $2,828. Total surplus to June 30, 1893, $552,076. Profits were: In 1892, $870,006; in 1891, $658,096; in 1889, $784,000; in 1888, $706,000; in 1887, $766,000. Office corner Church and Worth streets, New York. —(V. 53, p. 94; V. 54, p. 203; V. 55, p. 99; V. 56, p. 80; V. 57, p. 104.)

Colorado Coal & Iron Development.—Formerly controlled by Col. Fuel & Iron Co. The total real estate owned Nov. 1, 1892, was valued at $6,209,623 (including town lots in Pueblo, etc.); land notes, $900,000; other assets, $220,377; total assets, $7,330,000. Stock, $6,000,000: par, $100. Liabilities as in table above. See full statement to N. Y. Stock Exchange in December, 1892, in V. 55, p. 1112. The guaranty on the first mortgage bonds was assumed by the Fuel & Iron Company. N. Y. Office, 45 Wall St.

Colorado Fuel & Iron.—*(See Map.)*—ORGANIZATION AND PROPERTY.—A Colorado corporation formed in Oct., 1892, by consolidation [V. 55, p. 373, 639,] of the Colorado Fuel and the Colorado Coal & Iron Cos., the former controlling the Grand River Coal & Coke and the Denver Fuel companies and the Huerfano Land Association. It thus became the owner of the following properties; 69,000 acres of land, containing, it was claimed, 400,000,000 tons of proved coal deposits, including steam, domestic coking, gas, smithing and anthracite coal; 800 coke ovens; 15 coal mines, with daily capacity of 12,000 tons of all kinds of coal; steel works at Bessemer, including 3 blast furnaces, capacity 350 tons pig iron per day; rail mill, capacity 500 tons per day; bar mill; pipe plant, 30 tons per day; iron mines; coal lands leased, 3,670 acres; town lots owned, 593; and cash and convertible assets in excess of liabilities June 30, 1893, $1,543,716. Application to N. Y. Stock Exchange with balance sheet on Nov. 1, 1892, was in V. 55, p. 1040.

STOCK.—The authorized capital stock is $2,000,000 of 8 per cent cumulative preferred stock and $11,000,000 common stock. Of the common $1,750,000 remains in the treasury.

DIVIDENDS.—On common: In 1893, May., 1¼ per cent. On preferred, in 1893, Feb., 4 p. c.; Aug., 4 p. c., payable in scrip. See V. 57, p. 217.

BONDS.—The consolidated company assumed the bonds of the Colorado Coal & Iron, the Colorado Fuel and the Denver Fuel Company, and has executed a consolidated mortgage for $6,000,000 covering its entire property, $4,194,000 bonds secured by which were reserved to retire the prior bonds at or before maturity. Of the $1,806,000 bonds available for other purposes $1,000,000 will be sold to pay off time loans made to secure working capital after reorganization. The annual sinking fund for the consols is 2 cents per ton of coal and 5 cents per ton of iron mined, the consols being subject to call for redemption from this sinking fund (but not otherwise) on any interest date at 105. The Fuel & Iron Co. also assumed the Col. Coal & Iron Company's guaranty of Colorado Coal & Iron Development bonds for $700,000. The Grand River Coal & Coke Co.'s bonds are not guaranteed, but a majority of the company's stock is owned by the Colorado Fuel & Iron.

ANNUAL REPORT.—Report for 8 months ending June 30, 1893, was given at length in V. 57, p. 373, and showed:

Net earn's coal and iron..	$697,916	Taxes, sinking fund, etc..	$140,973
From investments.....	35,117	Interest, 8 months.....	212,725
		Dividend pref. (8 mos.)..	106,666
Total net income.....	$733,033	Balance for com. stock..	$272,669
		Div. on com. May, 1893..	$115,348

DIRECTORS.—John C. Osgood, Henry R. Wolcott, Dennis Sullivan, John L. Jerome, Charles H. Toll, William H. James, J. A. Kebler, D. C. Beaman, A. C. Cass, of Denver; Paul Morton, of Chicago; C. F. Meek, A. Thalmann, of New York; W. L. Graham, of Pueblo. J. C. Osgood, President. Office, 18 Broadway, New York.—(V. 55, p. 22, 100, 145, 177, 331, 373, 639, 678, 679, 894, 1036, 1040; V. 56, p. 500, 579, 1014; V. 57, p. 179, 217, 373.)

Columbus & Hocking Coal & Iron Company.—Organized at Columbus, O., January 26, 1883, and owns large coal and iron properties, with extensive works thereon, in Ohio, a full description of which was published in the CHRONICLE of February 26, 1887, V. 44, p. 278. The Central Trust Company of New York is trustee of the mortgage. Dividends on preferred: In 1891, 5 per cent; in 1892, none.

In fiscal year ending March 31, 1891, gross earnings were $1,190,011; net, $147,638 (against $121,225 in 1888-89); surplus over interest, taxes and dividend on preferred, $31,012; from which paid royalties on coal not owned in fee, $17,743; car rentals, $3,221; discount, $18,255; improvements, $8,220; balance, $13,572. New York office, 80 Broadway. (V. 52, p. 507, 643, 831; V. 53, p. 187, 288.)

Commercial Cable Company.—This is popularly known as the Mackay-Bennett Cable Company, owning two cables from Nova Scotia to Ireland; one from Ireland to Havre, France; one from Ireland to Bristol, England; also one from Nova Scotia to New York and one to Rockport, Mass., &c. In September, 1887, the authorized stock was raised to $6,000,000, and in October, 1888, to $10,000,000. New stock for $1,929,000 was sold for third cable in July, 1893.

DIVIDENDS.—In 1889, 1½ p. c.; in 1890, 6 per cent; in 1891, 7; in 1892, 7; in 1893, January, 1¾; April, 1¾; July, 1¾; Oct., 1¾ p. c

BONDS.—On Jan. 15, 1891, 1892 and 1893, company elected to pay off £120,000 debentures, being the maximum amount payable per annum.

EARNINGS.—In 1892 gross, $1,890,377; net, $1,099,588, against $1,085,324 in 1891. Mr. J. W. Mackay, President, 1 Broadway, New York.—(V. 54, p. 525; V. 56, p. 500; V. 57, p. 218, 255.)

Comstock Tunnel Co.—Owns Sutro Tunnel on Comstock Lode for facilitating gold and silver mining operations and has contracts with mining companies for royalty at rate of 4 per cent on bullion yield at market price in gold. Stock, $2,000,000 (par, $2·00). Interest paid on incomes Nov. 1, 1892, 1½ per cent.

ANNUAL REPORT.—Report for year ending August 31, 1892, was in V. 55, p. 599, showing royalty received $71,401 (against $157,631 in 1890-91); other earnings, $20,201; miscellaneous receipts, $8,567; back royalty, $22,855; balance per previous report, $103,695; total receipts, $226,719. Disbursements—Operating, etc., expenses, $72,157; bond interest paid, $34,390; extraordinary expenses, $12,090; balance forward Aug. 31, 1892, $78,082. New York office, No. 115 Broadway. (V. 55, p. 599.)

Consol. Electric Light.—See SUPPLEMENT January, 1893.

Consolidated Gas of New York.—This company was organized November 11, 1884, under chapter 367, laws of New York, 1884. The companies merged in it were the New York Gaslight, the Municipal Gaslight, the Metropolitan Gaslight, the Manhattan Gaslight, the Knickerbocker Gaslight and the Harlem Gaslight. The total stock was $39,078,000, of which $3,647,940 was reserved for working capital and for indebtedness of old companies. Dividends, formerly 6 per cent per annum, were in June, 1893, increased to 8 per cent (2 per cent quarterly)

Consolidated Kansas City Smelting & Refining.—Incorporated in 18 .. under laws of New York, and owns extensive works at Argentine, a suburb of Kansas City, for smelting and refining lead, silver and copper ores. Also has smelting works near El Paso, Texas, and Leadville, Colorado. In Mexico it owns three valuable mining properties. Dividends from August 1, 1887, to February, 1892, both inclusive, at rate of 10 per cent per annum in cash, and in 1892 12½ per cent also in stock to represent earnings spent in improvements; in March, 1893, 10 per cent in stock. See full description of property in applications to N. Y. Stock Exchange in V. 48, p. 69, and V. 54, p. 370. In 1892 net earnings were $244,000. Mr. N. Witherill, Vice-President, 20 Nassau Street, N. Y. City. V. 56, p. 403.

Consolidation Coal.—Report for 1892 was in V. 56, p. 373.

	1891.	1892.
The gross receipts from mines, railroads, rents, &c. (including value of stock of coal on hand).	$2,581,338	$2,424,994
Net receipts.....	$384,385	$354,217

The interest in 1892 took $116,900; balance, surplus, for dividends, $237,317. Baltimore & Ohio Railroad owns $3,810,000 stock.

This company guarantees $1,000,000 bonds of the Cumberland & Pennsylvania RR., whose stock it owns. Dividends since 1883: for 1884 and 1885, 1; for 1886, ¾; for 1887, 1½; for 1888, 2¼; from 1889 to Feb., 1893, inclusive, 2 p. c. yearly. (V. 54, p. 524; V. 56, p. 373.)

Delaware Division Canal.—See LEHIGH COAL & NAVIGATION.

Denver City Cable.—Owns an extensive system of cable lines in Denver, Col., and has the exclusive right to operate horse railways in that city till 1902. Mileage owned: Cable lines, 30 miles single track; horse car lines, 10 miles single track total owned and operated May 1, 1892, 40 miles. Stock authorized, $3,000,000; outstanding $2,770,000; par $100. See application to N. Y. Stock Exchange V. 50, p. 487. (V. 54, p. 203.)

Denver City Water.—See SUPPLEMENT of January, 1893, and V. 57, p. 105.

Denver Consolidated Gas Co.—Organized Nov. 16, 1891, to take over the old gas company in Denver, Col. Capital stock, $1,500,000. Mortgage covers all the corporate property, which includes valuable real estate in Denver. The bonds are subject to redemption at 105 and interest in case of any sale of property under the mortgage. Dividends from April, 1892, to July, 1893, inclusive, 4 p. c. per annum, payable quarterly; in October, (?). Gross earnings in year 1892, $378,685; net, $197,211; taxes, $8,100; interest, $90,000; balance, surplus, $99,112; year ending Jan. 20, 1891, gross, $358,918; net, $180,755. Hon. J. B. Grant, Denver, President.

Denver Tramway.—Owns 18 miles of cable road and 35 miles of electric railway in the city of Denver, Col., and leases the Metropoli-


MAP SHOWING
PROPERTIES OF THE
COLORADO FUEL & IRON CO.
The respective properties are indicated by a star and number, the latter corresponding to the number in this index.
No. 0 General Offices.
" 1 Steam-Coal Lands.
" 2 Dry Domestic-Coal Lands.
" 3 Elk-Head Mts. Anthracite Lands.
" 4 Lignite Lands.
" 5 Semi-Caking, Steam & Domestic-Coal Lands
" 6 " " " " " "
" 7 " " " " " Mines.
" 8 Dry Domestic and Steam-Coal Mines.
" 9 Coke Ovens.
" 10 Semi-Caking Domestic-Coal Mines.
" 11 Coking-Coal Mines.
" 12 " " "
" 13 Coke Ovens.
" 14 Iron Lands.
" 15 Anthracite Mine.
" 16 " "
" 17 Coking-Coal Mine.—Coke Ovens.
" 18 Iron Lands.
" 19 " Mine.
" 20 " "
" 21 " Lands.
" 22 Domestic-Coal Mines.
" 23 Steel Works.
" 24 Limestone Quarries.
" 25 Domestic-Coal Mine.
" 26 " " "
" 27 " " "
" 28 " and Steam-Coal Mines.
" 29 " " " " "
" 30 Iron Lands.
" 31 Domestic-Coal Lands.
" 32 Coking-Coal Mine.
" 33 Coke Ovens.
" 34 " "
" 35 Coking-Coal Mine.
" 36 " " "
1 CARBON
2 PEACOCK
3 ELK HEAD
4 MITCHELL
5 HOG BACK CANON
6 DRY GAP
7 NEW CASTLE
8 COAL RIDGE
9 CARDIFF
10 SUN SHINE
11 SPRING GULCH
12 COAL BASIN
13
14 ASHCROFT
15 RUBY
16 ANTHRACITE
17 CRESTED BUTTE
18 TIN CUP
19 CALUMET
20 ORIENT
21 GRAPE CREEK
22
23 BESSEMER
24 SAN CARLOS
25 PICTOU
26 ROBINSON
27 WALSEN
28 ROUSE
29 SANTA CLARA
30 PLACER
31 CANON DEL AGUA
32 BERWIND
33 EL MORO
34 SOPRIS
35
36
WYOMING
LARAMIE
ALBANY
CHEYENNE
LARIMER
WELD
Fort Collins
Greeley
GRAND
BOULDER
Boulder
GILPIN
Georgetown
CLEAR CREEK
Morrison
ARAPAHOE
DENVER
SUMMIT
EAGLE
GARFIELD
Glenwood Sp'gs.
Leadville
PARK
JEFFERSON
DOUGLAS
ELBERT
Aspen
PITKIN
MESA
DELTA
EL PASO
Colorado Sp'gs.
Salida
CHAFFEE
FREMONT
Cañon City
PUEBLO
Montrose
Gunnison
MONTROSE
OURAY
HINSDALE
SAGUACHE
CUSTER
Silver Cliff
Ouray
Lake City
SAN MIGUEL
DOLORES
SAN JUAN
Rico
Creede
HUERFANO
Huerfano R.
Cuchara R.
RIO GRANDE
Alamosa
COSTILLA
LAS ANIMAS
Durango
LA PLATA
ARCHULETA
CONEJOS
Trinidad
ENGLEVILLE
NEW MEXICO
Laramie R.
North Platte R.
Yampa R.
Rio Las Animas
Arkansas R.
Continental Divide
Union Pac. R. R.
Bur. & Mo. Riv. R. R.
Col. Mid. R. R.
Den. & Rio Gr. R. R.
Rio Grande So. R. R.
Rio Grande R. R.
Den. & R. G. R. R.
Rio Grande Southern R. R.
Colorado & Southern R. R.
Tex. P. C. R. I. & P.
Ft. Worth & Denver R. R.
A. T. & S. Fe R. R.
Mo. Pac. R. R.
Den. & Rio Gr. R. R.

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

MISCELLANEOUS. For explanation of column headings, &c., see notice on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Con. Coal of Md.–(Con.)–1stM.,con.conv.into st'k at par.c	1872	$1,000	$1,100,000	6	J. & J.	N.Y., Co.'s Of.,71B'way.	Jan. 1, 1897
Denver City Cable—1st mortgage, gold.....c*&r	1888	1,000	3,397,000	6 g.	J. & J.	N. Y., Taintor & Holt.	Jan. 1, 1908
Denver City Water—General M. for $7,000,000 gold....c*	1890	1,000	1,288,000	5 g.	M. & N.	In default–See text.	Nov. 1, 1910
Denver Consolidated Gas—Stock.....	....	....	1,500,000	See text.	Q.—J.	N.Y.,Maitland, P. & Co.	See text.
1st mortgage, gold (see remarks).....c*	1891	100 &c.	1,500,000	6 g.	J. & J.	N.Y.,Atlantic Trust Co.	Nov. 16,1911
Denver Tramway—1st mortgage, gold.....	1888	1,000	498,000	6 g.	J. & J.	Denver.	July 1, 1908
Consol. mortgage, for $2,000,000, gold.....c*&r	1890	1,000	1,219,000	6 g.	J. & J.	New York City.	Jan. 1, 1910
Met. St. RR. Co. 1st M. for $1,000,000 ($20,000 p.m.)g.gu.	1891	1,000	913,000	6 g.	J. & J.	do	Jan. 1, 1911
Detroit Gas—Underlying bonds.....	....	....	2,000,000	....	....	.....	.....
Consol. 1st mortgage for $4,500,000, gold.....c&r	1893	1,000	2,000,000	5 g.	F. & A.	N.Y., Office, 45 Wall St.	Feb. 1, 1918
Detroit Mack. & Marquette R.R.—Land M. (inc.) red.at 100.r	1881	1,000	3,143,000	7	A. & O.	See text.	Oct. 1, 1911
Diamond Match.—Stock—Listed in February,1893.....	....	100	9,000,000	See text	Q.—M.	.....	Sept. 12,1893
Distilling & Cattle Feeding– Stock.....	....	100	35,000,000	See text.	Q.—J.	Peoria, Ill.	See text.
1st M., $8,000,000, gold, subject to call at par in 1903.	1893	1,000	See text.	6 g.	semi-an	.....	1903-1913
East River Gas—1st M. for $2,000,000, gold, red. at 110.c*	1892	1,000	905,000	5 g.	J. & J.	N.Y., H.B. Hollins & Co.	July 1, 1942
Edison Electric Illuminating of Brooklyn—Stock.....	....	100	2,500,000	See text.	Q.—J.	Brooklyn.	Oct 16, 1893
1st M.($2,500,000),g.,sub.to call at 110 aft.Oc.1,1900 c*&r	1890	1,000	500,000	5 g.	A. & O.	do	Oct. 1, 1940
Edison Electric Illuminating of New York—Stock	....	100	7,938,000	See text.	Q.—F.	N.Y., Of.Pearl cor. Elm.	Aug. 1, 1893
1stM ($5,000,000)g.,conv..red.at 110 aft. Sept.1,1900.c*	1890	1,000	2,562,000	5 g.	M. & S.	N.Y.,Guar. & Indem.Co.	Mch. 1, 1910
Equitable Gas Light Co. of New York—Stock.....	....	100	4,000,000	See text.	Q.—J.	N. Y., Office, 340 3d Av.	Oct. 16, 1893
First mortgage.....	....	1,000	1,000,000	6	F. & A.	N. Y., Central Trust Co.	Aug. 1, 1899
Consolidated mortgage for $4,000,000, gold.....c	1892	1,000	2,000,000	5 g.	M. & S.	N. Y., Central Trust Co.	Mar. 1, 1932
Erie Telegraph & Telephone—Stock ($5,000,000).....	....	100	4,800,000	4 per an.	Q.—F.	Co.'s Of., Lowell, Mass.	Aug. 14, 1893
Collat. tr. gold bonds, ($500,000) s. f., not subj. to call.	1893	1,000	269,000	6 g.	J. & J.	Bost. Safe Dep. & Tr. Co.	Jan. 1, 1903
Fort St. Union Depot (Detroit) 1st mortgage, gold.....c*	1891	1,000	1,000,000	4½g.	J. & J.	N. Y. Central Trust Co.	Jan. 1, 1941
General Electric—Common stock	....	100	30,459,700	See text.	Q.—F.	Cos.Of., N. Y. & Boston.	Aug. 1, 1893
Preferred stock 7 per cent cum. (not pref. as to assets).	....	100	4,251,900	7 per an.	J. & J.	do do	July 1, 1893

tan St. RR., guaranteeing its bonds principal and interest. See advt. of bonds CHRONICLE Oct. 22, 1892. Full abstract of the consolidated mortgage was in CHRONICLE, V. 52, p. 354. Denver Tramway stock, $1,000,000; notes and accounts payable were $881,208 Sept. 30, 1892. From Jan. 1 to Sept. 30, 1892, gross earnings of both companies were $737,790 against $611,548 in 1891; net, $216,233 against $142,566. Office, Denver, Col. (V. 52, p. 350, 352; V. 55, p. 1036.)

Detroit Gas.—Organized in November, 1892, to control all the gas properties in Detroit, Mich. See application to N. Y. Stock Exchange in V. 56, p. 672. Stock, $4,000,000; par, $50. $500,000 of the $4,500,000 consol. 1st mort. bonds are retained in the trustee's hands; only $4,000,000 of bonds issued on present property.

Detroit Mackinac & Marquette Land Grant Bonds.—Owns about 1,300,000 acres of land in Northern Michigan, along the line of the Detroit Mackinac & Marquette RR. Lands are free from taxation til. 1898. Of the total issue of $4,560,000 bonds, $1,417,000 had been purchased and canceled prior to July 21, 1892, at prices ranging from 29 to 39½ per cent. In October, 1892, 2 per cent interest was paid at Central Trust Co.; in 1893, April, 1 per cent. V. 55, p. 589. James McMillan, Detroit, President. (V. 54, p. 33, 328; V. 55, p. 589.)

Detroit Union RR. Depot.—See SUPPLEMENT, January, 1893.

Diamond Match.—ORGANIZATION, ETC.—Organized in 1889 under laws of Illinois. Owns factories at Boston, Mass., Akron, O., St. Louis, Mo., Detroit, Mich., etc., nine places in all; also store properties at Baltimore and Philadelphia, and saw mills at Ontonagon, Mich., with extensive pine stumpage tributary thereto.

STOCK.—Increase from $7,500,000 to $9,000,000 was made in March, 1893, to pay for new plant, etc.

DIVIDENDS.—In 1893, in March, June and Sept., 2½ per cent each.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Report for 1892 in V. 56, p. 245, showed net earnings, $1,050,979, against $802,816 in 1891. The balance sheet of the company is given below:

BALANCE SHEET DEC. 31, 1892.

Real est., machin'y, etc.	$6,285,469	Capital stock	$7,500,000
Bills & accts. receivable.	644,089	Accounts payable	80,101
Cash	177,814	Bills payable	22,000
Matches, raw mat'l, etc.	949,314	Surplus Dec. 31, 1891..	677,351
Pine lands and logs....	1,273,746	Profit for 1892	1,050,979
Total assets	$9,330,432	Total liabilities	$9,330,432

DIRECTORS.—O. C. Barber (President), J. Hopkins, W. H. Moore, G. T. Smith, J. K. Robinson (Treasurer). Main office, 504 Pullman Building, Chicago. New York office, 88 Hudson Street. (V. 56, p. 245, 403.)

Distilling & Cattle Feeding.—This company, incorporated under the laws of Illinois, held Mar. 31, 1893, distilleries as follows: In Illinois, 31 (of these 8 in Chicago and 14 in Peoria); Ohio, 16 (of these 8 in Cincinnati); Indiana, 11; Missouri, 8; Wisconsin, 2; Minnesota, 1; Kentucky, 7; Nebraska, 3; Iowa, 1; New York, 2; California, 2; total distilleries, April 1, 1893, 84. Also one alchohol works in Illinois and 3 in Iowa. Stock listed on N. Y. Stock Exchange in September, 1890.

DIVIDENDS.—In 1890 paid 3 per cent; in 1891, 5 p. c.; in 1892, 3½ p. c.; in 1893, January, 1½ per cent. Dividends were suspended in 1893, no dividend being paid in April.

GENERAL FINANCES.—On January 28 the directors resolved that no dividends be declared or paid until the floating debt be extinguished and the rebate fund made good. See full particulars V. 56, p. 205. On April 1, 1893, the company's liabilities were: Rebates due the trade, $2,198,287; balance due on the four distilleries last purchased, $535,000; bills payable, $300,000; ground rent, $35,000; total, $3,068,287. In May, 1893, $8,000,000 of 6 per cent bonds were authorized for funding floating debt and to enable company to do its own distributing business. Mortgage trustee is the Central Trust Co. of N. Y. About $1,000,000 of bonds were sold and $2,500,000 placed with trustee to secure outstanding rebates. See V. 56, p. 834, 923, 973, 1014.

ANNUAL REPORT.—Fiscal year ends March 31. Report for 1892-93 in V. 56, p. 621, shows as follows:

Year ending March 31—	1892.	1893.
Earnings from business	$2,466,086	$2,281,375
Earn'gs from contracts, rentals & interest	193,660	151,313
Total earnings	$2,659,746	$2,432,688
Expenses paid	442,306	392,159
Dividends paid	1,890,698	875,000
Balance, surplus	$326,743	$1,165,529
Cash and cash assets April 1		3,188,809
Liabilities—rebates, bills payable, etc		3,068,287

Sales of the company's product, durring last four fiscal years, were:

Sales for fiscal year.	Gallons.	Sales for fiscal year.	Gallons.
1889-90	40,832,220	1891-92	45,661,717
1890-91	44,738,171	1892-93	45,087,634

DIRECTORS AND OFFICERS.—Directors are for one year, J. B. Greenhut, W. H. Corning, J. Walter Freiberg; two years, P. J. Hennessy, Nelson Morris, Julius E. French; three years, William N. Hobart, Lewis H. Greene and John E. Boggs. President, J. B. Greenhut; Treasurer, Wm. N. Hobart; Secretary, P. J. Hennessy. Office, Peoria, Ill. (V. 55, p. 856, 1035; V. 56, p. 205, 463, 621, 834, 886, 923, 973, 1014; V. 57, p. 144.)

East River Gas.—In operation in Long Island City and will supply gas in N. Y. City through tunnel; tunnel 2,400 feet to be completed in spring of 1894. See application to New York Stock Exchange. V. 56, p. 503. Stock, $1,000,000. Emerson McMillin, President. Office, 40 Wall St., N. Y.

Edison Electric Illuminating of Brooklyn.—Stock and bonds listed on N. Y. Exchange in September, 1892. See adv. CHRONICLE of March 12, 1892. STOCK increased from $1,500,000 to $2,500,000 in March, 1893. DIVIDENDS—From June, 1891, to Nov., 1892, 4 per cent per annum; in 1893, 5 per cent, payable 1¼ quarterly. MORTGAGE—Trustee Franklin Trust Co. EARNINGS—For 6 months ending June 30, 1893, gross, $153,632, against $98,102 in 1892; net applicable to dividends, $60,095, against $31,141 in 1892. On March 31, 1893, bills payable amounted to $100,000. OFFICE—Brooklyn. (V. 55, p. 551; V. 56, p. 625; V. 57, p. 179.)

Edison Electric Illuminating Co. of New York.—Operates under the Edison patents in N. Y. City. On Sept. 1, 1893, its incandescent lamps numbered 161,152, against 122,780 Sept. 1, 1892, and 80,449 in 1891; its arc lamps 2,111, against 1,201; its motors, horse power, 5,188, against 3,338.

STOCK.—Increase to $10,000,000 for conversion of bonds as necessary and for other purposes was voted in Mar., 1893, and in June, 1893, $750,000 of this was sold and $688,000 was issued in exchange for bonds converted. (V. 56, p. 463, 538.) Listed in N. Y. in May, 1889.

DIVIDENDS.—From 1885 to 1891, both inclusive, 4 per cent per annum; in 1892, 5 per cent; 1893, February, 1¼ per cent; in May increased to 1½ per cent quarterly; in August paid 1½ per cent; in 1887 an extra dividend of 7 per cent and in 1891 of 5 per cent was paid in scrip.

BONDS.—Mortgage trustee is the Central Trust Company. By their terms the bonds were convertible into stock on the 21st days of January and July, up to and including the year 1895, on ninety days' previous notice; but in 1893 holders were allowed to make the exchange any time between May 15 and June 15, and $688,000 bonds were converted. After 75 per cent of the outstanding bonds shall have been converted, the company can require the conversion of the remaining bonds, or pay them off at 110, the whole issue being redeemable at same rate after September 1, 1900. See terms in full in SUPPLEMENT for March, 1893, on page 2.

EARNINGS.—From January 1 to June 30, 1893 (6 months), gross, $609,855, against $445,052; net, $282,303, against $225,567; accrued interest, $75,504, against $56,705.

ANNUAL REPORT.—Year ends Dec. 31. For 1892 full statement was in V. 56, p. 125, showing gross earnings $942,575; net applicable to interest and dividends $475,137, against $347,229 in 1891. Spencer Trask, Pres. General Office, Pearl St., corner Elm St.—(V. 55, p. 256, 639, 723; V. 56, p. 125, 165, 463, 538, 668, 700, 886; V. 57, p. 22, 179.)

Edison General Electric.—See the GENERAL ELECTRIC CO.

Equitable Gas Light.—See SUPPLEMENT of Jan., 1893. V. 56, p. 887. Dividends formerly 8 per cent yearly were: In 1893, April, 3 p. c.; July, 3 p. c.; Oct., 3 p. c. (quarterly.)

Erie Telegraph & Telephone Co.—ORGANIZATION—Owns 65 per cent of the Cleveland Telephone Co.. 70 per cent of the Northwestern Telephone Exchange Co., and 70 per cent of the Southwestern Telegraph & Telephone Co., operating in the States of Ohio, Minnesota, North and South Dakota, Texas and Arkansas, under licenses from Am. Bell Telephone Co. On June 30, 1893, these had 15,508 subscribers. Notes payable Apr. 1, 1893, $45,000; bonds unissued, $240,000.

DIVIDENDS have been—In 1883 (6 months) 1¼ per cent; in 1884, 2½; 1885, ½; 1886, 2½; 1887, 2½; 1888, 4; 1889, 3¾; 1890, 4; in 1891, 4; in 1892, 4; in 1893, Feb., 1; May, 1; Aug., 1 per cent.

EARNINGS.—For year ending Mar. 31, 1893, the companies controlled report gross income of $941,813, (against $866,334 in 1891-92); gross expenses, including dividends paid, $906,106; surplus, $35,707. For the same period the proportion of dividends received from these companies by the Erie Tel. & Tel. Co. was $226,295; dividends paid by the Erie Tel. & Tel. Co. (4 per cent) $192,000; surplus, $34,295; expense account, $8,300; net surplus, $25,994. Office, Lowell, Mass.

Fort Street Union Depot (Detroit.)—Owns depot property at Detroit, Mich., which is leased in perpetuity to the Wabash, the Flint & Pere Marquette, the Detroit Lansing & Northern, and the Canadian Pacific. The lease provides for the payment of a net rent which shall be equivalent to all the annual charges and 5 per cent per annum upon the total cost of all the property, to be paid by the lessees in monthly instalments. Stock, $1,000,000; par $100. Bonds listed in New York in May, 1893. Notes, etc., May, 1893, $250,000.—(V. 56, p. 887.)

General Electric Company.—ORGANIZATION, BUSINESS, ETC.—Organized under the laws of New York, April 15, 1892, and acquired practically all of the capital stocks of the Edison General Electric, the Thomson-Houston Electric and the Thomson-Houston International Electric companies. It thus owns the Edison and other patents for electric lighting in North and South America and grants exclusive franchises for specified territories to local companies whose apparatus it supplies, its royalties in 1893 running from $1,500,000 to $2,000,000 per year. The lighting apparatus is sold almost entirely for cash, but in settlement for licenses and territorial rights the company becomes a large holder of the securities of local companies, which it sells from time to time through the United Electric Securities Company and other channels. Its railway apparatus is sold for cash and well secured notes—about 80 per cent of the former and 20 per cent of the latter. See V. 56, p. 792 for President's statement as to sales, and V. 57, p. 144, concerning injunction to prevent other companies from manufacturing the Edison incandescent lamp.

The annual report for 1892-93 states that while the company has about 6,000 customers included in the different departments of its business, the important development is in the direction of local lighting and railway enterprises. The total number of central station lighting companies using Edison and Thomson-Houston apparatus on Jan. 31,

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

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Gen. Electric—(Con.)—Debentures, gold, convertible....c	1892	$1,000	$10,000,000	5 g.	J. & D.	N.Y.,Gu.&Ind.Tr.&Bos.	June 1, 1922
T. H. El. col. tr., g., red. at 105 in '99.....c	1889	1,000	500,000	5 g.	J. & J.	N.Y., Holland Trust Co.	July 1, 1919
Gold & Stock Tel.—Stock, rental guar. 6 p.c. 99 yrs. W.U.Tel.	....	100	5,000,000	6 per an.	Q.—J.	N. Y., West. Union Tel.	July, 1893
Bonds, not mortgage.....c	....	500	500,000	6	M. & N.	do do	May 1, 1895
Henderson Bridge Co.—1st M., gold, drawn at 105.....c*	1881	1,000	1,780,000	6 g.	M. & S.	N. Y., 120 Broadway.	Sept. 1, 1931
Herring Hall-Marvin—Common stock.....	....	100	1,500,000	See text.	....	N. Y., by check.	June 10, 1893
Preferred stock 8 per cent cumulative.....	....	100	1,800,000	8 per an.	Q.—M.	do do	Sept. 12, 1893
Illinois Steel—Stock, $50,000,000 authorized.....	....	100	18,650,635	See text.	.....	N.Y.,MetropolitanTr.Co	Apr. 1, 1893
Debentures, subj't to call at 105, convertible into st'k.c*	1890	1,000	6,200,000	5	J. & J.	N. Y., C., Morgan & Co.	Jan. 1, 1910
Non-convertible debentures for $7,000,000.....	1893	....	6,737,500	5	A. & O.	do do	Apr. 1, 1913
Interior Conduit—Stock.....	....	100	1,250,000	....	....	.....	.....
Internat'l Ocean Telegraph—Stock, 6 p. c. 99 yrs., W. Union.	....	100	3,000,000	6 per an.	Q.—J.	N. Y., West. Union Tel.	Oct., 1893
Iron Steamboat Company—Stock.....	....	100	2,000,000	See text.	.....	N. Y., Pier 1, North Riv.	Oct., 1892
1st mortgage for $500,000.....	1881	500	443,000	6	J. & J.	N. Y., First Nat. Bank.	July 1, 1901
Laclede Gas Light—Stock ($2,500,000 is pref. 5 p.c. cum.)..c	....	100	10,000,000	See text.	See text	N. Y., H.B.Hollins; St.L.	June 15, 1893
1st mortgage, gold.....c	1889	100 &c.	10,000,000	5 g.	Q.—F.	do do	May 1, 1919
Lehigh Coal & Navigation—Stock.....	....	50	14,366,650	See text.	M. & N.	Philadelphia, Office.	May 25, 1893
1st M., canal, 6,030 acres coal and 76 m. L. & S. RR.....r	1864	Various	5,000,000	4½	Q.—J.	do do	July 1, 1914
1st mort., Leh. &Sus. RR. Mauch Chunk to Easton.....r	1867	Various	2,000,000	6	Q.—F.	do do	Feb. 1, 1897
2d M. Can. Coal & RR. and 1st M. Nant. RR., gold.....c*	1867	500 &c.	1,842,500	6 g.	J. & D.	do do	Dec. 15, 1897
Cons. 3d M. Canal, Coal & 122 m. RR.; 2d M. 26 m. RR.r	1871	1,000	2,466,000	7	J. & D.	do do	June 1, 1911
General mortgage for $15,000,000, gold.....r	1884	1,000	3,686,000	4½g.	Q.—F.	do do	May 1, 1924
Delaware Div. Canal 1st M., int. guar. (ext'd in 1878)..c	1858	1,000	494,000	6	J. & J.	Phila., 226 So. Third St.	July 1, 1898
Lehigh & Wilkesb're Coal—Leh. Coal & Nav. M., g., assumed.	1867	500 &c.	500,000	6 g.	J. & D.	Phila., L. Coal & Nav. Co.	Dec. 15, 1897
Lehigh Coal & Navigation mort. convert, gold, assumed..	1869	500 &c.	637,500	6 g.	M. & S.	do do	Sept. 1, 1894
Sterling loan, sinking fund, drawn at 100.....c.	1874	£200	831,000	6	M. & N.	New York and London.	May 1, 1899
Consol. mort. ($6,116,000 income held by Cent. N. J.).c	1875	1,000	11,500,000	7	Q.—M.	do do	June 1, 1900

1893, was 1,277, supplying about 2,500,000 incandescent and about 110,000 arc lamps. The electric railway companies equipped under its patents were as follows:

Electric Railways—	*Feb.* 1, 1891.	1892.	1893.
Total number operating under contract....	151	214	435
Total number of cars in actual operation ..	1,578	2,790	8,386
Number of miles of road in actual operat'n.	1,252	2,315	4,927

CAPITAL STOCK.—The total authorized capital stock is $50,000,000, of which $10,000,000 may be pref. 7 per cent cumulative, without preference as to principal, but with same voting power as common. See preferred certificate in editorial of May, 1893, SUPPLEMENT.

DIVIDENDS.—The General Electric on common stock paid in August 1892, 2 p. c.; November, 2; in 1893, February, 2; May, 2; Aug., 2 p. c.

BONDS.—The debentures are all convertible into stock at the rate of $100 in stock for $120 in bonds. (See terms in SUPPLEMENT of March, 1893, on page 3; also V. 55, p. 146.) As to the Thomson-Houston collateral trust bonds, see SUPPLEMENT for January, 1893.

GENERAL FINANCES.—In August, 1893, it was arranged to discharge the entire floating debt by turning over to a new company, organized for the purpose, certain of the securities held in the General Electric treasury, in return for $4,500,000 in cash, less 10 per cent to go to the underwriters. The new company is called "The Street Railway and Illuminating Properties," which see. See also V. 57, p. 217, 298.

LATEST EARNINGS.—For the five months ending July 1, 1893, net profits (partly estimated) were $1,751,729; five months' accrued interest on debentures, $208,333; five months' accrued dividends on preferred and common stock, $1,138,100; net surplus for five months over dividends, $405,202. The above profits are exclusive of license and royalty stocks and other securities received since Jan. 31. V. 57, p. 22.

ANNUAL REPORT.—Fiscal year ends January 31. Annual meeting is held the second Tuesday in April. First report (for eight months only) was published in full in CHRONICLE, V. 56, p. 625, showing data as above given and surplus for the eight months after payment of three quarterly dividends of 2 per cent each on common stock, and one semi-annual dividend of 3½ percent on the preferred of $1,024,954, as shown below. The report explains the items of the balance sheet here condensed, and states that the securities owned are entered at a moderate valuation. In addition to the notes receivable ($5,151,950), shown below, there were on January 1, 1893, notes receivable for $3,787,313, which the company had endorsed and discounted. In 1893 certain assets were sold. See above and V. 56, p. 886.

BALANCE SHEET JAN. 31, 1893, AND STATEMENT FOR 8 MONTHS.

Assets.		*Liabilities.*	
Thom.-H'ston Elec. Co.	$8,416,851	Common stock.....	$30,426,900
Edison Gen. Elec. Co..	8,633,208	Preferred stock.....	4,236,900
T.-H. Intern. Elec. Co.	1,212,000	Debenture bonds.....	10,000,000
Edison bldg., less mort.	210,804	Accrued int. on debs..	83,333
Other real estate.....	87,922	Dividends unpaid....	608,538
St'k U. E. Securities Co.	1,234,370	Notes, etc., payable...	4,554,347
Canad'n Gen. Elec. st'k	1,000,000	Surplus Jan. 31, 1893.	1,024,954
Excelsior Electric st'k	1,300		
Ft. Wayne Electric st'k	352,350	Total liabilities.....	$50,934,973
Northw. Gen. Elec. st'k	155,000	STATEMENT 8 MOS. TO JAN. 31, 1893.	
Miscellaneous cos. st'k	71,566	Net pr'fits from business over all exp's, deductions for bad debts, etc.	$3,356,593
Stocks of local comp's.	5,772,622	Interest and discount..	89,513
Bonds do do .	3,400,629	Interest on debentures.	152,917
Cash.....	3,871,033	Dividends.....	1,971,056
Notes receivable.....	5,151,950	Patents, charged off....	118,151
Accounts receivable..	7,078,879	Surplus carr'd forward.	1,024,954
Inventories less 10p. c.	2,076,502		$3,356,593
Work in progress.....	2,207,982		
Total assets.....	$50,934,973		

DIRECTORS for the year 1893-94: H. McK. Twombly, Chairman of the Board; F. L. Ames, C. H. Coster, C. A. Coffin, T. Jefferson Coolidge, Jr., T. A. Edison, F. S. Hastings, H. L. Higginson, Eugene Griffin, D. O. Mills, J. Pierpont Morgan.

Officers.—President, C. A. Coffin; Treasurer, A. S. Beves; Secretary, E. L. Garfield, New York; office Edison Building, Broad St.—(V. 55, p. 146, 590, 1078, 1111; V. 56, p. 206, 538; V. 56, p. 621, **625**, 668, 792, 886; V. 57, p. 22, 144, 217, 298, 422.

Gold & Stock Telegraph Co.—Operated by Western Union for 99 years from Jan. 1, 1882, at 6 p. c. per annum on stock and bonds.

Henderson Bridge Co.—Stock is $1,000,000 (par, $100), of which the Louisville & Nashville Co. holds $501,000; the Bridge Co. is guaranteed gross receipts of $200,000 per year by the several roads using it and dividends of 2½ per cent are paid each F. & A. See V. 57, p. 375.

Herring-Hall-Marvin Company.—ORGANIZATION, PROPERTY, ETC.—Organized in 1892, to take over and carry on the business of manufacturing fire and burglar-proof safes and vaults of several companies. See adv. in CHRONICLE of May 14, 1892.

STOCK.—Preferred has preference to assets as well as income. Common is "entitled to the surplus earnings, when declared in dividends, after the payment of 8 per cent on the preferred." No bond or mortgage can be created without consent of 90 per cent of preferred.

DIVIDENDS on common: In 1893, June, 4 per cent.

ANNUAL REPORT.—Report for 1892-93, with balance sheet of May 15, 1893, was in V. 57, p. 21, and stated that out of the earnings of the fiscal year 4 per cent was paid on the common stock in June, 1893, leaving a balance of $48,048 to be carried to reserve account. Total net profits of the consolidated companies averaged $276,320 in three years ending in 1891; net profits in 1891, $316,790.

DIRECTORS.—Edward C. Hall, President; John Farrel, Willis B. Marvin, Frank O. Herring, Wright D. Pownall, Richard T. Pullen, William H. Hall, Richard Dymond, Joseph Rawson, Jr., and William S. Rowe, Cincinnati; John H. Davis. Transfer office, 71 Broadway. (V. 57, p. 21.)

Illinois Steel.—ORGANIZATION—Formed May 1, 1889, by consolidation of the Joliet Steel, Union Steel and North Chicago Rolling Mill. See statement to Stock Exchange in March, 1893, V. 56, p. 419.

SECURITIES.—As to terms of convertible bonds of 1890, see SUPPLEMENT of March, 1893, on page 3. In 1893 $6,737,000 non-convertible debentures were issued for new mills, etc. V. 56, p. 288.

DIVIDENDS.—For 1889, 4 per cent; for 1890, 3 p. c. in cash, 5 in stock for 1891 none; in 1893, March, $13·51 in scrip, and in April 5 p.c. in cash.

ANNUAL REPORT.—Annual report for 1892 in V. 56, p. 287, showed net earnings from May 2, 1889, to Dec. 31, 1892, of $6,117,882, of which $2,019,268 from operations of year 1892; dividends for years 1889 and 1890 (7 p. c. in cash and 5 in stock), $2,129,318; scrip dividend March, 1893, $2,519,701; cash dividend April, 1893, $932,532; balance undivided surplus Dec. 31, 1892, $536,331. In 1892 company received 3,604,964 tons of raw material and shipped 784,732 tons of finished product. The total number of cars of material handled was 143,534, and wages and salaries were $6,522,352. Average number of men employed per day 8,208. Balance sheet is as follows:

CONDENSED BALANCE SHEET DECEMBER 31, 1892.

Cap. stock outstand'g.	$18,650,635	Real estate, equipm't, etc., Jan. 1, 1893....	$18,194,815
5 p. c. deb. bonds.....	6,200,000	Materials, &c., on hand.	10,213,391
Bills payable.....	3,510,705	Cash on hand.....	1,014,830
Accounts payable, etc.	4,112,877	Bills receivable	824,915
Reserve fund.....	403,040	Accounts receivable..	3,264,727
Div. Mar. 10 & Ap. 2, '93	3,452,232	Securities, etc.....	3,353,142
Undivided surplus....	536,331		
Total liabilities	$36,865,820	Total assets.....	$36,865,820

Office, Rookery Building, Chicago. (V. 56, p. **287**, 402, 419.)

Interior Conduit.—See SUPPLEMENT of January, 1893.

Iron Steamboat Company.—See SUPPLEMENT of Sept, 1892.

Laclede Gas Light.—This St. Louis company was incorporated in 1857; in 1889 it secured control of all the other gas companies in St. Louis. A contract with the city running to 1916 permits company to charge consumers $1·25 per 1000 cubic feet. PREFERRED STOCK is 5 per cent cumulative, and in June, 1893, there was 11¼ per cent of accumulated dividends unpaid. DIVIDENDS on preferred have been—in 1892, March, ¼; June, 1¼; Sept. 1¼; Dec., 1¼; in 1893, March, 1¼ p. c.; June, 1¼ p. c. Payment of dividends on preferred stock changed on Sept. 1, 1893, from quarterly to semi-annually. Next dividend to be 2½ per cent, payable Dec. 15, 1893. V. 57, p. 422. Central Trust Co. is trustee under the mortgage. See application to Stock Exchange in V. 49, p. 657. There are $125,000 Carondelet Gas 1st mortgage 6s.

EARNINGS.—From Jan. 1 to Aug. 31, 1893 (8 months), net, $460,625, against $391,600 in 1892; increase, $69,025.

ANNUAL REPORT.—Statement for 1892 in V. 56, p. 126, showed net earnings from gas $659,195; net from Carondelet, etc., $38,895; total, $698,090, against $582,460 in 1891 and $513,749 in 1890; interest on bonds, $500,000. In 1892 the sales of gas were 929,611,400 cubic feet, against 851,110,200 in 1891 and 726,576,200 in 1890. New York office, 40 Wall St.—(V. 52, p. 718, 899, 939; V. 56, **126**; V. 57, p. 144, 422.)

Lehigh Coal & Navigation.—Owns canal from Coalport to Easton, Penn., 48 miles, and leases Delaware Division Canal, 60 miles. Also owns Lehigh & Susquehanna Railroad, Phillipsburg, N. J., to Union Junction, Pa., 105 miles, with branches, 56 miles, and leases for 999 years Nesquehoning Valley Railroad, 17 miles; Trescow Railroad, 7 miles; other lines, 17 miles; total, 202 miles; but all these roads are leased for 999 years from 1871 to Central of New Jersey RR., rental being 33⅓ per cent of gross earnings, with a minimum rental of $1,414,400.

BONDS.—In addition to the company's bonds in the table are the following assumed by other companies: By Cent. RR. of New Jersey, $2,310,000 of the gold loan due 1897; by Lehigh & Wilkesbarre Coal Co., $500,000 of the gold loan due 1897 and $637,500 (all) of the convertible gold loan due 1894. The general mortgage of 1884 (trustee, Fidelity Insurance Company of Philadelphia) covers, subject to prior bonds, 7,460 acres coal land, 48 miles canal and 161 miles railroad, estimated in 1884 as together worth $25,278,000; bonds are reserved to retire all prior issues not assumed by other companies. Securities owned by company are put in balance sheet as equal to $3,978,962. Bills payable Jan. 1, 1893, were $250,000; Central of N. J. loan account, $101,889; ground rents, mortgages, etc., $370,155.

DIVIDENDS.—In 1881, 2 per cent; in 1882, 4; in 1883, 5½; in 1884, 6; in 1885, 5½; in 1886, 4½; in 1887, 4; in 1888, 4½; in 1889, 5; in 1890, 5; in 1891, 5; in 1892, May, 2½; November, 3; in 1893, May, 3 p. c.

ANNUAL REPORT.—Report for 1892 was in CHRONICLE, V. 56, p. 330.

Year ending Dec. 31.	1890.	1891.	1892.
From railroads and Nesque. Tunnel.	$1,766,174	$1,835,754	$1,745,474
Canals.....	45,518	38,161	31,344
Net profit on Lehigh Coal.....	148,049	158,837	343,077
Royalty on coal mined, &c.....	105,308	96,807	104,817
Total receipts.....	$2,065,049	$2,129,560	$2,224,711
Interest, rentals, taxes, &c.....	$1,140,121	$1,147,223	$1,230,067
Less sink. fd. of 10 p.c. p. ton on coal.	99,150	96,790	99,857
Less deprec'n on coal improv'm'ts, &c.	107,533	100,680	50,058
Surplus for year.....	$718,445	$784,867	$844,729
Dividends.....	(5)714,484	(5)715,150	(5½)789065

—(V. 50, p. **274**; V. 52, p. **320**; V. 54, p. **364**, **330**; V. 56, p. **330**, 700.

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

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Lehigh & Wil. Coal—(Con.)—Sundry real est. mortgages.c	....	....	$167,313	6	.....	New York.	.....
5s of 1912, cum. s. f. (not dr.).....c	1888	$1,000	2,872,000	5	M. & N.	New York and London.	Nov. 1, 191
Income "B" bonds, not cumulative, held by Cent. N.J..	....	....	2,353,000	....	.....	.....	.....
Long Island Traction—Stock.....	....	100	30,000,000	....	.....	.....	New.
Louisv. & Jeffersonv. Bridge—1st M. for $5,000,000 gold.	1893	....	(?)	4½ g.	.....	.....	1943
Louisville Railway Co.—Stock ($2,000,000 is pref.).....	....	100	6,000,000	See text.	A. & O.	Louisville, Co.'s Office.	(?)
Bonds of old co's (of which $1,000,000 payable in gold)	'64-88	50 &c.	1,400,000	6	Various	N.Y. Cont. Nat. Bk. & Lou	var. 1894-190
Louisville Ry. consol. m., $6,000,000, g., listed in N.Y.c*	1890	1,000	4,600,000	5 g.	J. & J.	N.Y., Seligman & Co. & Lo	July 1, 193
Madison Square Garden—1st mortgage, gold.....c*	1889	1,000	1,250,000	5 g.	M. & N.	N. Y., Merc. Trust Co.	Nov. 1, 191
2d mortgage, gold.....	1891	500	750,000	6	M. & N.	do do	Nov. 1, 191
Man. Beach Hotel & Land—Gen. M. for $1,500,000 gold.c*	1890	500 &c.	1,300,000	4 g.	M. & N.	N.Y., Corbin, Bkg., 192B.	Nov. 1, 194
Maryland Coal—Stock (see text).....	....	100	1,876,000	See text.	.....	New York, 1 B'dway.	July 1, 189
1st M., drawn at 100 (s. f. has retired $172,000).....c*	....	1,000	78,000	7	M. & N.	do do	Nov. 1, 189
Maxwell Ld. Gr.—Pr'r lien M.g., red. at 100 (or 110 at mat.)c	1888	500	3,000,000	6 g.	J. & J.	N.Y., Lond. & Ams'dam.	Jan. 1, 191
Metropolitan Traction—Stock, $30,000,000 authorized...	....	100	30,000,000	See text.	J. & J.	.....	July 16, 189
Metropolitan Tel. & Teleg. Co.—1st M., gold, s.f. (not dr'n), c&r	1888	1,000	1,962,000	5 g.	M. & N.	N. Y., 18 Cortlandt St.	May 1, 1918
Mexican Telegraph—Stock.....	....	100	2,000,000	10 per an	Q.—J.	N. Y., Office, 37 Wall St.	July 15, 189
Michigan & Peninsular Car—Common stock $3,000,000.	....	100	2,000,000	See text.	A. & O.	N. Y. Guar. & Indem. Co.	Oct. 1, 1893
Preferred as to assets and dividends (8 p. c. gold, cum.)	....	100	5,000,000	8 per an.	Q.—M.	do do	Sept. 1, 1893
1st mortgage, gold.....c*	1892	1,000	2,000,000	5 g.	M. & S.	do do	Sept. 1, 1942
Minnesota Iron Co.—Stock.....	....	100	16,500,000	See text.	Q.—J.	N. Y., Mills Building.	See text.
National Cordage—Common stock (see text).....	....	100	20,000,000	See text.	Q.—F.	See text.	May 1, 1893
Preferred, 8 per cent, cumulative (see text).....	....	100	5,000,000	See text.	Q.—F.	do do	May 1, 1893
Security Corporation bonds and notes—							
Deering & Co. mortgage notes.....	1891	....	250,000	6	M. & N.	.....	by Nov. 1, 1901
Boston Cordage Co. 1st M. notes, gold guar. Nat. Cord.	1891	1,000	675,000	6 g.	.....	Boston, Old Colony Tr.	Au. 15, '93 to '01
Various other 1st mortgages.....	1891	....	373,000	6	Various	.....	Var., 1893-96.

Lehigh & Wilkesbarre Coal.—Controlled by Central RR. of New Jersey and owns 21,000 acres of anthracite coal lands and holds 3,000, additional acres under lease. It operates thirteen collieries and leases about 4,000 acres of its coal lands to various individuals, who operate collieries thereon. STOCK.—$10,000,000, of which $9,212,500 outstanding, $6,600,000 of this being owned by Central RR. of N. J.

BONDS, ETC.—A sinking fund for bonds due 1912 is provided from sales of surface lands and from 10 cents for each ton of coal mined on property included in the first lien; no drawings. Only $54,000 of the company's consols are guaranteed by the Central RR. of New Jersey, the holders of the other bonds endorsed having freed that company from liability therefor, on condition that it shall not collect interest on the $6,116,000 consols which it holds prior to their maturity unless such interest is earned. The Central Jan. 1, 1893, owned $2,353,000 of the incomes and $4,188,192 consol. mort. coupons past due, and bills payable outstanding were $1,232,937; bills and accounts receivable $1,155,542.

ANNUAL REPORT for 1892 (V. 56, p. 886) showed total receipts of $6,506,821, [against $9,449,683 in 1891]; net over operating expenses and taxes, $1,271,495. (against $1,015,282 in 1891); interest and sinking fund charges, $972,712; balance, surplus, $298,783, from which paid 4% per cent on consols owned by Central of N. J. (V. 54, p. 405, 683; V. 56, p, 42, 792, 886.)

Long Island Traction.—Formed in December, 1892, to lease through the medium of the Brooklyn Heights RR. [whose stock it owns] the Brooklyn City RR., with lines aggregating 200 miles of main track, which are being equipped with trolley. The lessee guarantees for 999 years 10 per cent on $12,000,000 Brooklyn City stock and is to pay all fixed charges, etc. The Brooklyn City stockholders were given the option of subscribing to $27,000,000 of the Traction Company's stock at 15. See Brooklyn City among street railroads at back of this SUPPLEMENT and annual report for 1891-92 in V. 55, p. 214; also particulars as to lease in V. 56, p. 42, 288. Control of the Broadway line of Williamsburg was acquired in May, '93. V. 56, p. 886; V. 57, p. 105, 216.)

Louisville & Jeffersonville Bridge.—Incorporated June 27, 1892, to complete the new bridge at Louisville, the work on which is to be finished by Dec. 31, 1893. The securities of the old company have been retired. The Big Four and other roads are said to have contracted to use the bridge. See V. 57, p. 22. Samuel A. Miller, President; Joseph W. Huffaker, Secretary.

Louisville Railway Co.—A Kentucky company, owning all the street railways in the city of Louisville and its suburbs, aggregating 145 miles of track, of which 75 miles operated by electricity, the remainder by mules. The real estate of the company is valued at $750,000.

DIVIDENDS.—On preferred in 1892 5 per cent; in 1893, April, 2½ per cent; Oct. 2½ per cent. EARNINGS.—For year 1892 total gross earnings were $1,270,827; net over operating expenses and taxes, $481,378. In 1891, gross, $1,188,822. From Jan. 1 to July 1, 1893, gross $650,364 net less taxes $243,330. J. B. Speed, President.

Manhattan Beach Hotel & Land.—See SUPPLEMENT of September, 1892.

Maryland Coal Co.—Controls 6,000 acres of land in Alleghany and Garrett counties, Md. In 1892 produced 286,213 tons of coal, against 406,464 in 1891. Surplus earnings in 1892 over interest, etc., were $96,948; dividends (2¼ per cent) $94,500. In spring of 1893 stockholders were allowed to exchange their $4,200,000 stock for $2,000,000 preferred, entitled to 10 per cent if earned. Common stock unexchanged in Sept., 1893, $31,100. See full particulars V. 56, p. 246. Dividends on old common stock: In 1890, 1½; in 1891, 1; in 1892, Jan., 1¼; July, 1; in 1893, Jan., 1¼ p. c. On new preferred in July, 1893, 2½ p. c., semi-annually.—(V. 54, p. 364; V. 56, p. 127, 245, 246, 625.)

Maxwell Land Grant Co.—See SUPPLEMENT of May, 1893.

Metropolitan Telephone & Telegraph Company.—See SUPPLEMENT of May, 1893.

Metropolitan Traction Co.—Organized under laws of N. Y. to control horse railroad companies in N. Y. City. It controls by ownership of stock or by lease the Broadway & Seventh Avenue, the Broadway Surface, the 23d Street, Houston West Street & Pavonia Ferry, the 6th Avenue, the 9th Avenue, the Metropolitan Crosstown, the Belt Line and the South Ferry railways, all these, except the Twenty-third Street, being leased for convenience in operation to the Houston West Street & Pavonia Ferry. The 42d Street & Grand Street Ferry is leased to the Metropolitan Cross Town and the Houston West Street & Pavonia Ferry companies and the 23d St. to the H. W. St. & P. F.

SECURITIES.—The funded debts, stocks, etc., of the several companies will be found on a page at the back of this SUPPLEMENT under "New York and Brooklyn Street Railroads." In 1891 dividends were 4 per cent; in 1892, January, 2 per cent; in July, 1 per cent. Reorganized in September, 1892, under the laws of New York State, and stock increased from $20,000,000 to $30,000,000, See V. 55, p. 421. N. Y. office, 761 Seventh Avenue. (V. 54, p. 367; V. 55, p. 167, 297, 421, 723.)

Mexican Telegraph.—Company organized in 1878 under laws of New York State. Has a cable from Galveston to Tampico and Vera Cruz, 738 miles; land line, Vera Cruz to Mexico City, 267 miles. Also direct cable from Galveston, Texas, to Coatzacoalcos, Mexico, 825 miles, duplicating the Mex. Tel. and Cen. & So. Am. Co.'s Gulf cable system. Has exclusive right for 50 years for all foreign telegrams to Mexico, except telegrams to and from a neutral zone on the United States border 156 miles wide, between the Gulf and Pacific Ocean. Company owns 2,125 shares of the Central & South American Telegraph Co., which see.

DIVIDENDS—In 1882 to 1886, inclusive, 8 per cent yearly; from 1887 to July, 1893, both inclusive, at rate of 10 per cent per annum.

EARNINGS.—For three months ending June 30, 1893, gross from all sources (partly estimated), $91,926. net, $73,926; July dividend, $47,815; balance, surplus, $26,110. Total estimated surplus June 30, 1893, beyond July dividend, $365,789. Gross earnings for year 1892, including income from investments, $358,000; net, $279,000; dividends, $191,260; bal., sur., $87,740. J. A. Scrymser, President, 37 Wall St., N. Y.

Michigan-Peninsular Car Co.—ORGANIZATION, ETC.—An Illinois corporation formed in 1892 by consolidation of several Detroit companies, with an aggregate capacity of 100 freight cars a day. Business established in 1864. The real estate, working plant, machinery and appliances were appraised at $5,605,787, and the cash assets at $1,297,000. See adv. CHRONICLE July 16, 1892. Stock and bonds listed in New York in January, 1893; see application in full in V. 56, p. 208. In August, 1893, works were reported closed for three months.

DIVIDENDS.—On common in 1893, April, 5 p. c.; in Oct., 3 p. c. On preferred, from Dec., 1892, to Sept., 1893, 2 p. c quarterly.

NET EARNINGS.—For quarter ended Nov. 30, 1892, fifteen days approximated, were $227,000; surplus over interest and dividend on preferred $102,000, applicable to dividends on common.

DIRECTORS.—Hon. James McMillan, Detroit, President; Hugh McMillan, Detroit; William C. McMillan, Detroit; Frank J. Hecker, Charles L. Freer, Watson M. Freer; Edward F. Lawrence, Chicago; Hon. Russell A. Alger, Detroit; George R. Turnbull, New York; Matthew Addy, Cincinnati. (V. 55, p. 86; V. 56, p. 165, 206.)

Minnesota Iron Co.—Owns about 14,270 acres of land and six iron mines in St. Louis and Lake counties, Minnesota; also $500,000 stock, $400,000 1st mortgage bonds and $3,500,000 6 per cent income certificates of Duluth & Iron Range RR. Co.—which see. Also in June, 1893, owned eight large steel steamers costing over $1,600,000, etc., etc. DIVIDENDS.—In 1890, 3 per cent; in 1891, 6; in 1892, 6; in 1893, January, 1½; April, 1½ p. c.; July, none, because of uncertainty prevailing in iron industry. Stock increased by $2,500,000 in 1891 to acquire capital stock of Chicago & Minnesota Ore Co. (owning 24,211 acres of mineral lands, etc.) EARNINGS, ETC.—In year ending April 30, 1893, net earnings were $1,351,721, against $1,157,846 in 1891-92, $1,570,446 in 1890-91 and $932,578 in 1889-90. The balance sheet May 1, 1893, showed assets in the way of ore, cash, bills receivable, etc., of $2,429,389, against total indebtedness of $379,094. Offices, Mills Building, New York, and Chicago. (V. 54, p. 119.)

Minneapolis Street Railway.—See TWIN CITY RAPID CITY.

National Cordage.—ORGANIZATION.—Organized under the laws of New Jersey for the importation of hemp and the manufacture and sale of cordage, controlling a large number of establishments in this country and Canada. A rival company, the John Good Cordage & Machinery Co., was incorporated in October, 1892, with capital of $7,000,000. On May 4, 1893, E. F. C. Young and G. W. Loper were made receivers of the National Cordage, the company being financially embarrassed.

REORGANIZATION.—The reorganization committee includes George C. Magoun, Ernest Thalmann and Gustave H. Gossler, and their plan of rehabilitation, presented in June, 1893, was given in full in V. 56, p. 1058. The plan states that the book value of all assets (after writing off the amounts recommended by the committee) amounts to $25,732,517, and the liabilities (exclusive of capital stock) amount to $11,986,417. Among these assets are included twenty mills and plants, all going concerns, of which eight under lease from the Security Corporation.

To pay liabilities and to provide working capital, it is proposed to fund a portion of the debt into collateral trust 6 per cent bonds for $6,000,000, and to call upon the stockholders for cash contributions, for which they will be given preferred stock at par, the preferred stockholders to pay 20 and the common 10 per cent in cash. For this purpose the preferred stock will be increased from $5,000,000 to $8,000,000. In lieu of cash payment the holders of common stock were given the option of assigning to the Reorganization Committee 50 per cent of their holdings. Both classes of stock could subscribe at 85 to an issue of $5,000,000 of 6 per cent gold bonds, of which $3,000,000 underwritten. In September, 1893, the L. Waterbury & Co., Ltd., was incorporated in furtherance of the reorganization plan. V. 57, p. 469.

The U. S. Trust Company is the depositary for the securities. The payments of cash were to be made for the preferred stock, 10 per cent by July 10, 5 per cent by August 10 and 5 per cent by September 10. Payments on the common, 5 per cent July 10 and 5 per cent August 10. On July 25, 1893, about 92 p. c. of the stock had been deposited. The time for the second payment was extended to Aug. 25.—V. 57, p. 256.

STOCKS.—Preferred is 8 per cent cumulative, and also has priority over the common stock in respect of all property and assets in case of liquidation or dissolution. After 8 per cent on the preferred, the common is entitled to 6 per cent per annum, non-cumulative; then the directors may add to surplus such amount as they deem best, but any further sum remaining for dividends shall be divided between the two stocks in the ratio of one third to the preferred and two-thirds to the common. Both common and preferred have the same voting power. No mortgage or bonded debt can be created except with consent of 80 per cent of the preferred stock. See wording of pref. certificates in SUPPLEMENT of May, 1893, editorial article.

DIVIDENDS.—On common stock: In 1891, 9; in 1892, 10½; in 1893, February, 3; May, on new stock, 1½ per cent; none since.

In Jan., 1893, company issued $10,000,000 common stock to common stockholders as a scrip dividend of 100 per cent. V. 56, p. 164.

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

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate Per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
tional Cordage—(Concluded.)							
ec. Corp. 1st cons. M., g., $6,000,000 (int. paid as rental). c	1891	$1,000	$4,466,000	6 g.	M. & N.	N.Y., Manhattan Tr. Co.	Nov. 1, 1911
tional Lead Co.—Stock, common. $15,000,000 auth'd,.	....	100	14,905,400	See text.	.....	N. Y., 1 Broadway.	Aug. 1, 1893
referred stock (7 per cent, cum.) $15,000,000 auth....	....	100	14,904,000	7 per an.	Q.—M.	do do	Sept. 15, 1893
ebentures.....	....	....	Nil Jan. '93	6	.....	.....	In 30 years.
tional Linseed Oil—Stock.....	....	100	18,000,000	See text.	Q.—F.	Chicago, Office.	Aug. 1, 1891
tional Starch—Common stock ($5,000,000).....	....	100	4,450,700	See text.	.....	N. Y., Office, 1 B'way.	Mch. 15, 1891
st preference stock, cumulative, 8 p. cent ($3,000,000)	....	100	2,219,400	8 per an.	M. & N.	do do	May 2, 1893
d preference stock, cumulative, 12 p. cent ($2,500,000)	....	100	1,846,800	12 per an	J. & J.	do do	See text.
st mortgage, (for $4,500,000), gold.....	1890	1,000	3,837,000	6 g.	M. & N.	N.Y., Chase National Bk.	May 1, 1920
w Central Coal—Stock.....	....	100	5,000,000	See text.	.....	New York Office.	Feb. 6, 1893
w England Telephone & Telegraph—Stock.....	....	100	10,394,600	See text.	Q.—F.	Boston, 125 Milk St.	Aug. 15, 1893
Bonds, 1st and 2d Series, each $500,000.....c	'89-'90	1,000	1,000,000	6	A. & O.	Boston, Bank of Repub.	Apr. '99-1900
Bonds, 3d Series, subject to call after April 1, 1901, at 102	1891	1,000	500,000	6	A. & O.	do do	Apr. 1, 1906
Bonds, 4th Series, subject to call after April 1, 1902, at 102	1892	....	500,000	6	A. & O.	do do	Apr. 1, 1907
ewport News Shipbuilding & Dry Dock.—1st mort...c*&r	1890	1,000	2,000,000	5	15 J.&J.	New York.	Apr. 15, 1990
Chesapeake Dry Dock & Construction 1st mortgage....	1887	100	600,000	5	J. & J.	New York.	Apr. 15, 1937
w York Biscuit Company—Stock.....	....	1,000	9,000,000	See text.	Quar.	Chicago, Ill.	Apr. 1, 1893
First mort. gold, sinking fund, not subject to call....c&r	1891	1,000	1,391,000	6 g.	M. & S.	N. Y., Kountze Bros.	Mch. 1, 1911
. Y. Mutual Tel.—Mutual Un. Tel. 1st M., g., gu., not dr'n..c	1881	1,000	1,957,000	6 g.	M. & N.	N. Y., West. Union Tel.	May 1, 1911
ew York & New Jersey Telephone—Stock.....	....	100	2,535,000	6 per an.	Q.—J.	Brooklyn, 16 Smith St.	July 15, 1893
First mortgage, gold.....	1885	100 &c.	472,500	6	M. & S.	N. Y., Nat. Park Bank.	Mch., 1905
Gen. M. for $1,500,000, g., s. f. $20,000 y'rly, not dr'n..c*	1890	1,000	824,000	5 g.	M. & N.	N. Y., Atlantic Tr. Co.	May 1, 1920
. Y. & Perry Coal & Iron Co.—Stock.....	....	100	3,000,000	See text.	.....	New York, 2 Wall St.	Feb. 10, 1888
1st mortgage, gold, sinking fund—not subject to call..c	1890	1,000	600,000	6 g.	M. & N.	Nov. 92 coup. unpaid.	May 1, 1920
. Y. & Texas Land (Limited)—Stock.....	....	50	1,500,000	(1)	.....	N.Y., J.S. Wetmore 2 Wall	(1)

SECURITY CORPORATION OF N. J.—Owns eight mills leased till Nov 1, 1911, to Nat. Cordage, which pays to mortgage trustee in gold as ental $360,000 per annum for interest on bonds and $225,000 per annum as sinking fund. Upon the payment of all the bonds the National ordage will own the property in fee. Mortgage trustee is Manhattan rust Company. To Jan. 21, 1893, $236,000 bonds had been canceled y the sinking fund. As to bonds, see V. 54, p. 647, 835.

ANNUAL REPORT.—For the fiscal year ending Oct. 31, 1892, the an nual report stated that owing to the attacks made upon large orporations by competitors it was decided to issue no more full report f the year's business than the following profit and loss account:

Balance Oct. 31, 1891.	$106,313	Total profits.....	$2,817,063
Profit in year 1891-92.	2,710,749	Dividends paid.....	1,450,000
Total profits.....	$2,817,063	Surp. carried forward..	$1,367,063

DIRECTORS.—James M. Waterbury, Frank T. Wall, Chauncey Marshall, John A. Tucker, G. Weaver Loper, E. M. Fulton, Jr., John C. Furnan, C. L. Atterbery, E. R. Brinckerhoff. President, James M. Waterbury, New York office, 134 Front Street. (V. 54, p. 34, 243, 247, 643, 647, 725, 996, 1035; V. 56, p. 127, 164, 247, 753, 793, 835, 973, 1015, 1057, 1058; V. 57, p. 22, 60, 105, 179, 256, 469.)

National Lead Company.—ORGANIZATION.—Organized under the laws of New Jersey on Dec. 7, 1891, as successor to the National Lead Trust. It controls 26 extensive plants in different States for the manufacture of white lead and other products. See V. 55, p. 462, concerning Uncle's suit. Only $372,000 certificates of the old trust were outstanding December 31, 1892.

SECURITIES.—The preferred stock is entitled to 7 p. c. per annum cumulative. See editorial of May, 1893. SUPPLEMENT. The debenture bonds were to be used for working capital in carrying on the various enterprises of the Trust, etc., but none had been issued up to Aug. 24, 1893. See V. 53, p. 156, 290, 640, 880; V. 56, p. 287.

DIVIDENDS.—The Lead Trust paid dividends on its $90,000,000 of stock as follows: In 1891, April, ½ of 1 per cent; July, ½ of 1 per cent; Dec., 30 cents per $100 share. The new company has paid: On preferred in 1892, March, 1¾ per ct. (quarterly); June, 1¾; Sept., 1¾; Dec., 1¾; in 1893, March, 1¾ per cent; June, 1¾ per cent; Sept., 1¾ per cent.

On common in 1893, in May, 1 per cent; August, 1 per cent.

ANNUAL REPORT.—Fiscal year ends Dec. 31. Annual meeting is held on a Thursday in February. The first annual statement of the *Company* issued in February, 1893, was in V. 56, p. 287, and gave the following profit and loss account for the year 1892: Net earnings, $1,906,986, four dividends on the preferred stock, $1,043,280; balance to credit of profit and loss, $863,706. The mortgage liability was reduced during 1892 from $351,364 to $153,728. The general account on January 1, 1893, stood as follows:

BALANCE SHEET JANUARY 1, 1893.

Plant in vest't Jan. 1, '93.	$23,241,920	Capital stock, com'on.	$15,000,000
Other investments....	431,526	do pref'd ..	15,000,000
Materials.....	5,492,999	Surplus 1892	863,706
Treasury stock.....	190,600	Mortgages.....	153,728
Cash in bank	444,141	Accounts payable.....	273,864
Notes and ac'ts rec....	1,490,112		
Total assets.....	$31,291,298	Total liabilities ...	$31,291,298

DIRECTORS.—W. P. Thompson, A. T. Goshorn, F. W. Rockwell, L. A. Cole, R. R. Colgate, A. P. Thompson, D. B. Shipman, W. H. Thompson, George O. Carpenter, Jr., Edward F. Beale, Jr., John H. McKelvy, J. L. McBirney and R. P. Rowe. OFFICERS.—W. P. Thompson, President; L. A. Cole, Vice-President; J. L. McBirney, Treasurer; Charles Davison, Secretary. N. Y. office, No 1 Broadway. (V. 53, p. 156, 290, 604, 640, 880; V. 55, p. 462, 765, 1035; V. 56, p. 42, 287.)

National Linseed Oil.—This company, incorporated in 1889 under the laws of Illinois, has acquired all the property of the Linseed Oil Trust, consisting of the real estate, machinery, patents, etc., of 52 oil works situated in 42 cities of the United States, including Chicago, St. Louis, Minneapolis, etc. Its product is both linseed oil and oil cake—used for stock food and fertilizer—and it is said to employ in the manufacture of these from 60 to 70 per cent of the country's annual crop (of ten to twenty million bushels) of flaxseed. Stock listed in New York in September, 1890. See V. 51, p. 348.

ANNUAL REPORT.—Fiscal year ends July 31. Report for 1891-92 in V. 56, p. 244, gave no earnings.

BALANCE SHEET JULY 31, 1893.

Capital stock.....	$18,000,000	Real est., mach'ry, etc.	$8,984,221
Bills and ac'ts payble.	3,289,116	Cash in bank	150,636
		Bills receivable, etc...	644,379
		Stock in trade.....	3,575,859
		Balance (good will, patents, etc.).....	7,934,021
Total liabilities..	$21,289,116	Total assets.....	$21,289,116

On July 31, 1892 (the year previous), there were: Bills payable, $4,025,881; cash in bank, $436,923; bills receivable, $1,215,584.

DIVIDENDS.—In 1890 2 per cent; in 1891, Feb., 1; May, 1; Aug., ½ of 1 per cent; since, none.

DIRECTORS.—Alexander Euston, President; R. D. Hubbard, W. P. Orr, H. S. Grove, A. C. Abbott, Marcus Simpson, A. O. Hall, J. A. Willard, P. C. Hanford, T. G. McCulloh, Secretary and Treasurer. Executive offices, Rookery Building, Chicago, Ill. N. Y. Office, 81 John Street. —(V. 55, p. 765, 1035; V. 56, p. 244, 414; V. 57, p. 422.)

National Starch.—Incorporated in February, 1890, under the laws of Kentucky, and owns properties capable of producing from 230 to 240 million pounds of starch yearly. The twenty concerns whose plants, trade marks, patents, business and good will it purchased were located in the States of New York, Ohio, Indiana, Illinois, Iowa and Kansas. The preferred stocks have preference as to principal as well as dividends. Wording of pref. certificates was in editorial of May, 1893, SUPPLEMENT. The bonds were issued at a rate not exceeding 75 p. c. of the company's real estate. The good will of the concerns, &c., is represented by the common stock. On April 28, 1892, there were in the company's treasury $549,300 common stock, $780,600 first preferred and $653,200 second preferred, and $663,000 first mortgage bonds.

DIVIDENDS on preferred stock were paid in full until 1893, when the dividend on the second preferred due July 1 was not paid because competition had been severe and trade dull. Common stock paid in 1891, March, 1 per cent; 1892, March, none.

ANNUAL MEETING is held on first Wednesday in February.

DIRECTORS.—W. F. Piel, Jr., President; William Duryea, Chester W. Chapin, Charles C. Burns, Secretary and Treasurer; David A. Geraty, John Duryea, Edgar E. Duryea, James K. O. Sherwood, Willett H. C. Cole, Albert Erkenbrecher, Clifford B. Wright, Henry R. Wood, Martin Cutsinger, William F. Piel, Richard Johnson, A. R. Beardsley, Fred M. Gilbert, Chas. Lautz, Martin F. Lautz. New York office, No. 1 Broadway. (V. 54, p. 643; V. 56, p. 247, 1015.)

New Central Coal (Md.).—The annual report for 1892, in V. 56, p. 245, showed net profits for year of $35,126 and balance to credit of profit and loss December 31, 1892, of $211,061. Dividends since 1880—In 1881, 2 per cent; in 1882 and 1883, nil; in 1884, 1; in 1885, nil; from 1886 to 1888 inclusive, 1 per cent yearly; in 1891, 1; in 1892, March 1; in 1893, Feb., 1 per cent. (V. 52, p. 202; V. 56, p. 245.)

New England Telephone & Telegraph.—This company does a telephone business in Maine, New Hampshire, Vermont and Massachusetts under license from the American Bell Telephone Co. On January 1, 1893, it had 20,721 subscribers and exchange offices in 99 cities or villages. Stock $12,000,000, of which, on March 1, 1892, $1,605,400 was in the treasury. The bonds are to be secured by any mortgage placed on the property. Dividends—From 1886 to May, 1893, at rate of 3½ per cent per annum, three dividends yearly being for 75 cents, and one (paid February 15 in 1893) for $1·25. In 1892 the net earnings over interest charges were $436,444, against $369,000 in 1891.

Newport News Shipbuilding & Dry Dock Co.—Organized under an act of Virginia of January 28, 1886, as amended February 17, 1890. The stock is $2,000,000. The company owns sixty acres of land with water front, and has large plant, costing $561,954 for the dry dock and crib work, and over $2,750,000 for the other property, as stated to the Stock Exchange. The Chesapeake Dry Dock & Construction mortgage covers the dry dock as a first lien and the Newport News Shipbuilding & Dry Dock mortgage is second to this. See statement to New York Stock Exchange in V. 53, p. 716.

New York Biscuit Company.—This company is incorporated under the laws of Illinois, and owns and leases property in New York City, Chicago, Cambridgeport (Boston), Des Moines, Ia., Denver, Col., &c., 13 cities in all. The real estate, buildings, patents, machinery, etc., were valued in balance sheet Jan. 1, 1893, at $8,037,952; construction account at $1,725,007; merchandise accounts receivable, etc., at $1,254,637. Trustee under the mortgage is the Central Trust Co. of New York. Sinking fund, $50,000 a year. Dividends from October 1, 1890, to Jan. 1, 1892, both inclusive, 11 p. c. per annum; in April, 1892, 1; July, 1; October, 1; December, 1; in 1893, April, 1 per cent. Profits in 1892, $548,359, against $453,161 in 1891; interest on bonds will be $90,000. Treasurer, G. P. Johnson, 10th Ave. and 15th St., N. Y. City. Main office, American Express Building, Chicago, Ill.

New York Mutual Telegraph.—Successor to the Mutual Union Telegraph Company. The stock carries dividends of 6 per cent per annum under a lease for 99 years from February 15, 1883, to Western Union Telegraph. The Western Union gives its collateral, trust bonds in exchange at par for the stock and bonds of this company.

New York & New Jersey Telephone.—Operates telephone lines under perpetual license from the Bell Company in Staten Island, Long Island (including Brooklyn), in New Jersey in counties of Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset and Union. Its total subscribers on Jan. 1, 1893, were 9,418 (of which 4,689 in Long Island), against 8,691 on Jan. 1, 1891, and 9,044 in 1892. Of the general mortgage bonds sufficient are reserved to take up the first mortgage at maturity; trustee General Mortgage, Atlantic Trust Co. In year 1892 gross earnings were $1,050,125; net over expenses and taxes, $359,478; interest, $76,932; dividends, $152,100; balance, surplus, $130,446. In 1890, gross, $879,044.

DIVIDENDS.—Dividends in 1892, Jan., 1½ per cent; April, 1½; July, 1½; October, 1½; in 1893, Jan., 1½; April, 1½; July, 1½ per cent.

New York & Perry Coal & Iron Company.—Owns 640 acres, controls 800 acres and leases 430 acres of coal and iron land in Hocking Valley region at Shawnee, Perry County, O. Has five coal mines and two blast furnaces. The November 1892, coupon went unpaid. Reorganization pending and securities deposited with Central Trust Co. For full statement to New York Stock Exchange on Jan 22, 1891, see V. 52, p. 206. Dividends—In 1887, 4½ per cent; in 1888, 1. Office, 2 Wall Street, N. Y. (V. 52, p. 204, 206; V. 53, p. 21.)

New York & Texas Land.—This company took the lands granted to the International and Houston & Great Northern railroads, about 5,000,000 acres. On Feb. 16, 1893, company had 2,107,778 acres unsold, and there was $802,080 of land scrip receivable for lands at 75 per cent of its face.

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

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Niagara Falls Power Company—Stock for $10,000,000..	....	$100	$2,516,000	....	.....	.....	.....
1st mortgage for $10,000,000, gold.....c&r	1891	500,&c.	3,648,000	5 g.	See text	N. Y. Agency.	Jan. 1, 1932
North American—Stock for $50,000,000.....	....	100	39,767,200	....	.....	.....	.....
North Hudson Co. (St.) R'y—Stock authorized, $1,250,000	....	25	1,100,000	See text.	.....	Hoboken, Co.'s Office.	(b)
1st mortgage.....	....	1,000	620,000	6	J. & J.	do do	Jan. 1, 1914
Consol. mort. ($3,000,000)—$620,000 to retire 1st M..c'	1888	1,000	2,378,000	5	J. & J.	Hoboken,N.J. 1st N.Bk.	July 1, 1928
Debenture 6s.....	1892	1,000	500,000	6	F. & A.	Hoboken, Co.'s Office.	Feb., 1902
Northwest Equipment—Stock.....	....	100	3,000,000	See text.	Q.—F.	N. Y., Office, 36 Wall St.	Aug. 1, 1893
Northwestern Tel.—Stock, 4 rising to 6 p.c., guar. West.Un.	....	50	2,500,000	See text.	J. & J.	N. Y., West. Un. Tel. Co.	July 2, 1893
1st mort., sink. fund, bonds not drawn, interest guar.c'	1874	500	1,180,000	7	J. & J.	do do	Jan. 1, 1904
Ohio Falls Car Manufacturing Co.— Common stock.....	....	100	400,000	See text.	yearly.	N. Y., Maitl'd, Phelps.	July 24, 1893
Preferred stock, 8 per cent, cumulative, gold	....	100	800,000	8 g.	Q.—J.	do do	Oct. 2, 1893
1st M., gold, $20,000 per an., subj. to call at 105...c*&r	1892	1,000	580,000	6 g.	A. & O.	New York City.	Oct. 1, 1922
Oregon Improvement Co.—Stock, common	....	100	7,000,000	See text.	.....	.....	Aug. 1, 1890
Preferred stock, 7 per cent, non-cumulative.....	....	100	327,800	See text.	M. & S.	N. Y. Of., 22 William St.	Mch. 1, 1893
1st mortgage, gold, sink. fund 1 p c. yearly. See text	1880	1,000	4,193,000	6 g.	J. & D.	N. Y., Farm. L &. Tr. Co.	Dec. 1, 1910
Consolidated mortgage for $15,000,000, gold.....c'	1889	1,000	6,468,000	5 g.	A. & O.	do do	Oct. 1, 1939

Niagara Falls Power Company.—Organized in 1886 and under special acts of New York State has authority to transmit Niagara water, and light, heat or power developed from it, to practically any point in New York State. Its hydraulic works, which are to produce at least 100,000 horse power, are to be in operation to the extent of 15,000 horse power in 1893. The cost of constructing these works, including the building of 7,000 feet of tunnel, purchase of 1,486 acres of land, with basins, wheel pits, right-of-way, etc., under terms of contract, will not exceed $2,600,000 in stock and $3,500,000 in bonds.

BONDS.—Under the mortgage (trustee Central Trust Company) there is no right of foreclosure till after Jan. 1, 1895. Coupon bonds are for $1,000 each and have interest payable J. & J. Registered bonds are $500, and draw interest Q.—J. Coupon bonds are convertible without charge into registered bonds. Mortgage covers all but 400 of the 1,486 acres of land. Office, 15 Broad Street, N. Y. City. (V. 56, p. 819.)

Nicaragua Canal.—See statement Sept., 1893, V. 57, p. 376.

North American Company.—ORGANIZATION.—Organized in 1890 under laws of New Jersey, as successor to the Oregon & Trans-Continental Co., to engage in railroad financiering and the promoting of electric light and power companies. The business has thus far been mainly confined to street railway and electric enterprises. Mr. Villard resigned the presidency in May, 1893, and Mr. C. W. Wetmore elected.

MILWAUKEE STREET RAILWAY AND ELECTRIC LIGHTING.—The Milwaukee Street Railway Company, of whose stock for $5,000,000 the N. A. Co. on May 31, 1893, owned $2,888,700, came in 1891-92, in connection with the N. A. Co., into control of the entire system of street railways in Milwaukee, comprising 140 miles of road, built and to be built. The N. A. Co. also secured exclusive franchises for distributing electric light and power in Milwaukee, and entered into a contract running till November, 1895, for furnishing street lights. The Milwaukee enterprises were not completed till May, 1893, but the net earnings in 1892 were $408,993, against $273,367 in 1891. The total int. charges for '93 will be $425,000, and the net earnings are estimated at $550,000.

The Milwaukee Street Railway Company syndicate proposed to issue 5 per cent 30-year consolidated mortgage gold bonds, dated December 27, 1890, for amount of $10,000,000, of which $1,500,000 were to be reserved to meet underlying bonds, $7,000,000 to be offered for sale at 97½, or taken by the syndicate at 92½, and $1,500,000 to be reserved for future requirements. Upon the carrying out of this plan the N. A. Co. would own about $4,000,000 of the bonds to be sold, which at 92½ net would yield approximately $3,700,000. This amount, says the report, "will be sufficient to pay the entire indebtedness of the N. A. Co. and, with the cash now in bank, leave more than $1,000,000 actual cash in hand, besides its other cash resources and listed securities quickly convertible. An adequate working capital will thus be provided with which to enter upon new business."

CINCINNATI EDISON ELECTRIC COMPANY.—This company, the report for 1891-92 stated, was organized under the laws of Ohio by a syndicate, of which the North American Company is a member with a capital stock of $1,000,000, for the purpose of establishing an extensive central station electric plant and of securing a large electric lighting business in the city of Cincinnati and its suburbs. This company has secured the contract for the public lighting of the entire city of Cincinnati for eleven years and with it a valuable franchise for commercial lighting for the term of twenty years. The report for 1892-93 states that "the earnings of this company already show a fair surplus over the operating expenses, and there is every reason to believe that the installation of the additional business in immediate prospect will give a good return upon the investment."

CAPITAL STOCK.—The North American authorized capital is $50,000,000, of which only $40,000,000 has been issued, this having been exchanged, share for share, for stock of the Oregon & Trans-Continental.

ANNUAL REPORT.—Fiscal year ends May 31. Annual meeting is held in Jersey City on third Wednesday in June. Report for 1892-93 at much length was in V. 56, p. 1055, showing the following:

INCOME ACCOUNT FOR YEAR ENDING MAY 31, 1893.

Cash from interest, div'nds, commissions and all oth. sources.	$394,434
Payments for interest on loans.....	$179,357
All expenses of administration, including taxes....	68,586
Net cash income.....	$146,490

ASSETS AND LIABILITIES.—The company's assets, as reported on May 31, 1893, are given in the table below. Against these were liabilities of $2,718,220 (of which $2,700,000 bills payable).

Stocks owned.	*Par value.*	*Bonds owned.*	*Par value.*
Northern Pacific, com..	$7,450,200	Northern Pacific consols.	$679,000
Chicago & No. Pacific..	533,000	Chic. & No. Pacific 1sts..	296,000
Wisconsin Central, pref.	32,500	Wisconsin Cent. incomes	45,000
Milwaukee Street R'y..	2,888,700	Milwaukee Street R'y 5s.	3,876,000
Cin. Edison Electric & Queen City Elec. Co's.	352,500	Cicero & Proviso R'y 6s.	205,000

Miscellaneous Assets.

West Side St. R'y, Milwaukee, paid on purchase..	$755,448	Advan's under contract with T. A. Edison and Edison Gen'l Elec. Co. for inventions, etc....	$52,701
Milw. St. R'y, advan's for construction.....	953,273	Int. & div. acc't, bal'ce.	203,467
Secured accounts.....	792,702	Cash in bank & tr. co's.	228,000
Bills receivable.....	576,518		
Miscellaneous securities..	330,055		

DIRECTORS.—George S. Jones, Thomas F. Oakes, C. W. Wetmore, S. W. Burt, J. Hobart Herrick, D. S. Wegg, E. D. Bartlett, G. R. Sheldon, Edward Edes, Henry C. Payne. President, C. W. Wetmore; Vice-President Geo. S. Jones; Secretary and Treasurer, Edward Edes, New York Office, 15 Broad St. (V. 55, p. 1110; V. 56, p. 887, 931, **1055**, 1057.)

North Hudson County (Street) Railway.—Owns 50 miles of street railway and elevated cable lines in Hoboken, N. J., and vicinity, upon which electricity is being introduced on both surface and elevated roads. A stock dividend of 40 p. c. was paid in July, 1892, to represent surplus earnings expended on the property. In 1892 gross earnings were $860,322; dividends, 8 per cent. In 1891 gross, $763,816; net, $197,804; interest on bonds, $120,408; dividends, 8 per cent, $38,186; balance, surplus, $39,210. The Palisades RR. Co. is said to be building a line in the interest of this company.

Northwest Equipment.—Owns railroad equipment costing $3,000,000, leased to North. Pacific RR. Rental 7 per cent per annum on $3,000,000 and 10 per cent yearly to the sinking fund. But in August, 1893, the application for a receiver for the Northern Pacific stated that no payments to the sinking fund had been made in cash, but that $2,000,000 N. Pacific consols had been deposited in lieu thereof with the Trust Co. See statement to New York Exchange in CHRONICLE, V. 50, p. 73. Stock paid in 1890 6¾ per cent; in 1891, 7; in 1892, February, 2¼, May, 1½; August, 1½; November, 1½; in 1893, February, 2¼; May, 1½; Aug., 1½ per cent. N.Y. Office, 36 Wall Street.

Northwestern Telegraph.—Owns 8,000 miles of wire and is leased to Western Union for 99 years, with guaranteed dividends, rising ⅛ p. c. a year to 6 in 1897 and afterward. Bond interest is guararanteed.

Ohio Falls Car Manufacturing Co.—Incorporated under the laws of Indiana in 1892 as successor to Ohio Falls Car Co., established in 1865. Located at Clarksville, near Jeffersonville, Ind. See adv. CHRONICLE of Oct. 22, 1892, and Maitland, Phelps & Co., 24 Exchange Place. First dividend—On common in July, 1893, 12 p. c. On preferred 2 p. c. quarterly since January, 1893.

Oregon Improvement Company.—This company controls the Pacific Coast Steamship Company (owning its entire capital stock) and operates five steamship lines running between San Francisco, Portland, Victoria, Sitka, Fort Bragg, San Diego, &c. Also in March, 1893, owned all the securities of the Columbia & Puget Sound Railroad (narrow gauge), Seattle to Franklin, etc., mines, with sidings, etc., 57 miles; and the Pacific Coast Railway (narrow gauge), Port Harford, Cal., to Los Olivos, 80 miles. The Seattle & Northern Railway, Anacortes to Hamilton, Wash., 36 miles; the Port Townsend Southern RR.; Port Townsend to Quilcene, Wash., 28 miles, and Olympia to Tenino, Wash., 15 miles; also operates the Seattle Coal & Transportation Co. with its New Castle mine, and the Franklin Coal Co. owning the Franklin mine. (See V. 51, p. 570, 747.) Company also has some 3,688 acres coal land.

HISTORY.—Defaulted in Dec. 1890, on 1st mort. coupons, and Joseph Simon was appointed receiver. A change in the management followed, Mr. W. H. Starbuck became Pres't, the receiver was discharged, and the overdue coupons were paid. See V. 52, p. 351; V. 54, p. 288.

DIVIDENDS—On preferred stock (issued in 1888)—In 1888, 3½; from March, 1889, to September, 1890, 7 per cent yearly; then none until 1892, when 7 p. c.; in 1893, March, 3½ p. c.; September, none.

On common—In 1883, 7½; in 1888, 1½; in 1889, 4½; in 1890, in February, May and August, each 1 per cent; none since.

BONDS.—Under consol. mortgage for $15,000,000 (trustee, Farmers' Loan & Trust Co.), bonds are reserved to retire the preferred stock and the first mortgage bonds not in the sinking fund. See V. 54, p. 484. The first mortgage bonds by their terms are subject to call for the sinking fund at par if not purchasable at 106. In January, 1893, it was proposed on request of bondholders to cancel the sinking fund provisions, but no action had been taken up to Sept. 20, 1893. See V. 56, p. 42.

LATEST EARNINGS.—Dec. 1, 1892, to July 31, 1893 (8 mos), gross, $2,475,712, agst. $2,493,420 in 1891-92; net, $387,022, agst. $450,040.

ANNUAL REPORT.—Fiscal year ends November 30. Report for 1891-92 was in V. 56, p. 331, showing:

EARNINGS AND EXPENSES (ALL COMPANIES).

	1891.	1892.	
Year ending Nov. 30—	Gross.	Gross.	Net.
Pacific Coast SS. Co.....	$2,825,840	$2,585,105	$421,751
Pacific Coast Ry. Co.....	193,957	176,742	60,025
Col. & Puget Sound RR. Co.....	333,044	315,649	130.588
Seattle & Northern Ry. Co.....	62,307	71,283	20,425
Port Townsend Southern RR. Co....	38,001	23,613	loss11,237
Steam Colliery & Steamship.....	206,141	29,264	loss24,704
Coal Department.....	598,345	632,937	174,681
Real estate and miscellaneous.....	43,325	57,382	41,231
Total earnings.....	$4,300,960	$3,891,975	$812,560

INCOME ACCOUNT (ALL COMPANIES).

Year ending Nov. 30—	1890.	1891.	1892.
Net over taxes and gen. expenses...	$704,745	$829,690	$759,948
Income from investments, &c.....	136,563	14,357	25,370
Net income.....	$841,308	$844,047	$785,318
Interest on bonds.....	$332,303	$553,793	$623,400
Other interest, &c.....	68,497	75,344	22,946
Sinking fund.....	50,000	50,000	50,000
Balance surplus.....	$390,508	$164,910	$88,972

DIRECTORS—The directors are: W. H. Starbuck, C. B. Tedcastle and Edwin S. Hooley, of New York; F. H. Prince, of Boston; C. A. Dolph, William M. Ladd, Henry Failing, Joseph Simon, C. H. Lewis and Jonathan Bourne, all of Portland; and C. J. Smith, of Seattle, Wash. W. H. Starbuck, President; C. A. Dolph, Vice-President; C. J. Smith, General Manager. New York office, No. 22 William Street. (V. 56, p. 42, **331.**)

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

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Pacific Mail Steamship—Stock	....	$100	$20,000,000	See text	.....	.....	Sept. 15, 1887
1st M. for $5,000,000, subject to call at 110 and int..c*	1890	1,000	.....	6 g.	F. & A.	N. Y. Office.	Aug. 1, 1908
Pennsylvania Canal—Gen. M., int. guar. by Penn, RR.c*	1870	1,000	2,553,000	6	J. & J.	Phila., 233 So. 4th St,	July, 1910
Pennsylvania Coal—Stock	....	50	5,000,000	16 p. ann	Q.—F.	New York, 1 Broadway.	Aug. 1, 1893
Peoria Water—1st M., g., red. aft. Nov. 1, 1899, at 105.c*	1889	1,000	1,254,000	6 g.	M. & N.	N. Y., Atlantic Tr. Co.	Nov. 1, 1919
Philadelphia Company—(Natural Gas) Stock	....	50	7,500,000	See text.	.....	Pittsburg, 820 Penn Av.	Oct. 2, 1893
1st mortgage, sinking fund $250,000 yearly, not drawn.c*	1888	1,000	174,000	6	J. & D.	N. Y. City, Merc. Tr. Co.	Dec. 1, 1898
P. Lorillard Co.—Common stock	....	100	3,000,000	See text.	F. & A.	.....	Feb. 15, 1893
Pref. stock, 8 p. c., cum., pref. as to assets and earn'gs.	....	100	2,000,000	8 p. ann.	Q.—J.	N. Y., Baring, Magoun.	Oct. 2, 1893
Postal Telegraph Cable Co.—Stock, $10,000,000	....	.....	8,600,000	.....	.....	.....	.....
Procter & Gamble.—Common stock	....	100	2,250,000	See text.	Yearly.	N.Y., A. M. Kidder & Co.	Aug. 15, 1893
Pref. stock (8 p.c., cum.). See terms in ed. May, '93, SUP.	....	100	2,250,000	8 p. ann.	Q.—J.	do do	Oct. 15, 1893
First M., gold, subject to call at 110 after July 1, 1900.c*	1890	1,000	2,000,000	6 g.	J. & J.	N.Y., Mercantile Nat. Bk	July 1, 1940
Pullman Palace Car—Stock	....	100	36,000,000	8 p. ann.	Q.—F.	N. Y., Farm. L. & Tr. Co.	Aug. 15, 1893
Quicksilver Mining—Common stock	....	100	5,708,700	See text.	.....	.....	June 1, 1882
Preferred stock, 7 per cent, not cumulative	....	100	4,291,300	See text.	.....	N. Y., Of., 20 Nassau St.	June 2, 1891
Railway Equipment Company of Minnesota.—Stock	....	100	996,500	6 per an.	M. & N.	New York & London.	May 1, 1893
1st Mortgage, gold, $50,000 redeemed yearly at 100	1891	....	713,000	6 g.	J. & D.	N. Y., Maitland, Phelps.	Jun '93 to 1901
Rhode Island Perkins Horse Shoe—General (com.) stock	....	100	1,000,000	See text.	Q.—J.	Co.'s Office, Providence	July 15, 1893
Preferred, 7 per cent cumulative	....	100	1,750,000	7 per an.	Q.—J.	do do	July 15, 1893
St. Paul City Railway—See TWIN CITY RAPID TRANSIT.							
Salt Lake City RR.—1st M., g., red at 100 aft. Jan. 1, 1903.c*	1893	1,000	650,000	6 g.	J. & J.	New York City.	Jan. 1, 1903-13
Sioux City & St. Paul.—Land grant mortgage	1871	500	576,500	See text.	M. & N.	St. Paul, Minn.	Not fixed.
Southern & Atlantic Telegraph—Stock (guar. 5 per cent)	...	25	948,875	5 per an.	A. & O.	N. Y., West. Union Tel.	Oct. 1, 1893
Southern Cotton Oil—Stock ($5,000,000 authorized)	....	100	4,000,000	See rem.	.....	From Camden—by ch'ck	June 15, 1893
Standard Gas Light—Pref. stock authorized $5,000,000	....	100	3,501,000	See text.	Q.—J.	N. Y., 71 Broadway.	Oct. 2, 1893
General mortgage $1,500,000, gold.....c	1890	1,000	1,104,000	5	M. & N.	N. Y., Merc. Trust Co.	1930

Pacific Mail Steamship.—The trans-Continental railroads gave this steamship company a subsidy of $75,000 minimum per month, but this was discontinued in 1892, necessitating a termination of the arrangement with the Panama RR. Co. In June, 1893, however, a new arrangement was made—see details under Panama RR. Mr. Huntington became President in May, 1893.

BONDS.—The mortgage for $5,000,000 (Trustee, Central Trust Company), covers all the company's franchises, shares of stock in the Atlantic S. S. Co. limited, and other property, real or personal, including present fleet of vessels and seven vessels to be constructed subsequent to the making of the mortgage, and all other property acquired with the proceeds of the bonds. On April 30, 1893, "liabilities" were 2,005,544, agst. $637,739 in '92; "cash assets," $558,700, agst. $775,871.

DIVIDENDS since 1880—In 1884, 3¾ per cent; in 1885, 5; in 1886, 1¼; 1887, 1; in 1888 and since, nil.

ANNUAL REPORT.—Fiscal year ends April 30; report for 1892-93 was in CHRONICLE, V. 56, p. 923, showing:

Year ending Apr. 30.	1890.	1891.	1892.	1893.
Atlantic lines	$683,488	$697,291	$684,870	$688,389
Panama lines	2,186,352	2,262,638	2,363,613	2,032,152
Trans-Pacific line	942,143	1,107,601	1,082,936	1,235,224
Subsidies	103,000	103,000	103,000	27,733
Interest and dividends	17,094	33,463	25,729	24,180
Miscellaneous	133,591	94,578	149,114	110,795
Total earnings	$4,065,668	$4,298,571	$4,409,262	$4,118,473
Expenses	3,555,118	3,495,650	3,688,055	4,175,215
Net earnings	$510,550	$802,921	$721,207	def. 56,742

DIRECTORS AND OFFICERS—Henry Hart, Isaac E. Gates, Calvin S. Brice, Samuel Thomas, Edward Lauterbach, Geo. J. Gould, Russell Sage; Collis P. Huntington, President; E. P. Schwerin, Vice-President; William H. Lane, Secretary; Jos. Hellen, Treasurer. Office, Mills Building, New York City.—(V. 53, p. 608, 804; V. 54, p. **886**; V. 55, p. 257, 774, 923, 996, 1111; V. 56, p. 375, 836, 887, **923**, 1057; V. 57, p. 145.)

Pennsylvania Canal.—Worked in interest of Pennsylvania RR., which guarantees interest on bonds and owns $3,517,150 of the $4,701,200 stock. Earnings in 1892, $112,481; net, $8,360; interest, $153,180; loss, $145,232, against $150,090 in 1891.

Pennsylvania Coal.—Dividends since 1880—In 1881, 15 per cent; from 1882 to Aug., 1893, inclusive, at rate of 16 per cent yearly.

Peoria Water.—Owns water works at Peoria, Ill., purchased from the city in 1889, on the agreement that they should be enlarged and improved. See full statement in CHRONICLE, V. 52, p. 535. The mortgage is for $2,000,000, and of the bonds $295,000 are held to retire a like amount of city water bonds. Stock, $1,000,000; par, $100.

Philadelphia Company.—In 1887 the Chartiers Company was leased for 99 years. The Philadelphia Company controls the natural gas production about Pittsburg and vicinity, owning or leasing over 50,000 acres gas territory and over 700 miles of pipes.

In year ending March 31, 1893, gross earnings from gas sold, $2,147,878; from oil, $18,277; dividends received, $52,344; total receipts, $2,218,499; operating expenses, interest, rentals, etc., $1,315,286; new lines, gas wells, etc., $227,000; dividends, $243,750; balance, surplus, $432,462. DIVIDENDS.—The January, 1891, and subsequent dividends were passed, but in 1892, paid 4¼ p. ct.; in 1893, April, 1¼ p. ct.; July, 1½ p. ct.; Oct., 1½ p. ct.—(V. 54, p. **1008**.)

P. Lorillard Company.—Incorporated under laws of New Jersey July 1, 1891, for the purpose of carrying on the tobacco business of P. Lorillard & Co. in Jersey City. Dividends on preferred in 1892, 8 per cent; in 1893, 8 per cent, paid quarterly. On common in 1892, 10 per cent; in 1893, February, 5 per cent. For year 1891-92 net profits applicable to dividends were $496,313; paid on preferred, $160,000; on common, $150,000; balance, surplus, $186,313. See report, V. 55, p. 373. Main office, Jersey City, N. J. Baring, Magoun & Co., Transfer Agents. (V. 53, p. 641; V. 55, p. 373.)

Postal Telegraph Cable.—This company is successor to the Postal Telegraph Company and Postal Telegraph & Cable Company. Stock increased in 1890 to $10,000,000 for franchises, extensions, &c. In January, 1893, it was reported that the Commercial Union Telegraph Company's lines had been leased for 99 years at 6 per cent on stock. V. 56, p. 43. A. B. Chandler, President, New York.—(V. 48, p. 533; V. 50, p. 423, 703; V. 52, p. 239; V. 56, p. 43, 336, 414.)

Procter & Gamble Co.—This company was formed in 1890 under the laws of New Jersey to acquire and carry on the soap, candle, oils and glycerine manufacturing business of Messrs. Procter & Gamble of Cincinnati. The mortgage covers about 67 acres of land adjoining the city of Cincinnati, together with the 29 factory buildings thereon. Of the common stock $1,000,000 is not to receive dividends until 12 per cent has been paid on the remainder of the common stock.

DIVIDENDS—On common stock—in 1891, August, 8 per cent; in 1892, Aug., 12 p. c; 1893, Aug., 12 p. c. On preferred, in full to Oct. 15, 1893.

EARNINGS—For year ending June 30, 1893, net profits were $651,360, (against $619,629 in 1891-92); deduct interest on bonds, $120,000; dividend on preferred stock, $180,000; dividend (12 per cent) on common stock, $270,000; balance to surplus fund, $81,360; total surplus fund July 1, 1893, $331,360. Office, Cincinnati. (V. 55, p. 298; V. 57, p. 376.)

Pullman's Palace Car Co.—The stock has been increased from time to time to provide new capital, as wanted, and $6,000,000 new stock was issued in April, 1893 (V. 56, p. 669). Eight per cent bonds for $820,000 due August 15, 1892, were paid in cash at maturity.

DIVIDENDS since 1876—From 1877 to 1880 inclusive, 8 per cent; from 1881 to 1883 inclusive, 9½; from 1884 to Aug., 1893, both inclusive, at the rate of 8 per cent yearly.

ANNUAL REPORT.—Fiscal year ends July 31. Report for 1891-92, with balance sheet, was in V. 55, p. 676, showing the following:

Year ends July 31.	1890.	1891.	1892.
Earnings (leased lines included)	$7,473,136	$7,871,146	$8,061,081
Patent royalties, manuf. profits, &c.	1,387,825	1,901,178	1,941,275
Total revenue	$8,860,961	$9,772,324	$10,002,356
Operating expenses	$3,274,605	$3,569,681	$3,438,863
Paid other sleeping-car associations.	1,022,625	1,008,324	947,504
Coupon interest on bonds	.....	65,600	65,600
Dividends on capital stock	2,000,000	2,000,000	2,300,000
Repairs of cars in excess of mileage.	.....	139,496	.....
Contingency account	100,000	.....	.....
Net result	$2,398,131	$2,989,223	$3,250,389

New York office, 15 Broad street.—(V. 51, p. 494, 535, 570, 719; V. 53, p. 570, **601**, **639**, 676; V. 56, p. 42, 71, 669, 887.)

Quicksilver Mining.—Owns quicksilver mines at New Almaden, Cal. The preferred stock is entitled to 7 per cent per annum, non-cumulative, and any surplus goes to the common and preferred equally. Fiscal year ends April 30.

The following table shows the result of operations of this company for the past five years, the total quicksilver production of California having decreased from 33,760 flasks in 1887 to 22,904 flasks in 1891. See V. 54, p. 367.

Year.	Flasks produced.	Quicksilver, value.	Value per flask.	Total earnings.	Total profit.
1887	20,000	$774,389 16	$38 72	$825,793	$345,411
1888	18,000	678,143 61	37 67	699,517	143,741
1889	13,100	575,757 00	43 95	595,004	164,659
1890	12,000	620,007 96	51 66	688,010	281,535
1891	8,200	324,718 19	39 60	341,179	def. 57,523
1892	5,000	179,022 00	35 81	192,315	def. 74,273

Dividends—On common, in 1881, 2¼ per cent; in 1882, 2½; nothing since. On preferred—In 1881, 9¼; in 1882, 6; in 1883, nil; in 1884, 3; in 1885, nil; in 1886, 2¾; in 1887, 3; in 1888, 6¾; in 1889, 3; in 1890, February, 3, 1½; May 1, 1½; August 1, 1½; in 1891, Jan. 2, 1½; June 2, 1¼. New York office, 20 Nassau street.

Railway Equipment Company of Minnesota.—Owns equipment costing over $1,500,000, which is leased to the Chicago St. Paul & Kansas City Railway Company at a rental which is to be more than sufficient to pay the interest on the bonds, to retire $50,000 bonds yearly at par and to redeem the balance of the issue at maturity in 1901. Lessee is to keep the property in repair. Stock paid in $996,500. Dividend—3 per cent paid November, 1892; in 1893, May, 3 per cent. See advertisement in CHRONICLE of July 18, 1891.

Rhode Island-Perkins Horse Shoe Company.—ORGANIZATION.—Manufactures horse shoes and toe calks at Valley Falls, R. I., 6 miles from Providence. Commenced business in 1874 and incorporated as a joint-stock company July, 1891, under laws of New Jersey.

STOCK.—After payment of 7 per cent per annum on the cumulative preferred the common stock is to receive up to 10 per cent; after that both share pro rata.

DIVIDENDS.—On preferred 7 per cent per annum. On common, in July, 1892, 10 per cent; in Oct., 2½; in 1893, Jan., 2½; April, 2½ p. c.; July, 2½ p. c.

EARNINGS.—In year ending June 30, 1892, net over all expenses, $316,902; surplus after dividends, $94,402. In 1890-91 net, $268,960; in '89-90, $265,448. For years 1887 to 1891, inclusive, net earns. averaged $262,654 73. Stock listed on N. Y. Exchange in December, 1892. See advertisement in CHRONICLE of November 28, 1892.

DIRECTORS.—F. W. Carpenter, R. W. Comstock, C. H. Perkins, G. P. Wetmore, G. L. Hoyt, E. C. Larned, F. E. Perkins. President, F. W. Carpenter, Esq., Providence, R. I. Transfer Agents, Maitland, Phelps & Co., New York. V. 55, p. 1036.

St. Paul City Railway.—SEE TWIN CITY RAPID TRANSIT.

Salt Lake City Railroad.—Owns 13 miles of doubled-tracked and 16 miles of singled-tracked street railroad in Salt Lake City, Utah, operated by electricity. Stock is $650,000; par $50. Mortgage is for $20,000 per mile of completed track, and the bonds are subject to call after Jan. 1, 1903, in numerical order, commencing with the lowest number outstanding; total authorized issue, $1,500,000. Trustee, New York Guarantee & Indemnity Trust Company. In year 1892 gross earnings were $264,014; net, $75,248, against $52,808 in 1891. V. 56, p. 887.

Silver Bullion Certificates.—The silver bullion certificates dealt in on the N. Y. Stock Exchange represent each 1,000 ounces of fine silver bullion deposited with the Mercantile Safe Deposit Co. of New York City. They are subject to a storage charge of one cent per day per 1,000 ounces.

Sioux City & St. Paul Land Grant.—The bonds above were all that remained on Sep. 1, '93, of an issue originally $2,800,000. On May 2, '93, coupon number 18 was paid. The bonds are secured on a specific body of lands. A. M. Drake and A. H. Wilder, trustees, St. Paul, Minn.

Southern Cotton Oil.—A New Jersey corporation owning eight crushing mills in the South with an aggregate capacity of 1,600 tons of seed per day; also owns 6 refineries, etc On April 30, 1893, bills and

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

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Sterling Iron & R'y.—Mort. bonds, inc., 7 p. c., series "B."..c	1880	$500&c.	$418,000	....	Feb. 1	N. Y., Office, 45 Wm. St.	Apr. 1, 1894
Plain income bonds, 6 per cent.....c	1876	1,000	495,575	....	Feb. 1	.....	Oct. 1, 1896
Sterling Mountain R'y.—1st mort. income, 7 p. c. guar.	1881	1,000	475,674	2	.....	N. Y., Office, 45 Wm. St.	July 7, 1895
Street Railway & Illuminating—Com. stock $4,500,000..	....	....	(?)	....	.....	.....	.....
Pref. stock $4,500,000 6 p. c. cum. (subject to call).....	....	....	(?)	6 per an.	.....	N. Y. City.	New
Sunday Creek Coal—1st M., g., s. f., subj. to call at 105.c*	1892	1,000	400,000	6 g.	J. & D.	N.Y.S.D.Davis&Co40W	Dec. 1, 1912
Tenn. Coal I. & RR. Co.—Common stock $20,000,000.....	....	100	19,850,000	.....	.....	.....	.....
Preferred stock (8 per cent cumulative).....	....	100	1,000,000	8 per an.	J. & J.	N. Y., 4th Nat. Bank.	July 15, 1893
Tenn. Coal & RR.—Tracy City 1st and 2d mortgages....	1879	200 &c.	155,000	6	A. & O.	N. Y., Mechanics' Bank.	Apr. 15, 1894
Consolidated mortgage.....	1881	1,000	34,000	6	M. & N.	do do	Nov. 1, 1901
South Pittsburg Purchase, 1st mortgage	1882	1,000	121,000	6	F. & A.	N. Y., Fourth Nat. Bk.	Feb. 1, 1902
Alice Furnace Co., Alabama, 1st mortgage.....c*	1882	1,000	300,000	7	A. & O.	N. Y., Mechanics' Bank.	1893-1902
Pratt Coal & Iron Co., Ala., 1st M., s. f., not drawn....c*	1883	1,000	675,000	7	M. & N.	do do	Nov. 1, 1903
Birmingham, Ala., Div., con. M., g., s. f. 1%, not d'rn..c*	1887	1,000	3,483,000	6 g.	J. & J.	N. Y. Hanover Nat. B'k	Jan. 1, 1917
Tennessee Div. bds, gold, s.f. 1½% yearly, not dr'n...c*	1887	1,000	1,308,000	6 g.	A. & O.	N.Y.,4th National Bank	Jan. 1, 1917
{ De Bard. con. M.,gd.,guar.,s.f. $30,000 y'ly,not dr'n.c*	1890	500 &c.	1,472,000	6 g.	F. & A.	N. Y., Hanover Nat. B'k.	Feb. 1, 1910
{ Eureka Co. bonds.....	....	....	400,000	7	A. & O.	Cincinnati,Merch.N.Bk.	1904
Cahaba 1st M., $1,100,000 gold, gu., s. f., red. at 110..c*	1892	1,000	1,000,000	6 g.	J. & D.	N.Y.,4th National Bank.	Dec. 1, 1922
Terminal Railroad Association—First mortgage, gold...c*	1889	1,000	7,000,000	4½g.	A. & O.	N. Y., Drexel, M. & Co.	Oct. 1, 1939
St. Louis Bridge & Tun. RR. 1st pref. stock, guaranteed.	....	100	2,490,000	6 per an.	J. & J.	do do	July, 1893
2d preferred stock, guaranteed.....	....	100	3,000,000	3 per an.	J. & J.	do do	July, 1893
1st mortgage.....c*	1879	1,000	5,000,000	7 g.	A. & O.	New York and London.	Apr. 1, 1928
Tunnel Railroad of St. Louis, stock, guaranteed	....	....	1,250,000	3	J. & J.	N. Y., Drexel, M. & Co.	July 1, 1893
Texas Pac. Land Trust—"Certificates of propriet'y int'st".	....	100	9,193,500	.....	.....	.....	.....
Third Avenue Ry. (N. Y.)—Stock.....	....	100	7,000,000	See text.	M. & N.	New York.	May, 1893
1st mortgage, gold.....c	1887	1,000	5,000,000	5 g.	J. & J.	N.Y.,Farmers'L.&Tr.Co	July, 1937
Thurber-Whyland—Common stock for $1,500,000	....	$100	1,000,000	See text	Feb.	N.Y.Office,116 ReadeSt.	See text.

accounts payable were $999,583 [these had been reduced by $430,000 prior to June 16, 1893]; do. receivable, $261,619; merchandise and supplies on hand, $1,157,349.

DIVIDENDS.—In 1889 12 per cent, in 1892, March, 2½ per cent; June, 2½; in 1893, March, 2½; June, 2½ per cent. See statement to N. Y. Stock Exchange in full in CHRONICLE, V. 49 p. 404.

ANNUAL REPORT.—Report for year 1892-93, with balance sheet, was in V. 57, p. 58, showing net profits for year $271,477; balance from last account, $191,191; dividends (5 per cent), $200,000; balance April 30, 1893, to next account, $262,668, after providing for dividend due June 15. Pres., Henry C. Butcher. Office, Camden, N. J. (V. 57, p. 58.)

Southern & Atlantic.—Lines leased to Western Union and stock guaranteed by the rental, 5 per cent per annum.

Standard Gas Light.—Organized in 1886. Owns 140 miles of gas pipes on east side of New York, north of 13th St. Common stock authorized is $5,000,000; issued $3,000,000. Dividends in 1891, 3¾ p. c.; in 1892, 1½ p. c.; in 1893, 4 p. c., pd. quarterly. New York office, 71 Broadway. Russell Sage, Vice-President.

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. The company endorses the $471,674 bonds of the Sterling Mountain Railway. Stock is $2,300,000—par, $50, New York office, 45 William Street, New York.

Street Railway and Illuminating Properties.—ORGANIZATION.—Organized in 1893 to enable the General Electric to fund its floating debt, its stock being offered to the General Electric stockholders. The proceeds of sale of stock were to be turned over to Gen. Elec. in return for towards $13,000,000 of notes receivable and interest-bearing stock and bonds, which it was calculated would yield a yearly income of about $400,000. The preferred dividend will call for $270,000, leaving a balance for the common stock. As the notes and other securities are liquidated, the proceeds will be applied to cancellation of the principal of the preferred stock, to be drawn for payment at a premium. When the pref. stock has been canceled, the remaining assets will stand to the credit of the common stock. See V. 57, p. 217, 298.

Sugar Trust.—SEE AMERICAN SUGAR REFINING COMPANY.

Sunday Creek Coal Company of Columbus, Ohio.—ORGANIZATION, PROPERTY, ETC.—An Ohio corporation for mining and marketing mineral coal, manufacturing coke, etc., its property consisting of about 14,000 acres of coal lands in Perry and Athens counties, Ohio, with improvements thereon; also dock property at West Superior, Wis. Full statement to N. Y. Stock Exchange in V. 56, p. 503.

STOCK.—Preferred stock, $1,500,000, entitled to 5 per cent per annum, paying 3 per cent per annum, last semi-annual dividend Feb., 1893, 1½ per cent; common stock is $2,250,000; par, $100.

OPERATIONS.—Output has been—In 1888, 585,103 tons; 1889, 581,501 tons; 1890, 557,458 tons; 1891, 619,988 tons; 1892, 648,172 tons; Net income for 1892, after paying taxes, about $97,000; interest, $24,000. Average net earnings per annum for last five years about $78,000. Interest charge will be $24,000. V. 56, p. 502. N. Y. office, 2 Wall St.

Tennessee Coal Iron & Railroad Company.—This company owns blast furnaces, coal mines, iron mines, foundries, &c., and coal and iron lands in Tennessee and Alabama. The total area of mineral lands and rights owned and controlled in 1893 was about 400,000 acres, of which 274,000 acres are in Alabama and 126,425 acres are in Tennessee. Of the latter 58,135 lie in Cocke and Green counties, in the eastern portion of the State on the borders of N. Carolina. Blast furnaces Jan. 1, 1893, numbered 17, and daily output of coal 13,000 tons.

On Dec. 19, 1892, the Cahaba Coal Mining Company was absorbed, its property consisting of some 44,000 acres of coal and iron lands situated in the counties of Bibb, Shelby and Jefferson, Alabama, with an output of about 800,000 tons of coal per annum. V. 55, p. 60, 463.

An amalgamation with the De Bardeleben Coal & Iron Company was consummated in September, 1892. Merely a formal existence is retained by the De Bardeleben Co. and the Cahaba Co.

Mr. T. C. Platt resigned presidency of the Tennessee Coal in 1893, Mr. Nat. Baxter, Jr., being elected president. See V. 56, p. 530.

STOCK. Common stock authorized, $20,000,000. The amount outstanding was increased by $10,850,000 in 1892 to purchase the De Bardeleben, Cahaba and Excelsior companies. N. Y. Stock Ex. Sept. 19, 1893, reports $19,439,100 listed. (V. 55, p. 463.) Common and preferred receive same dividends after each has received 8 p. ct.

DIVIDENDS.—On common in 1887, 1 per cent, and none since. On preferred in 1889, 8 per cent; in 1890, January, 2½; the remaining 1½ per cent being taken by State as tax under law now repealed.—(See V. 50, p. 72); in August, 1890, 4; in 1891, 8; in 1892, 8; in 1893, 8.

BONDS.—The two issues, known as the Birmingham Division and the Tennessee Division bonds, are each a lien on their own property, as described in the mortgage, and a second lien on the property of the other division. The total authorized issue of the Birmingham Div. loan is $5,000,000 [of which $540,000 bonds have been cremated] and of the Tenn. Div., $1,400,000, of which $107,000 are in the sinking fund. The Tracy City 1st and 2d mortgage 6s and the consolidated 6s due in 1901 are all exchangeable at par for bonds of the Nashville Chattanooga & St. Louis Railway Company held by the Central Trust Company. The De Bardeleben mortgage is for $3,000,000, of which $60,000 canceled by sinking fund, $100,000 in trust for Eureka bonds and $1,068,000 in treasury. The De Bardeleben bonds were assumed by the Tenn. Coal & Iron, under terms of purchase. See V. 56, p. 604.

FLOATING DEBT, ETC.—On Jan. 31, 1893, total floating debt was $2,994,435 (against $1,077,849 Jan. 31, 1892), of which $1,546,481 bills payable and $1,118,129 due from sundry creditors on open account. Total quick assets, $3,883,177, of which $1,363,000 treasury bonds, $937,522 salable part of inventory and $1,425,571 due from sundry debtors on open account.

LATEST EARNINGS.—From Jan. 1 to July 31, 1893, net, $479,400; interest, etc., $422,100; balance, surplus, $57,300.

ANNUAL REPORT.—Fiscal year ends January 31. Report for 1892-93 in V. 56, p. 710, 791, gave earnings of the several divisions separately. For the whole property reports have shown as follows: Bessemer Division being included in 1892-93 for 11 and Cahaba for 7 months.

Year end. Jan. 31.	1890.	1891.	1892.	1893.
Coal, output, tons..	1,619,020	1,583,170	1,776,881	.....
Coke, output, tons...	509,906	498,014	521,729	.....
Pig iron, output, tons	264,648	260,378	290,220	.....
Iron ore, output, tons	124,574	109,508	117,160	.....
Total net profits.....	$781,300	$663,890	$692,071	$923,551
Interest on bonds...	351,484	355,956	351,193	547,893
Miscell. interest, &c.	22,243	18,033	8,885	5,589
Dividends.....	80,000	80,000	80,000	80,000
Totl disbursem'ts.	$453,727	$453,989	$440,078	$633,482
Balance, surplus....	$227,573	$209,901	$251,993	$290,069

Directors—D. Roberts, M. E. Lopez, J. E. Adger, T. H. Aldrich, W. Percy, J. C. Haskell, T. W. Myers, W. S. Gurnee, John H. Inman, C. C. Baldwin, Jas. T. Woodward, A. M. Shook, A. T. Smythe, T. T. Hillman, T. C. Platt, N. Baxter, Jr., H. F. De Bardeleben; President, N. Baxter, Jr.; Secretary and Treasurer, Jas. Bowron. Office, Nashville, Tenn.—(V. 55, p. 60, 257, 463, 551, 810; V. 56, p. 247, 403, 465, 539, 580, **710, 791.**)

Terminal RR. Association of St. Louis.—Organized in 1889. The following proprietary companies are the sole owners: The Cleveland Cincinnati Chicago & St. Louis, Louisville & Nashville, St. Louis Iron Mountain & Southern, Ohio & Mississippi, Missouri Pacific and Wabash. These companies have agreed under contract to use the property forever and to pay as tolls a sum intended, under ordinary circumstances, to be sufficient to provide for interest on these bonds, in addition to taxes, rentals and other charges, and if, owing to any temporary unforeseen circumstances the net earnings should not be sufficient to meet the fixed charges, each line will contribute its proportion to the extent of one-seventh of $1,000,000 to make up any deficiency. Consolidation of management with the St. Louis Merchants' Bridge Terminal RR.—see RR. companies—was reported pending in June, 1893.

LEASES.—The leases of the Bridge and the Tunnel are for their corporate existence, and were made July 1, 1881, to the Missouri Pacific and the Wabash, by which companies they were assigned to the present association. The lease guaranteed 6 per cent on the Bridge Co's $2,490,000 first pref. stock, 3 p. c. on its $3,000,000 second pref. and 6 p. c. on the Tunnel Co's. $1,250,000 common stock.

BONDS, ETC.—The mortgage of 1889 (trustee, Central Trust Company) was described in advertisement in CHRONICLE of February 13, 1892. On January 1, 1893, there were $527,083 real estate notes outstanding.

In April, 1893, the stockholders voted to increase the capital stock from $7,000,000 to $12,000,000. The bonded indebtedness will be increased for the purpose of carrying out and completing the various terminal improvements, including the new Union Passenger Station and the erection of six large terminal warehouses on the site of the old passenger station. (V. 56, 5, 669).)

ANNUAL REPORT.—Year ends December 31. Report for 1892 in V. 56, p. 462, showed earnings as follows:

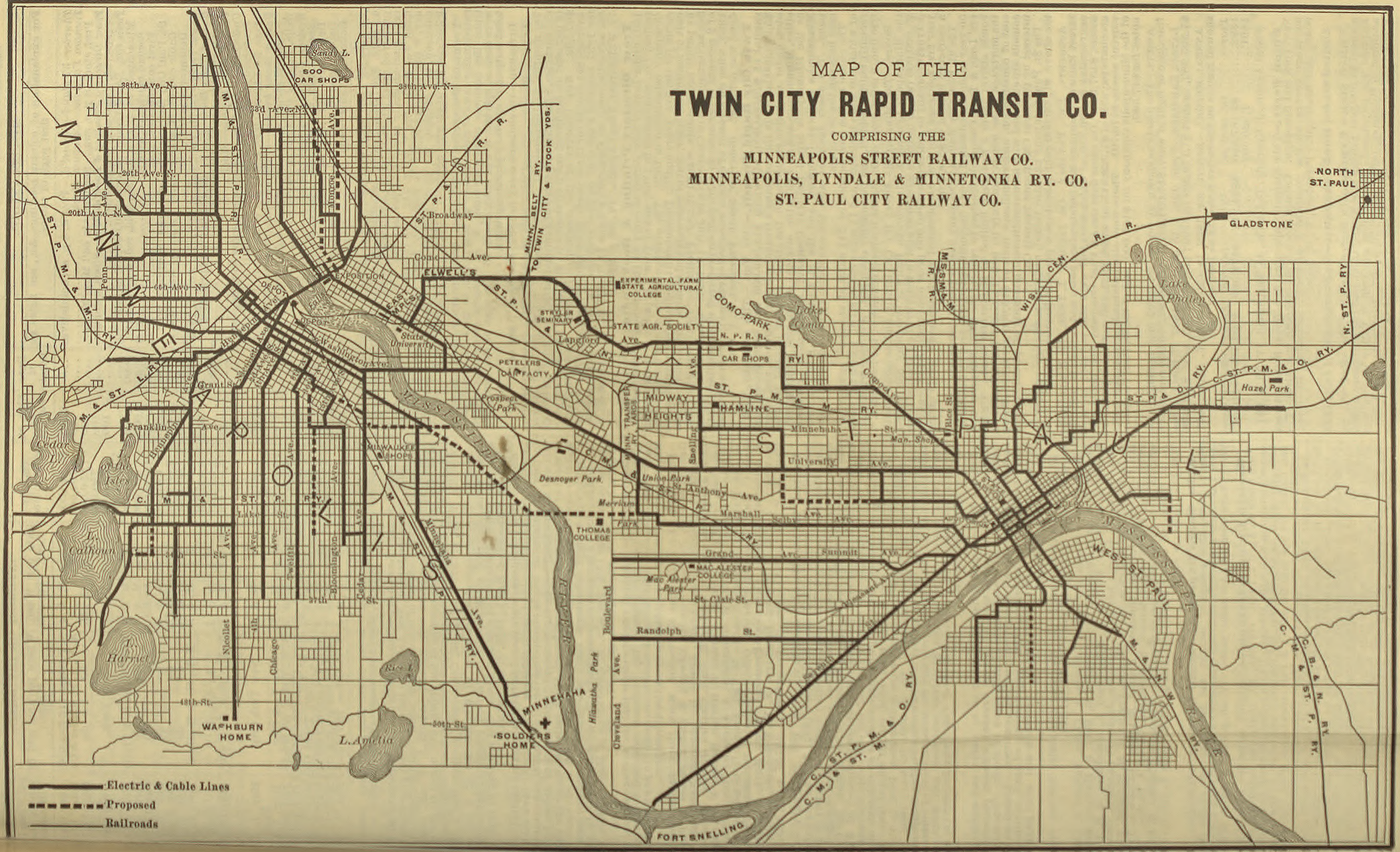
	Gross	*Net.*	*Other inc.*	*Charges.*	*Surplus.*
1892	$1,908,001	$1,050,465	$142,375	$1,006,322	$176,518
1891	1,756,430	938,477	123,665	941,902	120,241

In 1892 out of surplus were paid: improvements, $60,011; interest on real estate notes, $26,493. (V. 56, p. **462**, 669.)

Texas Pacific Land Trust.—The certificates of this Trust represent the ownership of the lands formerly belonging to the Texas & Pacific Railway. The trustees of the land trust are Messrs. Charles J. Canda, Simeon J. Drake and William Strauss, of New York. On Jan. 1, 1893, there remained to the trust 3,360,667 acres of land. $376,270 deferred payments and $220,592 bills receivable. Cash, $3,256. The liabilities were: Proprietary certificates, $9,193,500; outstanding Texas & Pacific Railway, Eastern Division, land securities, $342,884; due Central Trust Co., $68,000; vouchers unpaid, $17,349. In 1892 there were sold 7,944 acres and 60 town lots for $24,413, against sales of $49,488 in 1891. Rentals received from grazing lands, $19,658. In June, 1893, the courts held that the trustees had no right to some 250,000 acres to which they had claimed title. See description of lands in V. 47, p. 344. New York Office, No. 11 Pine Street.

Third Avenue Railway, N. Y.—This company owns a street horse railway from Park Row, New York City, via Third Avenue, to the Harlem River, 8¼ miles; and a cable road from Manhattan Street, North River, to 125th Street, Harlem River, with branch 5¾ miles; total, 14 miles double track. A cable is being laid on the Third Avenue line, and an increase of stock from $5,000,000 to $7,000,000 was made in 1893. See V. 56, p. 128. Paid dividends of 11 per cent in 1889 and of 12 per cent in 1890 and 1891; in 1892, 7; in 1893, in May, 2 per cent. In year ending June 30, 1892, gross earnings were $1,741,072; surplus over interest, &c., $318,096, against $351,413 in 1890-91; dividends, $240,000; surplus, $78,096,—(V. 55, p. **461**, 723, 857; V. 56, p. 128, 502, 700; V. 57, p. **467.**)

Thurber-Whyland.—Organized in 1890 under the laws of New Jersey to carry on the business of manufacturing, importing and wholesale grocers, etc. See V. 52, p. 121. EARNINGS—Average net profits of the old firm for ten years ending


MAP OF THE
TWIN CITY RAPID TRANSIT CO.
COMPRISING THE
MINNEAPOLIS STREET RAILWAY CO.
MINNEAPOLIS, LYNDALE & MINNETONKA RY. CO.
ST. PAUL CITY RAILWAY CO.
MINNEAPOLIS
ST. PAUL
NORTH ST. PAUL
GLADSTONE
SOO CAR SHOPS
EXPOSITION
ELWELL'S
STATE AGR. SOCIETY
EXPERIMENTAL FARM STATE AGRICULTURAL COLLEGE
COMO-PARK
CAR SHOPS
MIDWAY HEIGHTS
HAMLINE
PETELIN'S FACTY.
MILWAUKEE SHOPS
THOMAS COLLEGE
MAC ALESTER COLLEGE
WASHBURN HOME
SOLDIERS HOME
FORT SNELLING
MINNEHAHA
WEST ST. PAUL
Lake Calhoun
L. Harriet
L. Amelia
Cedar L.
Isles
Rice L.
Lake Phalen
Haze Park
Prospect Park
Desnoyer Park
Merriam Park
Como Park
Hiawatha Park
Randolph St.
Franklin Ave.
University Ave.
Minnehaha St.
Summit Ave.
Marshall Ave.
Grand Ave.
Lake St.
Broadway
Como Ave.
Lexington Ave.
Snelling Ave.
Cleveland Ave.
Bloomington Ave.
Nicollet Ave.
Chicago Ave.
Portland Ave.
Pleasant Ave.
Dale St.
Rice St.
Wabasha St.
Jackson St.
Robert St.
Cedar St.
Minnesota St.
Wacouta St.
Jackson St.
Sibley St.
St. Anthony Ave.
St. Clair St.
38th Ave. N.
33rd Ave. N.
28th Ave. N.
26th Ave. N.
20th Ave. N.
Penn Ave.
Humboldt Ave.
Irving Ave.
Fremont Ave.
Girard Ave.
Emerson Ave.
Fremont Ave.
Aldrich Ave.
Bryant Ave.
Colfax Ave.
Dupont Ave.
Lyndale Ave.
Oliver Ave.
Park Ave.
Portland Ave.
Stevens Ave.
Minn. Belt Ry.
To Twin City & Stock Yds.
St. P. & D. R. R.
St. P. M. & M. Ry.
C. M. & St. P. Ry.
C. St. P. M. & O. Ry.
C. B. & N. Ry.
N. St. P. Ry.
Wis. Cent. R. R.
N. P. R. R.
M. St. L. Ry.
Minn. Transfer Ry.
Mississippi River
Electric & Cable Lines
Proposed
Railroads

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

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Thurber-Whyland—(Concl'd)—Pref'd, 8 p. c. cumulative.	....	$100	$1,500,000	8 per an.	F. & A.	N.Y.Office,116ReadeSt.	See text.
Trenton Potteries.—Common stock	....	100	1,750,000	See text.	.....	N. Y., A. M. Kidder & Co.	Feb. 1, 18
Pref. stock, 8 p. c. cum.—See terms in ed'l May,'93, SUP.	....	100	1,250,000	8 per an.	Q.—M.	do do	Sept. 11, 18
Trow Directory Printing & Bookbinding—Stock common.	....	100	750,000	....	....	.....	.....
Preferred, 8 per cent cumulative	....	100	750,000	See text.	Q.—F.	New York.	See text.
Twin City Rapid Transit—Stock ($20,000,000 authorized)	....	....	15,000,000	....	....	.....	.....
Minneapolis St. R'y Co. 1st M., gold, red. yearly at 105.	1880	1,000	380,000	7 g.	M. & N.	N.Y., Farm. L. & Tr. Co.	Nov. 1, 19
Second mortgage, gold.....c*&r	1883	1,000	600,000	6 g.	M. & N.	do do	Nov. 1, 19
First consolidated, gold.....c*&r	1889	1,000	4,020,000	5 g.	J15&J15	do do	Jan. 15, 19
St. Paul City Railway Co., 1st consol. mortgage, gold...	1884	1,000	680,000	6 g.	A. & O.	do do	Oct. 1, 19
Cable consol., M.,gold,guar.by Twin City Rap.Tr.Co.c*	1887	1,000	3,600,000	5 g.	J15&J15	do do	Jan. 15, 19
Debentures, gold.....	1890	1,000	1,000,000	6 g.	M. & N.	do do	May 1, 19
Union Ferry—1st M., gold, red. at 110 after Nov. 1, 1895.	1890	100&c.	2,200,000	5 g.	M. & N.	N. Y., H. B. Hollins.	Nov. 1, 19
United States Book—Stock, ($2,000,000 was preferred)...	....	100	4,000,000	....	....	.....	.....
1st mortgage, for $1,000,000, gold.....c	1890	.....	1,000,000	6 g.	J. & J.	In default.	1910
United States Express—Stock.....	....	100	10,000,000	See text.	M. & N.	N. Y., Office, 49 B'way.	May 15, 18
United States Leather—Common stock for $60,000,000...	....	100	(?)	....	....	.....	.....
Preferred stock for $60,000,000, cumulative 8 per cent.	....	100	(?)	....	....	.....	.....
Deb. for $10.000,000, g.,s.f., 4 p. c., sub. to call at 110.c*	1893	1,000	6,000,000	6 g.	M. & N.	New York City.	May 1, 191
United States Rubber—Common ($25,000,000 authorized)	....	100	20,166,000	....	....	.....	New
Preferred ($25,000,000 authorized) 8 p. c. non-cum.....	....	100	19,400,500	8 per an.	M. & N.	New York City.	May 1, 189
Wells, Fargo & Co. Express—Stock.....	....	100	6,250,000	8 per an.	J. & J.	N. Y., Office, 63 B'way.	July 16, 189
Western Union Telegraph—Stock.....	....	100	94,820,000	See text.	Q.—J.	N. Y., Office, 195 B'way.	Oct. 16, 189
Real est. bds., g., (lien on W.U. Bldg., N.Y.C.)s.f.(not.dr.).	1872	1,000	1,214,000	7 g.	M. & N.	N. Y., Union Trust Co.	May 1, 190
Debentures (if drawn, surrender is optional).....c&r	1875	1,000	4,920,000	7	M. & N.	N.Y., Treasurer's Office.	May 1, 190
Debentures, sinking fund 1 per cent, drawn at 100....c	1875	£100&c	821,066	6 g.	M. & S.	London, Morton, R. & Co.	Mch. 1, 190
Collateral Trust bonds.....c*	1888	1,000	8,262,000	5	J. & J.	N. Y., Office, 195 B'way.	Jan. 1, 19

January 31, 1892, were $220,084; net profit for year ending February 4, 1893, $207,361, against $210,942 in 1891-92. DIVIDENDS.—On preferred from August, 1891, to February, 1893, both inclusive, 4 per cent semi-annually (8 per cent per annum). In August, 1893, no dividend was paid. See V. 57, p. 342. On common stock—In 1892, February, 8 per cent (annual). In February, 1893, no dividend was paid on common, the balance for 1892 ($87,361) after payment on preferred being carried to surplus account. Office, 116 Reade St., N. Y.

Trenton Potteries Company.—ORGANIZATION, ETC.—Incorporated under laws of New Jersey in May, 1892, to take over and continue the business of five Trenton, N. J., pottery companies which were then supplying, it was said, about 75 per cent of the country's total output of sanitary plumbing ware.

DIVIDEND.—On common stock in 1893, February, 5 per cent.

ANNUAL REPORT.—Fiscal year ends December 31. First report (for 7½ months to December 31, 1892), was in V. 56, p. 288, and showed net earnings, $216,534; expenses of administration, $11,435; dividends (4 per cent on preferred and 5 on common), $137,500; balance, surplus, $67,599. NET PROFITS of the companies in 1891 were $401,000, average net profits for three years 1888-1891 were $314,573. Profits for 1891 equaled 8 per cent on pref rred and 16 per cent on common. See advertisement in CHRONICLE June 11, 1892. A. M. Kidder & Co., 18 Wall Street, Fiscal Agents. (V. 56, p. 288.)

Trow Directory Printing & Bookbinding.—*(See Map.)*—Organized in 1891 under laws of New Jersey to carry on the business of the Trow Directory Co., established in 1786, and of Trow's Printing & Bookbinding Company, established in 1826. The average net profits of the two concerns for the five years ending December 31, 1890, after providing for cost of materials, labor, cost of renewals and repairs, etc., as determined by public accountants, was $132,282. Profits for 1890 were $143,736. See advertisement in CHRONICLE of July 18, 1891. Quarterly dividends of 2 per cent (8 per annum) were paid on preferred stock regularly until 1893, when on account of certain uncollected claims the February dividend was deferred. Robert W. Smith, President, N. Y. City.

Twin City Rapid Transit.—*(See Map.)*—This company, with a capital of $20,000,000, of which $15,000,000 has been issued and $5,000,000 is still in the company's treasury, owns, controls and operates, under exclusive charters, all the street railway lines of the two cities, Minneapolis and St. Paul; the original companies being known as the Minneapolis Street Railway Company, Minneapolis Lyndale & Minnetonka Railway Company, and the St. Paul City Railway Company. The above includes also the exclusive right to operate street cars between the two cities.

The entire system now consists of 211 miles of standard gauge road, of which 200 miles is electric and 11 miles cable, all of which has been recently built or rebuilt, and thoroughly equipped. A double track electric line, 9 miles long, connects the business centres of the two cities.

BONDS.—The Minneapolis Street R'y Co. jointly and severally with the Minneapolis Lyndale & Minnetonka Railway Company has issued $5,000,000 (which includes $980,000 held in trust by the Farmers' Loan & Trust Company to redeem the $980,000 prior lien bonds) 5 per cent 30-year first mortgage and first consolidated mortgage gold bonds under a mortgage limited to $5,000,000.

The St. Paul City Railway Company has issued $4,280,000 5 per cent 50-year cable consolidated bonds (including $680,000 held by the Farmers' Loan & Trust Company, trustee, to redeem the $680,000 prior lien bonds above) under a mortgage limited to $5,500,000 bonds. Under the mortgage these bonds can only be issued against the actual cash cost of construction, under a mileage limit of $15,000 per mile. These consols are endorsed with an unconditional guaranty of principal and interest by the Twin City Rapid Transit Co.

The St. Paul Company has also issued, under a mortgage subject to the above, $1,000,000 gold debenture 6 per cent 10-year bonds.

ACCOUNTS, ETC., PAYABLE.—On January 1, 1893, the Minneapolis Street Railway Company had outstanding notes and accounts payable aggregating $1,296,350, of which $391,967 were bills payable; current assets, $457,944. On same date the St. Paul Company had notes and accounts payable of $1,229,515, of which $921,456 were bills payable; current assets, $176,791. There were also outstanding mortgage notes of the Minneapolis Company for $101,000 and of the St. Paul Company notes for $17,500.

ASSETS.—The assets as shown by report for 1892 (not including the franchise or right of way), $14,093,232, of which $2,556,906 real estate.

LATEST EARNINGS.—From Jan. 1 to July 31, 1893 (7 mos.), gross, $1,305,983, against $1,179,998 in 1892; net, $534,153, agst. $431,678.

ANNUAL REPORT.—Report for 1892 in CHRONICLE V. 56, p. 461 showed results on the entire property as follows:

Year—	*Gr. earn'gs.*	*Net.*	*Interest.*	*Rentals, etc.*	*Bal. surp.*
1892.....	$2,187,580	$824,241	$474,360	$109,315	$240,567
1891.....	1,820,592	.....	.....	.....	.....

Fiscal Agents, J. Kennedy, Tod & Co., 45 Wall Street. (V. 56, p. 461.

Union Ferry.—This company operates five ferry lines between New York and Brooklyn. Capital stock is $3,000,000; par $100. The mortgage covers all the company's property, including 19 ferry-boats, real estate, etc. President, W. H. Male.

United States Book Company.—See SUPPLEMENT of July, 1893.

United States Express.—In September, 1887, the stock was increased $3,000,000, raising it to $10,000,000, and the Baltimore & Ohio Express was purchased. Business on the Lehigh Valley system was acquired in February, 1893. See V. 56, p. 207. Dividends since 1880—From 1881 to 1887 inclusive, 4 per cent; in 1888, 5; in 1889, 5. In May, 1890, 2; in November, 2; in 1891, May, 2; then none t November, 1892, 2; in 1893, May, 2 per cent. (V. 56, p. 207.)

United States Leather.—ORGANIZATION, ETC.—Incorporated Fe 25, 1893, under the laws of New Jersey to take over the properties an business of a large number of concerns for many years engaged in th tanning and sale of sole and belt leather. Assets, it is said, amou to at least seven times the amount of the debentures, about 40 per cen representing real estate and the balance hides, bark and other persona property. V. 56, p. 757; V. 57, p. 23. Commenced business May 2, 189

STOCK.—The capitalization consists of $60,000,000 of 8 per cen cumulative preferred stock, issued for actual property, exclusive o good will, and $60,000,000 of common stock. See wording of pref. ce tificate in editorial of May 1, 1893, SUPPLEMENT.

BONDS.—The debentures were issued to furnish working capital. It i provided in the certificate of incorporation and in the by-laws that n further debentures or bonds (excepting the $10,000,000 debentures o '93) and no mortgage bonds can be issued by the company unless by th consent of 80 per cent of the preferred stock outstanding at the time; and it is agreed in the debentures that if any mortgage is put upon the property this issue of debentures shall be equally secured pro rata by it. Sinking fund 4 per cent of issue yearly, the debentures to be purchased or drawn at 110. See adv. in CHRONICLE of May 6, 1893, and application to N. Y. Stock Exchange V. 57, p. 23.

EARNINGS.—The principal vendors claim that the average annual net earnings for the past five years of the business conveyed to the company have exceeded eight times the amount necessary to pay the annual interest and sinking fund charges upon the debentures.

DIRECTORS, ETC.—Thomas E. Proctor, Mark Hoyt, James Horton, George A. Vail, Norman Schultz, Edward R. Ladew, James R. Plum, Patrick C. Costello, Jerry Crary, Lewis H. Lapham, Nehimiah W. Rice, Joseph H. Ladew, Loring R. Gale, Charles G. Rice, Henry B. Vaughan, Lyman F. Rhoads, Gurdon B. Horton, Samuel P. Davidge, Walter G. Garrett, William H. Humphrey, A. Augustus Healy, Charles H. Lee, Daniel T. Stevens, Charles M. Vail, Frank H. Goodyear. Edward C. Hoyt, James H. Proctor. Officers include: President, Thomas E. Proctor, Boston; First Vice-President, Mark Hoyt, Brooklyn; Secretary, Josiah T. Tubby, Brooklyn, N. Y.; Treasurer, James R. Plum, N. Y. City. N. Y. Office, 26 Ferry Street. (V. 57, p. 23, 145.)

United States Rubber.—ORGANIZATION AND PROPERTY.—Organized under laws of New Jersey in October, 1892, for the manufacture of rubber boots and shoes, etc., and either owned absolutely or permanently controlled nine out of the fifteen concerns then engaged in this business, including the American Rubber Co. of Boston, the Candee Company of New Haven, the Goodyear Rubber Company of Naugatuck, etc.; it was also to control three of the other establishments. Real estate, machinery, lasts, etc., were appraised at $5,055,000; other assets, manufactured goods, bills receivable, etc., at $6,491,900. See full application to N. Y. Stock Exchange in December, 1892, in V. 55, p. 1039; also further particulars V. 56, p. 539. In May, 1893, the Woonsocket Rubber, Marvel Rubber and Lawrence Felting Companies were absorbed, $5,851,400 preferred and the same amount of common stock being issued therefor, and $149,000 preferred and $323,400 common were issued in August for stock of Colchester Rubber Co. and Rubber Manf. Selling Co.

STOCK.—Preferred stock has preference as to assets and earnings, and no bonded or mortgage debt can be created without consent in writing of holders of three-fourths of each class of stock. Common is entitled to all surplus after eight per cent on preferred. Listed on the Stock Exchange in December, 1892. See wording of pref. certificate in editorial of May, 1893, SUPPLEMENT. Accounts and bills payable Aug. 15, 1893, $700,000.

EARNINGS.—Average profits for the nine companies for ten years were $959,499. Total profits in 1891, $1,181,186.

DIRECTORS.—Joseph Bannigan, Charles A. Coffin, Samuel P. Colt, Robert D. Evans, James B. Ford, Charles R. Flint, J. Howard Ford, Robert M. Gallaway, William H. Hill, Henry L. Hotchkiss, H. B. Hollins, George H. Hood, Charles L. Johnson, James P. Langdon, George A. Lewis, Edwin A. Lewis, M. C. Martin, Frederick M. Shepard, Richard C. Sibley, J. Edward Simmons, John J. Banigan, William L. Trenholm, John P. Townsend, Samuel N. Williams, Walter S. Ballou. The officers are: President, Joseph Banigan; Treasurer, Charles R. Flint. N. Y. Office, 88 Reade Street. (V. 55, p. 1036, 1039; V. 56, p. 539, 700, 887; V. 57, p. 469.)

Wells, Fargo Express.—No annual reports or information. In March, 1888, this company bought the Erie Express of the New York Lake Erie & Western Railroad Company. Dividends of 8 per cent yearly have been paid for many years. (V. 46, p. 371; V. 48, p. 172.)

Western Union Telegraph.—Chartered under the laws of New York State on April 4, 1856. 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 Atl. & Pac. stock in new West. Un., and a stock distribution of 48½ per cent to West. Union shareholders.

In November, 1887, an issue of $5,000,000 of stock was made in payment for the telegraph system of the Baltimore & Ohio Telegraph Co.

In October, 1892, the stockholders voted to increase the stock from $86,200,000 to $100,000,000, of which $8,620,000 was then paid as scrip dividend to represent surplus earnings expended on the property. See V. 55, p. 463, 545, 724, 755, 806, and dividends below. Of the $6,920,313 nominal surplus as it remained on June 30, 1893, after the above distribution $5,180,000 was represented by 51,800 shares of Western Union stock held in the treasury of the company.

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

MISCELLANEOUS. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Westinghouse Electric & Manufactur'g.—Old com. stock...	....	$50	$181,650	....	....	.....	.....
Assenting stock.....	....	50	5,333,940	....	....	.....	.....
First pref. ($4,000,000) stock, 7 p.c., cum. (see remarks).	....	50	3,755,700	7 per an.	J. & J.	N. Y., Office, 120 B'way	July 20, 1893
U. S. Electric Light Co. bonds ($50,000 paid yearly)....	....	.....	600,000	6	....	.....	In 15 years.
Old scrip for dividend.....	....	.....	194,562	....	M. & S.	N. Y.. 120 Broadway.	Sept., 1900
Wheeling Bridge & Terminal. Ry—1st M., gold. .....c*	1889	1,000	2,000,000	6 g.	J. & D.	Dec. '91 coup. last paid.	Dec. 1, 1939
Second mortgage (income till March, 1892), gold.....	1890	1,000	1,500,000	6 g.	M. & S.	None paid.	Sept. 1, 1940
Wheel. L. Erie & Pittsb. Coal—1st M., gold, red. at 105..c*	1889	1,000	984,000	5 g.	J. & J.	N. Y., Central Trust	Jan. 1, 1919
Whitebreast Fuel—Common stock.....	....	100	780,000	See text.	See text.	N. Y., Office, 18 B'way.	Oct. 1, 1891
Preferred stock.....	....	100	520,000	8 per an.	F. & A.	See text.	Aug. 1, 1893
Gen. M., (now 1st) gold, s. f., $30,000, drn. at 110.c*& r.	1888	1,000	480,000	6 g.	J. & D.	N. Y., Atlantic Trust Co.	June 1, 1908
Iowa & Ill. Coal 1st M., gold, guar., s. f., red. at 110..c*	1890	1,000	560,000	6 g.	J. & D.	do do	June 1, 1920
Winona Bridge—1st M., gold, s.f., red. at 110 aft. Mar '98.	1890	1,000	375,000	5 g.	M. & S.	N. Y., J. Walker & Son.	Sept. 1, 1915
Henry R. Worthington (Pump)—Common stock.....	....	100	5,500,000	....	....	.....	.....
Preferred as to assets and dividends 7 p. c. cum.....	....	100	2,000,000	7 per an.	M. & N.	N. Y., Guar. & Ind. Co.	New.

DIVIDENDS.—In April, 1886, the quarterly dividend was paid in scrip, and no more dividends were paid till July, 1887, when cash dividends were resumed at 1 per cent, afterwards increased to 1¼ p. c. quarterly. In January, 1890, an extra dividend of ¾ of one per cent was paid. On Dec. 3, 1892, a stock dividend of 10 per cent was paid on $86,109,852 stock; in 1893, 5 per cent.

BONDS.—The collateral trust bonds of 1888 (trustee, Mercantile Trust Company) are issued to retire an equal amount of stock and bonds of various telegraph and cable companies for the interest or dividends on which the Western Union Company is liable, these when so retired to be held as security for the new bonds.

LATEST EARNINGS.—Earnings for three months ending Sept. 30 are as follows. (See V. 57, p. 470.)

3 *mos.*	*Net revenue.*	*Interest.*	*Dividends.*	*Sur. for quar.*
1893, estimated...	$1,800,000	$243,347	(1¼%) $1,185,000	$371,653
1892, actual.....	2,220,777	243,335	(1¼%) 1,077,413	900,029

Nominal surplus Sept. 30, 1893, $7,258,4[illegible]2.

ANNUAL REPORT.—Fiscal year ends June 30. Statement for 1892-93 below is partly estimated. The surplus for the year, $2,002,696 was applied to the purchase and enlargement of the Phenix Building at Chicago (about $1,700,000) and to the construction of new lines. See V. 56, p. 1016. Report for 1891-92 was in V. 55, p. 637.

Year ending June 30.	1889-90. $	1890-91. $	1891-92. $	1892-93. $
Revenues for the year....	22,387,029	23,034,321	23,706,405	.....
Oper. exp's, rent., t'xes, &c.	15,074,304	16,428,746	16,307,857	.....
Net profits.....	7,312,725	6,605,585	7,398,547	7,568,129
Dividends paid.....	4,956,008	4,309,606	4,309,639	4,632,102
Interest on bonds.....	875,135	891,218	890,532 }	933,331
Sinking funds.....	40,000	39,991	39,991 }	
Total disbursements..	5,871,143	5,240,826	5,240,161	5,565,433
Balance of profits.....	1,441,582	1,364,759	2,158,485	2,002,696

The following table shows the property and business of the company at different periods:

Year.	Miles of Poles.	Miles of Cbl's. Wire.	No. of Offices.	Messages.	Receipts.	Profits.
1866-67..	46,270	85,291	2,565	5,879,282	$6,568,925	$2,624,919
1869-70..	54,109	112,191	3,972	9,157,646	7,138,737	2,227,963
1879-80..	85,645	233,534	9,077	29,215,509	12,782,894	5,833,937
1890-91..187,981		715,591	20.098	59,148,343	23,034,326	6,605,587
1891-92..189,576		739,105	20,700	62,387,298	23,706,404	7,398,545

DIRECTORS for 1892-93.—Norvin Green, Thomas T. Eckert, John T. Terry, John Van Horne, — ——, Russell Sage, Alonzo B. Cornell, Samuel Sloan, Robert C. Clowry, George J. Gould, Edwin Gould, John G. Moore, Henry Weaver, Percy R. Pyne, Charles Lanier, Austin Corbin, J. Pierpont Morgan, Frederick L. Ames, John Hay, William D. Bishop, C. P. Huntington, George B. Roberts, Sidney Shepard, Erastus Wiman, Charles F. Mayer, Chauncey M. Depew, James W Clendenin, Henry M. Flagler, Henry B. Hyde, W. Murray Crane. Office, 195 Broadway, New York City.—(V. 54, p. 158, 447, 561, 965; V. 55, p. 463, 545, 637, 724, 755, 806, 895, 1036; V. 56, p. 331, 1016; V. 57, p. 470.)

Westinghouse Electric & Manufacturing Co.—ORGANIZATION.—This company has a charter granted by the State of Pennsylvania. Its business consists of the manufacture and sale of dynamos for isolated and central station lighting, motors and generators for stationary work and street railways, arc and incandescent lamps, and a general line of appliances used in the commercial applications of electricity for lighting and power purposes.

The company owns a valuable factory plant in the city of Pittsburg, Pa., on real estate free and unencumbered, and employs about 1,000 men in its various departments. It operates, under lease agreements, the factories of the United States Electric Lighting Company at Newark, N. J., and the factory of the Consolidated Electric Light Company in West Twenty-third Street, New York City, in the name of the Sawyer-Mann Electric Company, employing in both of these factories an average of some 800 employees. Statement to N. Y. Stock Exchange was in V. 54, p. 763.

Under a reorganization of the company, consummated in the latter part of 1891, the stockholders of the above-mentioned companies were allowed to exchange their stock for stock in the Westinghouse Electric & Manufacturing Company, and 14,624 shares of the United States Electric Lighting Company (out of a total of 15,000), and 23,771 shares of the Consolidated Electric Light Company (out of a total of 24,264) availed themselves of this privilege.

The report for 1892-93 states that the company has outgrown its present factories, and has contracted with the East Pittsburg Improvement Co. for the purchase of 23 acres of land and the erection of buildings at a cost not to exceed $500,000 above the price of the land, the sum due to be payable in quarterly instalments of $25,000 and interest beginning Jan. 1, 1894. See V. 56, p. 874.

CAPITAL STOCK.—The capital stock of the company is $10,000,000, of which there was in the treasury Mar. 1, 1893, $331,050 preferred and $661,000 assenting stock. All classes of stock have same voting power. The first preference stock carries cumulative dividends of 7 per cent per annum, with right to participate equally with other stock after the same shall have received 7 per cent, and preferential as to principal. See wording of preferred certificate in editorial of May, 1893, SUPPLEMENT.

DIVIDENDS.—On preferred stock an interim dividend of 1 per cent was paid Feb. 1, 1892; in July paid 3½ per cent; in 1893, Jan., 3½; July, 3½ per cent.

ANNUAL REPORT.—Fiscal year ends March 31. Report for 1892-3 in V. 56, p. 874, showed net earnings from business $1,491,817; from other sources, $112,767; total, $1,604,583; interest paid on bonds and scrip, $50,674; dividends on pref. stock, $256,608. The net earnings are given after charging to operating expenses: Additions, etc., to buildings, $84,747; interest and discount, $58,187, and $155,484 for maintaining machinery and tools in high order. Total to credit of income account as per balance sheet Mar. 31, 1893, $2,757,649; accounts payable, $569,660; bills payable, $1,307,887; contract and contingent liabilities, $807,687. The report says:

"Although the profits of the business might have justified the payment of dividends on all of the stock of the company, the directors have thought it wise to pursue a very conservative policy, especially in view of the large expenditures required during the past year for machinery and material, &c."

DIRECTORS.—Brayton Ives (Chairman of the Board), Charles Francis Adams, Lemuel Bannister, August Belmont, N. W. Bumstead, A. M. Byers, Marcellus Hartley, G. W. Hebard, Henry B. Hyde and George Westinghouse, Jr President, George Westinghouse, Jr.; Vice-Presidents, Lemuel Bannister, George W. Hebard; Treasurer, P. F. Kobbé. N. Y. office is at 120 Broadway. (V. 54, p. 763; V. 55, p. 551; V. 56, p. 874, 932.)

Wheeling Bridge & Terminal Railway.—This company owns a railway bridge at Wheeling, West Va., completed in 1891, and about 10 miles of terminal track, connecting with Cleveland & Pittsburg, Cleveland Lorain & Wheeling and Wheeling & Lake Erie on Ohio side, and Baltimore & Ohio, Ohio River Railway and Pittsb'g Wheeling & Kentucky (Pennsylvania system) on the Wheeling side. An extension of 3 miles from Wheeling to Benwood, where there are iron and steel plants, was to be completed by November, 1893. Prest. C. O. Brewster was appointed receiver in September, 1893, interest charges of nearly $200,000 being in default. (V. 54, p. 162; V. 57, p. 511.)

Wheeling Lake Erie & Pittsburg Coal.—Organized Aug. 7, 1888, to work the coal in Jefferson County, Ohio, adjacent to the Wheeling & Lake Erie Railway, by which company it is controlled. Owns upward of 6,300 acres of coal and has four mines in operation, each thoroughly equipped. Capital stock is $1,000,000, of which $670,000 is owned by the Wheeling & Lake Erie Ry. Co. There is a sinking fund 5 cents a ton for which the bonds may be called for payment at 105 and interest. For six months ending Dec. 31, 1891, output of coal was 302,755 tons, and net earnings were $45,869. In years 1890-91 coal produced was 391,757 tons; net income, $43,415.

Whitebreast Fuel.—Owns 2,797 acres and leases in perpetuity 980 acres coal land at Cleveland, in Lucas County, and at Marysville and Swan, Marion County, Iowa. Also owns 10,500 acres coal land in Bureau County, Ill., and leases for 17 years the property of the Iowa and Illinois Coal Company (19,804 acres coal and 360 acres surface) and guarantees its bonds. See application to New York Stock Exchange in full, CHRONICLE, V. 45, p. 676. The Iowa & Illinois Coal Co.'s bonds are guaranteed as to both principal and interest. They are redeemable $20,000 yearly at 110, and on June 1, 1907, the whole issue may be paid at same rate. Report for 1890-91 was in V. 53, p. 367. Total stock authorized, $2,000,000. The August, 1893, dividend, 4 per cent on preferred, was paid in scrip.

EARNINGS.—July 1, 1892, to June 30, 1893 (12 months), net earnings were $129,336, against $96,993 in 1891-92. About $1,500 deducted from earnings in July and August of 1892 and placed in the equipment and real estate sinking funds. To make a fair comparison it is said this should be added to the net earnings for that year.

In year ending June 30, 1892, gross earnings were $1,064,639; net, $165,721, against $183,284 in 1889-90; interest, $32,400; sinking fund, &c., $26,187; dividends, $91,000; surplus for year, $16,134. —N. Y. Office, 18 Broadway. (V. 53, p. 367, 881.)

Winona Bridge.—Owns bridge over the Mississippi at Winona Minn.; leased to the Chicago Burlington & Northern, Winona & Southwestern and Green Bay Winona & St. Paul. The sinking fund begins Mar. 1, 1898, after payment of 2½ p. c. yearly on stock. V. 53, p. 437

Henry R. Worthington.—Organized in 1893 under laws of New Jersey to take over and carry on the extensive business of manufacturing steam pumps and pumping engines; established in 1845 by Henry R. Worthington. The total assets are said to be nearly double the entire issue of pref. stock and the profits for three years past to have averaged $480,078 per annum, the amount necessary to pay the dividend upon the preferred stock being $140,000. Company began business without bonded or floating indebtedness, and no mortgage can be placed on the property except by a vote of holders of 75 per cent of the preferred stock. (See V. 56, p. 234.) New York office, 86 Liberty St.

NEW YORK AND BROOKLYN TRUST CO.'S

(See CHRONICLES of July 22 and 29, 1893, for balance sheets, and V. 56, p. 89, 128, for names of officers and directors.

COMPANIES.	CAPITAL. Par	Amount.	Surplus & Undiv'ed Profits J'ne 30, 93	DIVIDENDS paid in 1891 & 1892 and date and amount. Period.	'91.	'92.	Last Paid.	%
Atlantic.....	100	$ 500,000	$ 805,354	Q.—J.	12	12	July, '93.	3
Brooklyn.....	100	1,000,000	1,446,482	Q.—J.	17	20	Oct., '93.	5
Central.....	100	1,000,000	5,442,888	Bi-mon	50	50	Sep., '93.	5
Continental..	100	500,000	350,387	....	....	....	New.	
Farm. L. & Tr.	25	1,000,000	4,189,445	Q.—F.	25	30	Aug., '93,	5
Franklin.....	100	1,000,000	781,991	Q.—J.	8	8	Oct., '93.	2
Hamilton.....	100	500,000	339,163	Q.—F.	....	3	Aug.. '93.	1½
Holland.....	100	500,000	521,735	Q.—F.	10	10	Aug., '93.	2½
Kings County.	100	500,000	504,710	M. & N.	6	6	May, '93.	3
Knickerbock'r	100	750,000	373,877	J. & J.	3	6	July, '93.	3
Long I.L.&Tr..	100	500,000	285,002	Q.—J.	8	8	Oct., '93.	2
Manhattan ...	30	1,000,000	229,875	J. & J.	....	5	July, '93.	2½
Mercantile....	100	2,000,000	1,875,411	J. & J.	10	10	July, '93.	5
Metropolitan .	100	1,000,000	988,667	J. & J.	6	6	July15, '93.	4
Nassau.....	100	500,000	175,383	F. & A.	6	6	Aug., '93.	3
N. Y. Guar. & I.	100	2,000,000	1,409,535	....	....	....	Jan., '93	6
N.Y. Lf. I.&Tr.	100	1,000,000	2,290,599	J. & D.	25	30	June, '93.	15
N. Y. Sec. & Tr.	100	1,000,000	1,038,777	....	....	....	New.	
People's.....	100	1,000,000	881,586	Q.—F.	8	8	Aug., '93.	2
R'l Est. L. & T.	100	500,000	281,952	....	....	....	Aug., '93.	2½
State.....	100	1,000,000	805,801	F. & A.	....	6	Aug., '93.	3
Title Gu.&Tr..	100	2,000,000	824,550	J. & J.	5	6	July, '93.	3
Union.....	100	1,000,000	4,493,616	Q.—J.	20	20	July, '93.	6
United States.	100	2,000,000	8,542,436	J. & J.	25	28½	July, '93.	16
Washington..	100	500,000	413,820	....	....	....	July, '93.	3

NEW YORK CITY BANKS.

(* Indicates State banks.)
(See officers, V. 56, p. 84, 88 and 128.)

Companies.	Capital. Par	Capital. Amount.	Surplus at latest dates.†	Dividends. Period.	1891.	1892.	Latest. %
	$	$	$				
America*	100	3,000,000	2,257,000	J. & J.	8	8	July '93. 4
Am. Exch	100	5,000,000	2,369,000	M. & N.	7	7	May '93. 3½
Astor Place*	100	250,000	305,600	.....	.....	.....	.....
Bowery*	100	250,000	546,400	J. & J.	12	12	July '93. 6
Broadway	25	1,000,000	1,530,900	J. & J.	16	16	July '93. 6
Butch's&Dr	25	300,000	310,700	J. & J.	8	8	July '93. 4
Central	100	2,000,000	550,500	J. & J.	7	7	July '93. 3½
Chase	100	500,000	1,154,500	J. & J.	10	10	July '93. 5
Chatham	25	450,000	943,800	Q.—J.	16	16	Oct. '93. 4
Chemical	100	300,000	7,291,100	Bi-m'ly.	150	150	Sep. '93.25
Citizens'	25	600,000	453,200	J. & J.	7	7	July '93. 3½
City	100	1,000,000	2,714,600	M. & N.	15	15	May '93.10
Clinton*	100	300,000	33,300	.....	6	5	Jan. '93. 2
Colonial*	....	100,000	29,700	.....	.....	.....	New.
Columbia*	100	300,000	287,800	.....	6	8	July '93. 4
Commerce	100	5,000,000	3,468,500	J. & J.	8	8	July '93. 4
Continental	100	1,000,000	267,400	J. & J.	7	7	July '93. 3
Corn Exch.*	100	1,000,000	1,283,500	F. & A.	12	12	Aug.'93. 6
East River	25	250,000	137,200	J. & J.	8	8	July '93. 4
East Side*	100	100,000	38,200	.....	.....	5	May '93. 2½
11th Ward*	25	100,000	240,800	.....	8	8	July '93. 4
Emp. State*	100	250,000	114,600	J. & J.	.....	.....	.....
Federal*	....	100,000	20,300	.....	.....	.....	.....
Fifth	100	200,000	316,700	J. & J.	6	6	July '93. 8
Fifth Ave*	100	100,000	984,000	Q.—J.	75	100	Oct. '93.25
First	100	500,000	7,357,800	Q.—J.	100	100	Oct. '93.25
Fourth	100	3,200,000	1,988,500	J. & J.	7	7	July '93. 3½
14th Street*	100	100,000	76,200	.....	.....	.....	May '93. 3
Franklin	....	189,500	43,500	.....	.....	.....	.....
Gallatin	50	1,000,000	1,610,700	A. & O.	12	12	Apr. '93. 6
Gansevoort*	50	200,000	46,600	.....	.....	.....	.....
Garfield	50	200,000	499,300	.....	.....	.....	.....
Germ'n Am.*	75	750,000	317,300	F. & A.	6	7	Aug.'93. 3½
Germ'n Ex.*	100	200,000	599,200	May.	12	16	May '93.16
Germania*	100	200,000	569,200	M. & N.	10	10	May '93. 5
Greenwich*	25	200,000	172,000	M. & N.	6	6	May '93. 3
Hamilton*	100	200,000	15,100	.....	.....	.....	.....
H'rl'm Riv.*	....	100,000	24,100	.....	.....	.....	.....
Hanover	100	1,000,000	1,869,200	J. & J.	7	7	July '93. 5
Hide&L'th'r	100	500,000	77,100	.....	.....	.....	New
Home*	100	100,000	109,900	M. & N.	6	6	May '93. 3
Hud River*	100	200,000	169,900	.....	.....	.....	Aug.'93. 3
Imp.& Trad.	100	1,500,000	5,615,200	J. & J.	14	20	July '93.10
Irving	50	500,000	327,000	J. & J.	8	8	July '93. 4
Leather Mfr.	100	600,000	569,300	J. & J.	10	10	July '93. 5
Liberty	....	500,000	58,800	.....	.....	.....	.....
Lincoln	100	300,000	454,500	.....	6	7	Aug.'93. 4
Madis'n Sq.*	100	500,000	193,600	J. & J.	.....	.....	Jan. '87. 3
Manhattan*	50	2,050,000	1,869,300	F. & A.	7	7	Aug.'93. 3½
Mkt & Fult.	100	750,000	814,100	J. & J.	8	8	July '93. 5
Mechanics'	25	2,000,000	2,029,900	J. & J.	8	8	July '93. 4
Mech. & Tr*	25	400,000	441.100	J. & J.	8	8	July '93. 4
Mercantile	100	1,000,000	1,067,300	J. & J.	6	6	July '93. 3½
Merchants'	50	2,000,000	974,800	J. & J.	7	7	July '93. 3½
Merch. Ex.	50	600,000	169,800	J. & J.	6	6	July '93. 3
Metropolis*	100	300,000	733,200	J. & D.	10	11	June'93. 6
Mt. Morris*	100	250,000	342,400	J. & J.	6	6	July '93. 3
Murr'y Hill*	50	100,000	410,700	Q.—J.	16	16	July '93. 4
Mutual*	....	200,000	37,900	.....	.....	.....	.....
Nassau*	100	500,000	298,100	M. & N.	8	8	May '93. 4
N. Amst'm*	100	250,000	132,400	.....	.....	.....	.....
New York	100	2,000,000	2,031,700	J. & J.	10	10	July '93. 5
N. Y. County	100	200,000	563,700	J. & J.	8	8	July '93. 4
N. Y. N. Ex.	100	300,000	174,800	F. & A.	6	6	Aug.'93. 3
Ninth	100	750,000	362,900	J. & J.	3½	.....	Jan. '91. 3½
Nine'th W'd*	100	100,000	69,400	J. & J.	6	6	July '93. 3
N. America	70	700,000	650,900	J. & J.	6	6	July '93. 3
Oriental*	25	300,000	431,700	J. & J.	10	10	July '93. 5
Pacific*	50	422,700	459,000	Q.—F.	8	8	Aug.'93. 2
Park	100	2,000,000	3,156,100	J. & J.	10	10	July '93. 5
People's*	25	200,000	335,000	J. & J.	10	10	July '93. 5
Phenix	20	1,000,000	442,500	J. & J.	6	6	July '93. 3
Plaza*	....	100,000	105,200	.....	.....	.....	New
Prod. Exch.*	100	1,000,000	310,600	A. & O.	6	6	Apr. '93. 3
Republic	100	1,500,000	932,300	J. & J.	8	8	July '93. 4
Riverside*	100	100,000	55,200	.....	.....	.....	.....
St. Nicholas*	100	500,000	151,900	J. & J.	6	6	July '93. 3
Seaboard	100	500,000	233,900	J. & J.	6½	6	July '93. 3
Second	100	300,000	502,800	J. & J.	10	10	July '93. 5
Seventh	100	300,000	108,400	J. & J.	6	6	July '93. 3
Sherman*	100	200,000	90,900	.....	.....	.....	.....
Shoe & L'thr	100	1,000,000	277,000	J. & J.	8	8	July '93. 4
Sixth	100	200,000	355,700	J. & J.	12	12	July '93. 6
Southern	100	1,000,000	151,700	J. & J.	6	6	July '93. 3
State*	100	100,000	21,900	.....	.....	.....	.....
State of N.Y*	100	1,200,000	508,200	M. & N.	6	6	May '93. 3
Third	100	1,000,000	135,200	J. & J.	Nil.	.....	July '90. 2½
Tradesmens'	40	750,000	189,500	J. & J.	2	4	July '93. 2
Twe'f. Ward*	100	200,000	101,800	.....	.....	.....	.....
23d Ward*	100	100,000	15,200	.....	.....	.....	.....
Union	100	1,200,000	87,000	.....	.....	.....	New.
Union Sq.*	100	200,000	198,300	.....	.....	.....	.....
U. States	100	500,000	527,200	Q.—J.	8	8	July '93. 2
Western	100	2,100,000	235,100	.....	5	6	July '93. 3
West Side*	100	200,000	290,200	J. & J.	12	12	July '93. 6

† July 12 for National banks and June 1 for State banks.

NEW YORK AND BROOKLYN GAS COMPANIES.

Gas Companies. (Brooklyn compan's, see V. 56, p. 82.)	Par.	Amount.	Period.	Dividends and Interest. '91.	'92.	*Date.	%
Beckton Construct.	$100	$2,500,000	.....	....	....	.....	.....
Pref., (V. 56, p. 82)	100	2,500,000	.....	....	....	.....	.....
Brooklyn G.-L.—Stk.	25	2,000,000	M. & N.	2	4	May,	'93.2
Central—Stock	50	500,000	F. & A	4	4	Aug.,	'93.2
Citizens' G.-L.(B'klyn) Consolidated East River Gas	See	Miscellaneous Companies.					
Fulton Munic.—Stk.	100	3,000,000	Q.—J.	9½	8	Oct. 14,	'93.2
Bonds, red. at 100	1,000	300,000	J. & J.	6	6	Jan. 1,	1900
Metrop. (B'klyn)—Stk.	100	870,000	J.&D.30	5	6	J'ne30'	93.4
1st mortgage	1,000	250,000	A. & O.	5	5	Apr. 1,	1898
Mutual (N. Y.)—Stk.	100	3,500,000	J. & J.	5	6½	July,	1893.5
Nassau (B'klyn)—Stk.	25	1,250,000	Q.—J.	6	6	Oct.,	1893.2
Scrip	Var's	700,000	M. & N.	5	5	Co.'s option.	
People's,(B'klyn)—Stk.	10	1,000,000	Q.—M.	6	6	Sep. 15'93.	1½
1st M. red. at 100	1,000	400,000	M. & N.	5	5	May,	1907
Debenture, 10-20s	Var's	94,000	A. & O.	6	6	Apr.,	1900
Standard—See Miscellaneous Companies.							
Williamsburg	50	1,000,000	Q.—J.	7	6	July,	1893.1½
1st mortgage	1,000	1,000,000	A & O.	6	6	Apr. 1,	1900

* This column shows last dividend on *stocks*, and maturity of *bonds*.

NEW YORK CITY FIRE INSURANCE COMPANIES.

Companies.	Capital. Par.	Capital. Amount.	Net Surplus, Dec. 31, 1892.*	Dividends. 1890.	1891.	1892.	Last Pa
		$	$				
American	50	400,000	124,859	10	10	10	July,'93.
Bowery	25	200,000	49,205	6	6	6	July,'92.
Broadway	25	200,000	123,975	11	11	10	Aug.,'93.
Citizens'	20	300,000	21,485	6½	6½	6½	Jan.,'93.
Com'nw'lth	100	500,000	35,018	.....	3	6	Jan.,'93.
Continental	100	1,000,000	1,785,864	14	14	14	July,'93.
Eagle	40	300,000	640,199	12½	10	12½	Apr.,'93.
Empire City	100	200,000	38,426	6	6	.....	July,'93.
Farragut	50	200,000	38,159	10	10	10	July,'93.
German Am	100	1,000,000	2,256,915	20	20	20	July,'93.
Germania	50	1,000,000	1,011,649	10	10	10	July,'93.
Globe	50	200,000	17,664	8	8	8	July,'93.
Greenwich	25	200,000	121,057	10	10	10	July,'93.
Hamilton	15	150,000	28,401	6	6	.....	July,'93.
Hanover	50	1,000,000	397,881	10	10	10	July,'93.
Home	100	3,000,000	1,213,804	10	10	10	July,'93.
Kings Co	20	150,000	181,650	12	12	12	July,'93.
Man.&Build.	100	200,000	40,532	6	6	4½	July,'92.
Nassau	50	200,000	243,211	10	10	10	July,'93.
Niagara	50	500,000	413,160	10	10	10	July,'93.
North River	25	350,000	11,043	6	6	6	Apr.,'93.
Pacific	25	200,000	247,445	12	11	10	July,'93.
Peter Cooper	20	150,000	156,416	12	11	10	Aug.,'93.
Phenix	50	1,000,000	543,744	10	10	10	July,'93.
Rutgers'	25	200,000	108,867	10	10	10	July,'93.
Stuyvesant	25	200,000	25,324	6½	6	6	July,'93.
Unit'd States	25	250,000	150,912	11	10	10	July,'93.
Westchest'r	10	300,000	426,730	10	10	10	Aug.,'93.
Williamsb'g	50	250,000	693,111	20	20	20	July,'93.

* Over all liabilities, including re-insurance, capital and scrip.

NEW YORK AND BROOKLYN STREET RAILROADS.

For earnings, etc., see Chronicle.

Railroads.	Par. $	Amount. $	Dividends and Interest Period.	Rate.* '91.	'92.	Date †
Atlantic Av.(B'klyn) st'k	50	1,195,450	Q.—J.	6	6	Oct'92,
1st mortgage	500	140,000	M. & N.	7	7	May 1,
General mortgage	1,000	759,000	A. & O.	5g.	5	Oc. 1,19
Cons. M., $3,000,000, g	1,000	1,405,000	A. & O.	5g.	5g.	Oct. 1,
Prospect P'k Div. mort	.....	420,000	.....	5	5	Jan. 1,
So. Brook. Cent. 1st M.	500	125,000	F. & A.	7	7	Aug. 1,
2d mortgage	500	150,000	F. & A.	6	6	Aug. 1,
Bleecker Street—Stock‖	100	900,000	J. & J.	1½	1½	July'93
1st mortgage	1,000	700,000	J. & J.	7	7	Jan1,19
B'way & 7th Av.—Stock¶	100	2,100,000	Q.—J.	10	10	Oct'93,
1st mortgage	1,000	1,500,000	J. & D.	5	5	June,19
2d mortgage	1,000	500,000	J. & J.	5	5	July,19
B'w'ySurf.-1stM.,guar	1,000	1,125,000	J. & J.	5	5	July,19
2d M., int. as rental	1,000	1,000,000	J. & J.	5	5	July,19
So. Ferry RR. 1st M.gu.	1,000	350,000	A. & O.	5	5	Ap.1,19
Broadway (Brooklyn)	100	525,000	.....	8	‡	Aug.,'9
1st mortgage	1,000	250,000	J. & J.	5	5	Co's opt
1st M., Yates Av. guar	1,000	100,000	J. & J.	5	5	do
Brooklyn City—Stock§	10	9,000,000	Q.—J.	8	8	Oc. '93
Gen. M., red. in 1916	500 &c	3,000,000	J. & J.	....	5	July, 19
B'klyn Crosst'n 1st M.	1,000	200,000	J. & J.	5	5	July, 19
Gr. St. & Newt'n 1st M	1,000	200,000	F. & A.	5	5	1906
Cal.Cem.G.P.&B.1st M	1,000	200,000	J. & D.	6	6	Jne1,19
New.Wmsb.&Fl't.1stM	1,000	200,000	F. & A.	7	7	1897
G.P.&Lorimer St.1st M	1,000	125,000	M. & N.	6	6	1910
Brooklyn City & Newt'n	100	1,000,000	Q—F	4	4	Aug. '93
Consolidated mort.	1,000	1,775,000	J. & J.	5	5	July, 19
Br'klyn Heights 1st M.*a*	1,000	250,000	A. & O.	5	5	Ap.1,19
Brooklyn Traction.*a*	100	6,000,000	.....	....	....	.....
Preferred stock	100	3,000,000	.....	....	....	July,'93,
Central Crosst'n—Stock.	100	600,000	Q.—J.	7	7	J'ly '93 1
1st mortgage	1,000	250,000	M. & N.	6	6	Nov.,19
Cent. Park, N. & E. Riv.*c*	100	1,800,000	Q.—J.	4¼	5½	July,'93,
Consol. mortgage	1,000	1,200,000	J. & D.	7	7	Dec., 19
Christopher & 10th St	100	650,000	Q.—J.	8	8	July,'93,
1st mort., 5s, 6s & 7s	1,000	210,000	A. & O.	7 &c	7 &c	Oct., 18
Coney Island& Brooklyn	100	1,000,000	A. & O.	Nil.	4	Apr.,'93,
1st mortgage	1,000	300,000	J. & J.	5	5	Jan1,19
Certificate of indebt.	1,000	200,000	J. & J.	6	6	Co.'s opt
D. D. E. B. & Bat.—Stock	100	1,200,000	Quar.	8	8	Ag.'93,1
New mort., gold, 1892	1,000	840,000	J. & D.	....	5g.	1932
Cert. of debt, sub. to call	100	1,100,000	F &A.	6	6	Feb., 191
Do not s'bject	100		F &A.	5	5	Feb., 191
Eighth Avenue—Stock	100	1,000,000	Quar.	10	17	July,'93,
Scrip	100	1,000,000	F. & A.	6	6	Feb., 191
42d & Gr. St. Fer.—St'k *d*	100	748,000	Q.—F.	16	16	Aug.,'93,
1st mortgage	1,000	236,000	A. & O.	....	....	.....
42d St. Man. & St. N. Av.	100	2,500,000	.....	Nil.	....	.....
1st mortgage	1,000	1,200,000	M. & S.	6	6	Mch.,191
2d mort. income 6s	1,000	1,500,000	J. & J.	6	....	Jan., 191
H. W. St. & Pav. F'y—St'k	100	7,050,000	.....	Nil.	Nil.	.....
1st mortgage	500	500,000	J. & J.	7	7	July, 189
Jamaica & B'klyn—St'k.	20	197,480	.....	....	....	.....
1st mortgage, gold	1,000	415,000	J. & J.	5g.	5g.	Jan1,193
Long Island Traction.*a*	100	30000000	.....	....	....	.....
Metropolitan Traction.*a*	100	30000000	J. & J.	4	3	July,'92,
Ninth Avenue—Stock	100	800,000	Q.—J.	1½	4½	J'ly'93,1
Second Avenue—Stock	100	1,862,000	Q.—J.	4	4½	July,'93,
1st mortgage	1,000	1,600,000	M. & N.	5	5	Nov., 190
Debentures	1,000	150,000	J. & J.	5	5	Jan., 190
Sixth Avenue—Stock *b*	100	2,000,000	Q.—J.	8	9	Aug.'93,
Third Avenue—Stock *a*	100	7,000,000	M. & N.	12	7	May,'93,
1st mortgage, gold	1,000	5,000,000	J. & J.	5g.	5g.	J'y 1,193
Twenty-third St.—Stock	100	600,000	Q.—F.	10	10	Aug.'93,
Debentures	1,000	150,000	J. & J.	5	5	Jan., 190
B'way, 1st M., guar.	1,000	375,000	J. & J.	5	5	July, 1924
Union Railway—Stock	.....	2,000,000	.....	....	....	.....
1st mortgage, gold	.....	2,000,000	F. & A.	5g.	5g.	Ag.1,194

* The figures in these columns represent for stock the rate per cent of dividends, for bonds the rate per cent of interest—both per annum.
† This column shows last dividend on *stocks*, and maturity of *bonds*.
‖ Leased to Twenty-third Street.
‡ In June, 1890, leased to Central Crosstown at 8 per cent per annum.
¶ Leased to Houston West St. & Pavonia Ferry at 10 p. c. per annum.
§ Stock will be $12,000,000 by Jan. 1, 1894. See Long Island Traction Company in "Miscellaneous."
a —See "Miscellaneous Companies."
b Leased to Houston West Street & Pavonia Ferry.
c Leased to H. W. S. & Pav Ferry, etc., for 999 years. Rental 8 per cent on stock till Oct. 1, 1897; thereafter 9 per cent. See V. 55, p. 894.
d Leased to Metropolitan Cross Town and Houston West Street & Pavonia Ferry companies.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
. Top. & S. Fe Sys —	$	$	$	$	$	$	$	$	$	$	$	$	$
1897...(7,396 to 7,459 m.)	2,412,484	2,358,656	2,769,857	2,800,582	3,175,983	2,695,851	2,704,449	3,055,379	3,305,693	3,514,783	3,236,293	3,104,911	35,139,125
1898...(7,484 to 7,774 m.)	2,642,754	2,359,085	2,737,342	2,828,943	3,130,626	3,012,585	3,119,324	3,324,791	3,605,593	3,753,017	3,479,197	3,374,336	37,260,435
1899...(7,474 to 7,481 m.)	2,779,939	2,735,119	2,886,467	3,048,519	3,451,180	3,256,424	3,267,228	3,621,747	3,855,953	3,941,427	3,742,275	3,396,234	39,815,492
1900...(7,481 m.)	3,051,503	2,980,771	3,341,577	3,216,081	3,633,440	3,295,304	3,008,323	*2,918,851	.....	.....	.....	.....	.....
t. L. & S. Fr. S —													
1891.....(1,864 m.)	613,246	569,113	654,093	634,416	665,962	710,209	708,995	732,314	839,399	942,085	827,720	780,343	8,697,874
1892.....(1,864 m.)	599,513	634,250	647,920	625,369	698,061	724,764	750,817	902,301	951,821	901,572	812,636	772,065	9,065,882
1893.....(1,864 m.)	675,846	658,107	788,963	696,091	762,838	741,181	719,349	*702,258	.....	.....	.....	.....	.....
itch. & San Fran.—													
1891...(9,338 to 9,338 m.)	3,256,000	2,928,147	3,391,485	3,478,358	3,793,588	3,722,777	3,838,219	4,055,005	4,444,992	4,695,082	4,306,917	4,054,679	45,958,299
1892...(9,338 to 9,345 m.)	3,374,472	3,424,864	3,554,087	3,674,838	3,949,224	3,981,188	4,018,045	4,524,044	4,807,774	4,845,999	4,551,961	4,168,299	48,881,354
1893.....(9,345 m.)	3,727,193	3,638,881	4,130,540	3,912,176	4,366,293	4,039,485	3,737,672	*3,631,108	.....	.....	.....	.....	.....
altimore & Ohio—													
1890....(1,883 to 1,894 m.)	1,934,758	1,720,716	1,992,207	1,944,484	2,024,021	1,916,344	2,078,782	2,251,037	2,223,823	2,233,217	2,004,252	2,227,051	24,319,539
1891....(1,894 to 1,966 m.)	1,903,453	1,709,980	1,845,180	1,943,340	1,955,380	1,999,603	2,219,077	2,372,159	2,322,918	2,303,791	2,119,003	2,243,344	24,945,182
1892....(1,966 to 1,969 m.)	2,036,305	1,934,679	2,086,599	2,051,952	2,059,886	2,045,639	2,096,556	2,415,111	2,594,709	2,333,450	2,131,454	2,192,304	†26,100,000
1893....(1,969 to 2,097 m.)	1,832,010	1,839,560	2,257,182	2,094,164	2,157,161	*2,157,367	2,112,071	*2,189,943	.....	.....	.....	.....	.....
alt. & Ohio Southw.—													
1890.....(281 m.)	188,521	180,539	200,115	176,022	176,486	169,406	194,088	212,707	231,541	219,555	191,856	198,254	2,339,077
1891.....(281 m.)	185,006	170,374	185,722	178,295	187,830	181,441	216,050	235,129	237,736	235,005	223,643	234,339	2,500,594
1892.....(281 m.)	235,300	210,578	218,299	183,523	192,142	193,975	212,277	267,474	249,276	244,577	212,243	241,779	2,641,396
1893.....(281 m.)	223,036	201,346	241,341	200,402	192,763	212,864	*213,023	*238,315	.....	.....	.....	.....	.....
arl. Ced. R. & No.—													
1890.....(1,016 m.)	216,183	271,994	270,884	206,689	231,853	209,427	237,166	285,098	362,889	337,470	318,245	306,101	3,303,982
1891....(1,046 to 1,083 m.)	251,734	245,851	305,571	254,267	261,828	283,310	272,673	330,757	425,874	456,573	396,915	394,957	3,884,340
1892.....(1,083 m.)	331,811	338,497	384,538	294,957	277,460	338,421	315,055	352,729	437,400	477,662	416,905	413,355	4,354,790
1893.....(1,184 m.)	224,647	295,622	312,616	280,365	310,858	319,853	275,671	310,005	.....	.....	.....	.....	.....
anadian Pacific—													
1890....(4,907 to 5,364 m.)	1,034,122	946,257	1,233,960	1,320,489	1,398,350	1,403,000	1,511,000	1,530,000	1,607,715	1,786,447	1,734,490	1,548,491	17,032,316
1891....(5,364 to 5,731 m.)	1,365,241	1,338,484	1,510,089	1,608,305	1,602,930	1,604,482	1,690,592	1,731,985	1,835,659	2,012,512	2,041,040	1,914,814	20,241,095
1892....(5,767 to 6,015 m.)	1,809,102	1,456,369	1,589,799	1,671,317	1,702,624	1,793,277	1,796,095	1,820,388	1,875,031	2,112,763	2,088,457	1,891,128	21,409,353
1893.....(6,015 m.)	1,535,583	1,260,323	1,568,482	1,599,214	1,605,542	1,890,373	1,883,267	*1,848,000	.....	.....	.....	.....	.....
ent. of New Jersey—													
1890.....(660 m.)	893,974	821,702	906,607	1,079,709	1,163,829	1,196,206	1,317,759	1,295,534	1,237,344	1,342,977	1,231,293	1,176,897	13,663,726
1891.....(662 m.)	1,089,190	943,294	1,019,341	1,054,950	1,148,050	1,250,443	1,334,528	1,305,012	1,271,633	1,408,412	1,221,471	1,155,498	14,201,767
1892.....(662 m.)	974,305	1,188,334	1,176,230	1,096,643	1,148,787	1,302,002	1,247,528	1,311,941	1,343,298	1,271,708	1,109,786	.....	14,716,336
1893.....(664 m.)	1,083,782	1,100,655	1,283,690	1,164,473	1,265,970	1,320,297	1,281,469	1,281,913	.....	.....	.....	.....	.....
hesapeake & Ohio—													
1890.....(631 m.)	618,917	577,066	571,584	594,402	640,997	695,041	643,663	728,041	714,253	705,734	680,346	639,627	7,719,614
1891a....(631 to 1,254 m.)	654,663	623,075	695,660	670,407	720,825	680,815	864,112	925,718	895,609	939,395	863,704	828,938	9,383,969
1892a....(1,254 to 1,269 m.)	754,560	761,573	747,490	734,797	744,455	824,185	877,216	1,004,370	939,734	901,393	830,162	839,083	.....
1893a....(1,269 to 1,415 m.)	737,956	766,822	876,997	861,644	863,120	840,523	855,113	*892,253	.....	.....	.....	.....	.....
hic. Burl. & Quincy—													
1890.....(6,581 m.)	2,717,408	2,589,410	3,160,747	2,742,084	2,936,792	2,740,583	2,721,399	3,018,229	3,244,468	3,523,053	2,872,381	2,815,732	35,130,586
1891.....(6,477 to 6,582 m.)	2,329,930	2,217,904	2,459,279	2,484,668	2,618,707	2,609,149	2,761,495	3,161,540	3,713,136	3,889,730	3,541,110	3,524,478	35,352,375
1892.....(6,582 to 6,583 m.)	3,008,799	3,098,985	3,254,770	2,757,629	2,834,975	3,321,205	3,314,136	3,740,196	4,135,588	4,038,453	3,522,902	3,544,376	40,412,401
1893.....(6,583 m.)	3,054,263	2,984,236	3,367,559	2,960,399	3,290,843	3,292,679	2,919,371	.....	.....	.....	.....	.....	.....
hic. & East. Illinois—													
1890.....(436 m.)	227,257	219,814	263,755	261,812	240,415	247,415	280,078	296,557	309,193	342,817	279,163	329,294	3,297,589
1891.....(436 to 440 m.)	296,520	278,410	327,291	294,760	234,313	295,507	343,153	344,798	341,439	353,656	283,253	279,502	3,634,163
1892.....(481 m.)	311,571	294,920	325,064	313,443	299,012	319,470	337,348	400,273	*395,691	415,233	370,899	349,551	†4,183,029
1893.....(480 m.)	353,603	345,555	363,998	330,186	360,150	*356,841	*384,943	*391,999	.....	.....	.....	.....	.....
hic. Milw. & St. P.—													
1890....(5,678 to 5,689 m.)	1,794,411	1,798,146	2,077,754	1,998,966	2,000,354	1,949,876	2,149,068	2,322,689	2,714,628	2,905,771	2,650,984	2,458,230	26,810,839
1891.....(5,721 m.)	1,946,196	1,878,693	2,181,544	2,105,560	2,097,545	2,147,614	2,399,552	2,387,008	3,093,609	3,474,856	3,211,192	3,004,049	29,830,837
1892.....(5,721 to 6,094 m.)	2,420,917	2,304,102	2,741,011	2,488,017	2,451,819	2,584,777	2,716,999	2,760,012	3,109,375	3,553,520	3,340,251	3,138,993	33,349,812
1893.....(5,721 to 6,094 m.)	2,555,182	2,161,445	2,706,356	2,544,557	2,540,494	2,747,979	2,593,335	2,407,843	.....	.....	.....	.....	.....
hic. & Northwest'n—													
1890....(4,250 to 4,256 m.)	1,854,333	1,758,092	1,910,316	2,208,997	2,299,654	2,184,427	2,451,127	2,670,530	3,030,659	2,940,025	2,538,971	2,133,176	28,033,207
1891....(4,256 to 4,273 m.)	1,993,407	1,707,841	2,049,078	2,023,433	2,131,004	2,375,595	2,563,143	2,747,103	3,186,313	3,374,597	2,762,861	2,553,817	29,314,072
1892.....(4,273 m.)	2,295,704	2,296,183	2,494,059	2,356,414	2,545,790	2,970,458	2,793,611	3,054,525	3,207,380	3,304,430	2,871,653	2,661,165	34,770,963
1893.....(4,273 m.)	2,242,130	1,978,550	2,456,617	2,305,607	2,618,836	2,912,244	2,664,423	2,602,676	.....	.....	.....	.....	.....
hic. R. Isl. & Pac.—													
1890*.....(1,399 m.)	1,156,476	1,154,917	1,355,986	1,239,309	1,465,011	1,158,541	1,275,109	1,546,758	1,732,316	1,756,431	1,330,114	1,353,183	16,513,931
1891*....(1,409 to 1,456 m.)	1,097,437	1,044,872	1,219,893	1,267,315	1,251,788	1,247,692	1,376,919	1,658,452	1,847,489	1,739,477	1,559,634	1,432,947	16,842,464
1892*.....(1,456 m.)	1,293,545	1,241,435	1,403,284	1,436,421	1,256,896	1,470,910	1,475,417	1,935,810	1,970,799	1,915,240	1,583,993	1,533,161	18,501,056
1893*....(1,456 to 1,710 m.)	1,350,150	1,334,765	1,555,993	1,393,039	1,619,737	1,717,161	1,542,114	1,504,712	.....	.....	.....	.....	.....
hic. St. P. M. & O.—													
1890.....(1,304 m.)	488,806	451,975	528,917	534,075	514,857	483,233	530,924	596,173	691,910	763,137	677,727	579,981	6,854,521
1891....(1,304 to 1,481 m.)	485,736	457,248	550,411	570,550	578,619	576,274	656,362	686,329	862,312	977,373	831,415	817,781	8,050,731
1892.....(1,481 m.)	630,039	637,695	747,878	625,501	572,451	764,957	723,654	788,483	870,331	1,021,972	965,391	872,089	9,232,913
1893.....(1,481 m.)	654,725	600,530	719,559	599,316	637,353	658,455	556,493	.....	.....	.....	.....	.....	.....
Cin. N. O. & Tex. P.—													
1890.....(336 m.)	358,691	327,696	391,499	353,400	391,477	367,352	340,194	404,401	405,355	413,390	382,762	381,740	4,447,857
1891.....(336 m.)	353,549	331,709	347,374	344,436	339,042	343,409	342,308	375,543	387,320	407,488	360,327	353,620	4,338,203
1892.....(336 m.)	319,457	318,942	344,103	328,998	344,901	346,595	353,318	384,484	382,537	373,285	345,754	359,748	4,216,700
1893.....(336 m.)	303,844	319,847	374,193	344,579	343,016	343,614	330,236	311,683	.....	.....	.....	.....	.....
Ala. Gt. Southern—													
1890.....(305 m.)	177,353	150,073	148,226	146,935	160,186	147,767	145,448	170,304	172,712	185,173	179,567	182,221	1,965,933
1891.....(305 m.)	159,965	145,194	154,837	150,099	150,308	144,456	154,519	148,800	156,851	193,055	181,569	186,765	1,932,924
1892.....(305 m.)	148,854	154,787	148,457	129,999	133,090	131,573	141,983	145,963	151,273	165,554	165,513	149,952	1,764,948
1893.....(305 m.)	152,454	148,143	161,499	131,979	144,791	139,829	131,047	121,723	.....	.....	.....	.....	.....
Whole Erlanger Sys.													
1890.....(1,140 m.)	775,593	672,038	858,373	693,959	778,089	720,699	651,473	760,399	778,646	844,475	806,787	824,641	8,965,141
1891.....(1,140 m.)	785,945	671,252	845,419	648,718	642,544	659,830	746,478	698,549	765,996	889,514	831,961	854,635	8,850,840
1892.....(1,140 m.)	686,212	702,033	678,847	620,090	654,204	655,065	704,139	645,833	704,654	785,242	767,206	802,699	†8,583,715
1893.....(1,140 m.)	694,595	664,580	749,795	634,984	673,796	663,838	629,012	585,900	.....	.....	.....	.....	.....
Cl. Cin. Chic. & St. L.—													
1890.....(1,531 to 1,550 m.)	1,076,897	998,595	1,056,808	1,040,052	1,098,723	1,060,751	1,233,675	1,348,842	1,305,134	1,291,502	1,227,963	1,338,899	13,992,842
1891.....(1,550 m.)	1,100,616	1,100,486	1,178,795	1,114,676	1,077,354	1,101,019	1,296,750	1,444,909	1,397,847	1,351,056	1,215,339	1,300,203	14,502,021
1892.....(1,550 m.)	1,000,760	961,899	1,102,446	1,108,971	1,184,755	1,408,103	1,305,252	*1,317,945	.....	.....	.....	.....	.....
Col. Hock. V. & Tol.—													
1890.....(325 m.)	164,411	163,016	212,744	238,378	259,153	240,960	277,286	286,549	315,159	335,147	303,857	259,234	3,078,900
1891.....(327 m.)	209,277	178,170	236,440	250,479	231,504	224,150	318,856	334,134	343,523	335,481	287,587	293,098	3,244,925
1892.....(347 m.)	247,569	241,038	284,844	265,949	287,264	278,677	277,560	306,334	342,581	316,410	294,001	299,734	3,372,386
1893.....(347 m.)	275,437	248,566	275,523	276,857	245,410	324,315	*306,655	.....	.....	.....	.....	.....	.....
Denv. & Rio Grande—													
1890.....(1,499 m.)	606,491	528,128	606,584	634,493	756,548	756,608	810,017	819,448	834,079	872,189	813,366	831,834	8,875,781
1891.....(1,575 to 1,647 m.)	651,647	558,215	605,413	656,936	681,827	714,189	768,211	744,063	807,698	854,444	741,514	644,899	8,484,408
1892.....(1,647 to 1,648 m.)	726,342	701,963	694,753	624,690	685,446	775,944	770,578	845,405	823,740	815,531	845,693	803,246	9,241,788
1893.....(1,648 m.)	745,516	670,275	731,800	652,834	767,717	747,189	678,891	*659,300	.....	.....	.....	.....	.....
East Tenn. Va. & Ga.—													
1890.....(1,131 to 1,331 m.)	655,993	571,572	683,990	538,781	592,344	568,357	613,010	653,066	660,854	704,030	658,070	691,715	7,491,382
1891.....(1,331 to 1,338 m.)	602,661	574,015	667,917	550,416	497,651	549,600	545,991	559,949	624,975	704,540	615,153	609,414	7,002,518
1892.....(1,338 to 1,351 m.)	580,584	551,740	588,404	453,658	490,434	483,977	490,853	547,645	*561,544	*591,531	*551,265	*566,879	.....
1893.....(1,350 to 1,395 m.)	*501,564	*501,199	*512,048	*428,654	*452,609	*436,393	*419,000	*406,115	.....	.....	.....	.....	.....
Flint & Pere Marq.—													
1890.....(647 m.)	238,111	253,454	294,370	274,335	247,456	225,240	224,481	235,024	233,131	254,912	215,684	249,441	2,923,575
1891.....(647 m.)	253,985	226,396	295,794	259,459	214,450	230,074	225,111	239,558	245,158	256,806	218,540	254,344	2,900,324
1892.....(690 m.)	242,108	256,976	307,539	230,412	218,596	212,089	218,032	225,434	237,704	240,808	235,015	261,72	2,886,715
1893.....(690 m.)	230,291	203,125	268,362	253,615	238,611	243,008	245,992	*204,513	.....	.....	.....	.....	.....
Gt. North'n System—													
1891*.....(3,342 m.)	793,703	656,026	882,581	963,331	1,024,956	1,026,244	1,001,318	986,511	1,566,859	1,883,918	1,388,495	1,516,779	14,173,673
1892*..(3,342 to 3,928 m.)	958,102	1,013,045	1,444,630	1,041,540	992,169	1,142,663	1,178,367	1,181,946	1,650,735	2,021,791	1,935,449	1,575,739	16,176,074
1893*...(3,928 to 4,058 m.)	1,097,154	900,839	1,251,331	1,178,658	1,145,494	1,441,465	1,309,521	1,156,232	.....	.....	.....	.....	.....
Illinois Central.—													
1890.....(2,875 m.)	1,355,441	1,270,418	1,301,908	1,235,973	1,308,898	1,123,260	1,280,590	1,423,827	1,552,921	1,754,083	1,616,051	1,692,786	16,916,139
1891....(2,875 to 2,884 m.)	1,516,182	1,408,310	1,425,330	1,376,572	1,433,573	1,411,325	1,501,856	1,576,341	1,663,761	1,859,185	1,743,771	1,830,766	18,736,905
1892....(2,884 to 2,888 m.)	1,504,882	1,570,163	1,566,666	1,410,305	1,438,353	1,603,425	1,449,364	1,591,917	1,762,824	1,833,851	1,753,390	1,803,713	19,310,508
1893.....(2,888 m.)	1,546,595	1,454,194	1,667,151	1,542,998	1,739,507	1,902,406	1,789,736	*1,853,035	.....	.....	.....	.....	.....
Iowa Central—													
1890.....(497 m.)	122,939	136,522	138,821	110,099	127,452	114,177	126,581	150,252	172,932	180,447	152,852	155,004	1,688,074
1891.....(497 m.)	127,341	146,059	158,684	127,784	106,330	117,589	128,628	156,812	181,454	196,668	178,853	184,711	1,803,846
1892.....(497 m.)	173,956	150,212	146,990	128,897	123,508	152,799	143,901	165,897	189,763	196,018	184,083	183,343	†1,924,395
1893.....(497 m.)	154,659	134,359	171,220	131,061	155,147	158,299	131,378	*148,419	.....	.....	.....	.....	.....
Lake Erie & West'n—													
1890.....(569 to 724 m.)	242,715	211,358	253,508	233,373	257,192	231,410	249,339	298,149	281,427	280,632	246,641	279,644	3,074,439
1891.....(722 m.)	251,998	226,835	258,454	230,952	251,429	238,455	307,003	316,454	295,868	308,555	275,491	313,320	3,273,355
1892.....(725 m.)	265,379	253,345	276,075	264,133	253,063	262,391	300,165	333,235	348,219	344,905	295,580	316,170	3,558,183
1893.....(725 m.)	271,668	259,304	334,909	294,816	302,680	307,785	252,978	*299,185	.....	.....	.....	.....	.....
Louisville & Nashv.—													
1890....(2,196 to 2,248 m.)	1,571,337	1,496,846	1,518,177	1,478,007	1,577,216	1,485,374	1,545,182	1,706,939	1,665,728	1,788,920	1,675,766	1,651,839	19,161,231
1891....(2,248 to 2,261 m.)	1,560,515	1,529,781	1,554,039	1,507,048	1,486,504	1,510,487	1,866,761	1,796,054	1,843,106	*1,903,023	1,821,044	1,791,151	20,247,547
1892....(2,266 to 2,943 m.)	1,841,564	1,784,856	1,758,407	1,624,047	1,707,678	1,716,196	1,834,271	1,917,873	1,907,125	2,038,152	1,955,609	2,030,387	21,859,477
1893....(2,943 to 2,955 m.)	1,857,689	1,617,566	1,892,514	1,675,503	1,761,613	1,713,843	1,657,209	*1,523,355	.....	.....	.....	.....	.....
Lousiv. N. A. & Chic.—													
1890.....(337 m.)	189,390	168,785	196,689	200,644	214,966	231,424	240,657	245,616	262,095	260,231	*231,981	*221,600	2,630,132
1891.....(337 m.)	192,353	154,497	217,895	207,011	230,915	239,169	272,370	277,201	291,863	272,412	233,887	230,970	2,840,621
1892.....(337 m.)	202,808	224,941	241,004	224,714	258,448	255,175	294,257	332,159	328,277	309,670	260,402	257,588	3,300,102
1893.....(337 m.)	204,663	225,914	257,447	266,791	298,573	331,642	317,001	*314,164	.....	.....	.....	.....	.....

* Approximate figures.

† Total here given for year is based on estimated returns for some of the months.

‡ Includes Colorado Midland for all the years.

a Elizabethtown, Lexington & Big Sandy, &c., included in the last half of 1891 and all of 1892 and 1893.

c Embracing corrections found necessary after monthly totals had been published.

d Includes Cincinnati Wabash & Michigan since July 1, 1891.

e From and after July 1, 1893, includes Milwaukee & Northern.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS—(Concluded).

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Mexican Central—	$	$	$	$	$	$	$	$	$	$	$	$	$
1890‡ .....(1,527 m.).	587,045	569,567	573,385	515,264	524,244	439,056	451,503	476,090	490,131	574,383	594,021	631,056	6,425,69
1891‡..(1,527 to 1,803 m.).	583,770	538,129	558,010	591,846	571,495	544,089	637,815	604,373	623,476	793,844	654,957	672,735	7,374,53
1892‡..(1,803 to 1,847 m.).	618,022	607,350	685,645	659,849	670,832	619,976	653,077	630,147	631,379	772,009	719,260	750,688	7,963,25
1893‡.....(1,847 m.).	634,660	601,771	702,416	725,379	712,743	682,235	580,389	*620,587	.....	.....	.....	.....	.....
Minneap. & St. Louis—													
1890..... .....(335 m.).	104,785	101,276	130,114	109,633	105,268	99,489	124,326	122,997	152,820	170,367	155,500	134,274	1,510,84
1891.....(335 m.).	109,700	112,379	139,137	117,355	134,275	132,240	151,831	151,116	200,759	222,503	196,147	155,404	1,822,84
1892.....(335 m.).	126,925	161,792	163,473	140,316	136,577	178,191	178,483	174,213	176,304	200,345	206,251	179,194	2,022,06
1893.....(335 m.).	126,956	126,375	160,113	130,802	148,915	166,547	140,025	*147,613	.....	.....	.....	.....	.....
Mo. Kansas & Texas—													
1890* ... .(1,775 m.).	651,679	616,431	638,981	620,855	703,240	646,875	683,620	753,774	862,392	1,062,707	865,174	898,279	9,004,00
1891*...(1,791 to 1,672 m.).	713,761	607,892	651,656	682,483	708,780	737,499	795,820	785,858	1,039,753	1,149,818	953,400	904,402	9,731,12
1892*..(1,672 to 1,708 m.).	622,654	625,096	631,399	718,923	746,824	776,618	850,452	901,096	998,096	1,046,374	965,843	954,700	9,838,07
1893*..(1,708 to 1,945 m.).	737,633	641,335	668,121	886,636	896,227	841,677	753,595	704,471	.....	.....	.....	.....	.....
Mo. Pac. & Iron Mt —													
1891.. .(5,231 to 5, 78 m.).	1,942,663	1,882,329	1,943,052	1,929,375	1,916,496	1,860,588	1,951,271	2,314,115	2,464,118	2,735,288	2,479,829	2,461,695	25,880,81
1892....(5,278 to 5,372 m.).	2,087,978	2,206,062	2,169,488	1,958,429	1,908,384	2,050,747	2,129,266	2,662,818	2,781,751	2,782,333	2,526,759	2,497,029	c27,664,68
1893 .....(5,372 m.).	2,191,528	2,128,672	2,247,790	2,074,397	2,082,764	2,015,132	1,795,653	1,825,617	.....	.....	.....	.....	.....
Mobile & Ohio—													
1890.....(687 m.).	291,637	247,300	245,396	254,113	298,888	258,003	257,223	291,943	281,539	325,700	343,352	346,550	3,441,84
1891.....(687 m.).	323,085	287,095	294,158	281,361	276,177	250,654	266,333	233,674	277,075	348,370	327,584	340,663	3,506,23
1892.....(687 m.).	285,178	306,415	287,205	259,687	263,480	248,093	*243,840	249,308	*272,741	*297,480	*298,345	*321,934	c3,335,88
1893 .....(687 m.).	*305,181	*271,150	*287,306	*250,157	*288,708	*263,158	*250,344	*208,962	.....	.....	.....	.....	.....
Nashv. Chatt. & St. L.—													
1890 .....(652 m.).	308,586	279,315	271,182	277,144	298,050	275,359	341,167	355,668	350,067	352 085	328,827	347,202	3,784,634
1891a.....(652 to 810 m.).	357,713	292,523	306,995	299,337	305,378	306,359	330,454	493,357	479,955	491,980	440,702	434,689	4,739,443
1892a .....(810 m.).	397,878	434,707	419,464	410,964	418,116	400,986	430,835	447,766	448,127	473,239	425,045	449,411	5,156,572
1893a .... (810 to 885 m.).	433,462	402,801	438,115	386,346	414,376	382,255	411,690	350,932	.....	.....	.....	.....	.....
N. Y. C. & Hud. Riv.—													
1890....(1,420 to 1,465 m.).	2,923,406	2,708,853	2,946,522	3,022,979	3,128,094	3,007,097	3,004,827	2,843,522	3,215,886	3,278,919	3,099,581	3,083,956	36,258,64
1891.....(2,096 m.).	3,318,837	3,020,385	3,383,973	3,341,010	3,474,437	3,571,802	3,713,430	4,046,502	4,128,055	4,173,663	4,040,488	4,050,980	44,264,06
1892... ... ...(2,096 m.).	3,321,860	3,505,415	3,577,284	3,635,548	3,643,193	3,611,198	3,798,039	4,061,441	4,212,115	4,289,878	4,063,509	3,845,398	45,590,88
1893... (2,096 to 2,334 m.).	3,456,344	3,285,052	3,965,464	3,765,035	4,001,613	4,197,306	3,926,231	4,063,912	.....	.....	.....	.....	.....
N. Y. L. Erie & W.—													
1890... ..... (1,632 m.).	2,155,785	2,056,487	2,242,488	2,345,757	2,497,070	2,426,790	2,504,124	2,798,618	2,569,783	2,7 2,788	2,514,425	2,377,635	29,201,70
1891...(1,637 to 1,698 m.).	2,172,279	2,054,403	2,291,280	2,234,032	2,449,436	2,584,491	2,818,392	2,916,268	2,935,317	2,895,289	2,662,881	2,641,562	30,685,63
1892.....(1,698 m.).	2,186,570	2,278,623	2,472,480	2,495,235	2,617,566	2,742,729	2,784,659	2,677,501	2,806,689	2,758,592	2,583,144	2,539,137	30,942,92
1893.....(1,698 m.).	2,194,862	2,100,482	2,644,650	2,378,085	2,501,615	2,668,683	.....	.....	.....	.....	.....	.....	.....
N. Y. & New Eng.—													
1890.....(490 m.).	434,407	399,005	452,266	481,852	515,933	514,832	528,905	570,730	562,784	578,917	506,715	482,779	6,029,12
1891 .....(490 to 508 m.).	446,040	417,781	481,949	494,927	527,328	550,392	545,619	572,104	583,790	579,318	529,765	500,014	6,229,03
1892.....(508 m.).	431,165	451,186	475,537	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,220,49
1893 .....(508 m.).	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. Y. Ont. & West'n—													
1890.....(424 to 477 m.).	139,231	149,093	190,021	174,693	190,160	191,539	240,083	280,098	245,465	240,023	214,661	206,435	2,461,50
1891.....(477 m.).	211,800	200,029	230,204	228,080	240,309	272,515	298,165	296,899	282,705	293,057	255,195	247,829	3,056,78
1892.....(477 m.).	201,289	217,821	251,916	281,484	306,118	332,939	351,386	355,835	308,201	306,460	279,594	280,717	3,473,76
1893.....(477 m.).	267,488	241,796	314,193	285,821	322,482	374,193	398,091	*384,006	.....	.....	.....	.....	.....
N. Y. Susq. & West.—													
1890.....(157 m.).	104,466	85,953	102,722	122,095	144,471	150,654	149,799	147,812	145,716	163,228	145,119	130,048	1,592,08
1891.....(157 m.).	115,088	101,535	105,302	126,933	145,747	155,378	157,705	149,743	158,124	159,151	143,782	130,030	1,656,52
1892 .. ..(157 m.)	113,932	113,851	120,759	134,939	151,591	155,062	160,436	162,557	163,932	168,484	149,819	118,549	1,713,911
1893.. .. ..(157 m.)	114,598	104,391	135,102	143,728	169,663	165,153	164,407	.....	.....	.....	.....	.....	.....
Norfolk & Western—													
1890.....(937 to 1,047 m.).	657,620	574,328	649,297	692,636	707,670	690,914	749,588	776,727	802,493	809,359	771,195	695,277	8,577,114
1891. ..(1,077 to 1,105 m.).	695,503	625,834	726,135	763,052	764,819	702,797	760,776	828,923	820,776	870,910	836,964	791,753	9,188,042
1892 ...(1,105 to 1,349 m.).	700,262	770,642	774,249	788,320	789,552	781,234	800,844	933,460	918,184	943,594	868,490	904,011	9,952,882
1893.....(1,506 m.).	683,747	765,418	941,452	927,692	929,117	829,395	802,515	*762,923	.....	.....	.....	.....	.....
Northern Central—													
1890.. .....(377 m.).	559,118	494,682	558,373	556,946	538,972	548,852	579,890	553,698	608,278	590,286	536,141	483,460	6,603,797
1891.....(377 m.).	495,561	473,580	537,305	542,979	549,359	576,817	566,194	612,108	625,919	651,679	5 5,468	613,598	6,820,569
1892.....(377 m.).	549,910	576,044	544,081	542,282	550,991	565,171	587,686	653,200	650,070	712,230	623,008	636,618	7,191,291
1893.....(377 m.).	521,718	537,413	604,879	567,140	610,295	653,105	566,165	565,638	.....	.....	.....	.....	.....
Northern Pacific—													
1890‡...(4,418 to 5,029 m.).	1,502,979	1,611,522	2,073,564	2,317,280	2,417,265	2,373,121	2,499,046	2,623,017	3,016,392	3,459,881	3,057,056	2,711,286	29,662,410
1891‡...(5,059 to 5,222 m.).	2,123,860	1,796,483	2,184,522	2,309,879	2,293,477	2,322,359	2,441,554	2,549,143	3,211,377	3,449,379	2,990,701	2,461,071	30,133,685
1892‡...(5,222 to 5,246 m.).	1,801,184	1,946,325	2,369,164	2,192,520	2,165,171	2,577,951	2,718,285	2,782,648	3,231,261	3,522,356	2,899,421	2,293,940	30,500,246
1893‡.....(5,246 m.).	1,676,280	1,528,017	2,158,858	2,077,947	*2,210,707	*2,198,485	*2,019,425	*1,856,641	.....	.....	.....	.....	.....
Ohio & Mississippi—													
1890 ....(623 m.).	319,768	303,368	354,708	314,650	362,001	305,965	320,410	411,104	392,386	396,488	328,605	330,525	4,139,958
1891..... .....(636 m.).	328,213	305,944	348,427	309,242	332,703	304,927	356,388	418,238	408,008	404,958	322,211	378,008	4,217,287
1892 .....(636 m.).	359,575	332,523	338,989	287,378	310,117	302,017	329,546	422,344	410,328	393,691	326,064	349,646	4,172,216
1893 ... .(636 m.).	368,397	353,959	359,721	325,900	317,648	342,040	323,597	*355,908	.....	.....	.....	.....	.....
Pennsylvania—													
(All lines east of P. & E.)													
1890†. .(2,390 to 2,435 m.).	5,142,311	4,851,091	5,470,715	5,619,357	5,703,033	5,172,004	5,374,466	5,930,855	5,780,339	6,192,101	5,659,887	5,305,319	66,202,260
1891†...(2,435 to 2,507 m.).	5,312,475	4,739,320	5,218,706	5,379,003	5,385,252	5,440,655	5,679,782	6,212,375	6,159,557	6,408,160	5,694,725	5,796,829	67,426,841
1892†...(2,507 to 2,592 m.).	5,019,741	5,207,097	5,449,804	5,746,730	5,677,245	5,592,835	5,578,672	6,226,607	6,098,024	6,290,583	6,017,282	5,934,923	68,841,845
1893‡ .....(2,592 m.).	4,923,246	5,127,038	6,095,892	5,895,492	6,061,287	5,784,462	5,552,047	.....	.....	.....	.....	.....	.....
Phila. & Reading—													
1890..... .....(1,106 m.).	1,566,730	1,313,632	1,508,747	1,676,996	1,728,335	1,867,087	1,840,983	1,824,705	1,932,712	2,123,831	1,995,787	1,686,111	20,965,656
1891.....(1,106 m.).	1,712,090	1,470,917	1,551,400	1,610,326	1,779,322	1,821,849	1,936,874	1,943,775	2,124,961	2,246,919	1,950,357	1,881,522	22,049,212
1892 .....(1,173 m.).	1,727,214	1,788,774	1,820,593	1,701,441	1,824,209	1,917,296	1,881,253	2,024,646	2,164,922	2,248,319	2,003,156	1,968,367	23,073,091
1893 .....(1,173 m.).	1,505,781	1,631,347	2,059,025	1,839,975	1,914,059	1,974,749	1,867,378	.....	.....	.....	.....	.....	.....
Coal & Iron Co.—													
1890	1,151,256	949,066	1,204,627	1,395,577	1,490,071	1,602,406	1,795,841	1,747,847	2,097,116	2,151,900	1,969,472	1,606,377	19,161,556
1891	1,443,761	1,145,647	1,354,963	1,305,696	1,523,333	1,663,421	1,879,443	1,947,729	2,348,269	2,673,133	2,419,943	1,734,423	21,439,780
1892d.	1,5 2,041	1,778,028	1,750,966	1,630,304	3,541,537	4,032,641	3,826,692	.....	.....	.....	.....	.....	.....
1893d.	5,319,113	3,447,528	3,173,844	2,310,749	3,669,347	4,166,959	3,024,474	.....	.....	.....	.....	.....	.....
Total both Co.'s—													
1890	2,717,986	2,262,697	2,713,374	3,072,573	3,218,406	3,469,494	3,636,824	3,572,552	4,029,828	4,275,731	3,865,259	3,292,488	40,127,812
1891	3,155,851	2,616,564	2,906,363	2,916,023	3,302,555	3,484,270	3,816,337	3,911,504	4,473,230	4,920,052	4,370,300	3,665,945	43,538,994
1892d.	3,259,255	3,566,802	3,571,559	3,331,745	5,370,747	5,949,937	5,707,945	.....	.....	.....	.....	.....	.....
1893d.	6,824,894	5,078,875	5,232,869	4,150,723	5,583,406	6,141,707	4,891,852	.....	.....	.....	.....	.....	.....
Rich. & Danv. Sys.—													
1890 ...(3,051 to 3,113 m.).	*1,154,027	*1,063,400	*1,060,895	*945,300	1,001,460	923,949	1,021,580	1,131,611	1,195,071	1,379,354	1,211,620	1,165,035	13,201,820
1891*.. (3,113 to 3,154 m.).	1,171,500	1,107,990	1,120,070	1,083,545	1,053,725	963,931	1,107,030	1,115,355	1,175,514	1,396,804	1,219,020	1,158,220	13,656,366
1892*..... (3,154 m.).	982,320	1,106,580	1,059,900	987,420	942,325	900,844	947,430	.....	.....	.....	.....	.....	.....
1893* ..... (3,154 m.).	.....	.....	1,103,720	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L. A. & T. H.—													
1890..... .....(239 m.).	97,440	89,004	98,985	97,662	101,774	95,233	109,623	120,653	131,260	146,271	123,578	125,424	1,336,910
1891.....(239 m.).	113,735	116,988	109,097	106,463	106,063	106,715	114,896	121,163	135,152	150,868	125,315	135,190	1,435,626
1892 .....(239 m.).	113,631	122,449	123,071	116,136	106,416	116,613	114,311	135,245	145,453	153,841	141,047	143,818	1,531,961
1893..... .....(239 m.).	138,179	127,553	138,636	135,422	128,907	117,813	126,358	*126,080	.....	.....	.....	.....	.....
St. Louis Southwest.—													
1890.. .....(1,223 m.).	325,620	305,244	270,911	259,873	290,927	263,292	307,441	365,788	386,639	490,967	423,059	466,676	4,205,437
1891.....(1,223 m.).	350,258	347,040	336,418	287,950	285,374	276,045	322,516	349,460	447,181	577,267	505,755	480,582	4,565,796
1892.....(1,223 m.).	351,874	371,799	331,973	302,678	303,382	292,043	354,601	400,490	*426,180	*513,300	*469,429	*517,900	c4,646,616
1893* .. ..(1,223 m.).	457,800	432,000	439,400	423,400	361,886	332,931	326,709	323,395	.....	.....	.....	.....	.....
St. Paul & Duluth—													
1890 ....(248 m.).	87,243	77,354	112,718	105,912	126,040	111,153	140,964	138,094	164,000	173,013	142,304	115,430	1,494,224
1891.....(248 m.).	90,700	95,140	103,471	114,952	170,948	167,925	157,038	152,416	182,777	247,541	200,572	141,282	1,824,762
1892 .....(248 m.).	121,402	130,778	149,310	137,418	129,930	184,048	203,457	192,799	229,118	248,499	217,659	186,292	2,130,710
1893..... .....(248 m.).	131,493	112,573	131,856	136,052	158,833	156,193	*151,220	*135,857	.....	.....	.....	.....	.....
Southern Pacific Co.—													
1890.....(6,052 m.).	3,133,414	2,979,952	3,552,032	3,850,568	4,154,857	3,895,742	4,079,519	4,483,770	4,765,886	4,960,950	4,385,698	4,010,695	48,352,504
1891....(6,226 to 6,458 m.).	3,853,191	3,312,369	3,709,440	3,743,337	3,941,235	4,051,980	4,288,917	4,516,257	4,892,207	5,238,654	4,767,968	4,134,280	50,449,816
1892....(6,458 to 6,535 m.).	3,516,640	3,420,876	3,658,426	3,752,620	3,802,598	3,960,473	4,132,464	4,593,055	4,700,651	4,860,951	4,487,706	4,085,423	48,971,385
1893...(6,535 to 6,603 m.).	3,794,604	3,527,379	3,767,657	3,900,204	4,157,951	4,013,263	4,004,446	.....	.....	.....	.....	.....	.....
Texas & Pacific—													
1890.....(1,497 m.).	659,921	544,426	504,457	525,681	502,904	467,160	514,964	574,817	688,688	861,495	720,431	762,766	7,327,710
1891 .....(1,497 m.).	614,089	507,589	505,454	531,943	460,046	493,348	514,461	530,764	660,116	906,534	766,451	735,640	7,226,462
1892.....(1,497 m.).	545,695	564,687	532,458	471,277	411,642	418,265	502,367	513,800	615,365	800,522	794,839	816,783	6,937,702
1893 ... .(1,497 m.).	*614,608	*565,392	*559,451	*513,818	*494,339	*435,374	471,389	*452,807	.....	.....	.....	.....	.....
Union Pacific—													
1890.....(8,075 m.).	2,569,288	2,729,521	3,658,300	3,681,207	4,167,541	3,910,077	3,949,335	3,934,389	4,053,946	4,436,022	4,102,653	3,295,942	¶44,538,203
1891.....(8,144 m.).	3,115,377	2,779,023	3,272,986	3,325,810	3,419,427	3,524,741	3,580,289	3,823,696	4,319,050	4,714,032	4,376,434	3,750,867	44,006,731
1892...(8,143 to 8,158 m.).	3,214,128	2,926,415	3,298,161	3,218,242	3,400,915	3,920,413	3,750,150	4,075,290	4,585,218	4,681,511	4,235,233	3,722,014	45,025,176
1893 .....(8,166 m.).	3,163,222	2,858,418	3,217,417	3,154,815	3,455,251	3,344,687	2,828,874	.....	.....	.....	.....	.....	.....
Wabash—													
1890.....(1,921 m.).	1,121,909	986,839	1,056,348	1,000,316	937,784	976,984	1,116,178	1,194,406	1,193,632	1,278,076	1,076,892	1,125,191	13,064,554
1891.....(1,933 m.).	994,852	944,630	1,023,338	995,138	1,038,646	1,047,306	1,291,850	1,373,470	1,356,142	1,333,631	1,203,980	1,348,196	13,951,180
1892 .....(1,933 m.).	1,124,180	1,087,850	1,134,705	1,052,952	955,369	1,123,025	1,115,302	1,415,427	1,405,142	1,411,780	1,185,775	1,151,958	14,158,103
1893...(1,933 to 1,979 m.).	1,063,829	1,019,846	1,135,185	993,196	1,110,903	1,190,300	1,150,784	1,242,000	.....	.....	.....	.....	.....
Wisconsin Central—													
1890.....(828 to 887 m.).	325,579	328,614	396,983	394,207	452,495	442,717	483,730	502,351	508,170	537,061	457,745	430,007	5,259,559
1891. ....(887 m.).	371,720	326,502	406,576	404,618	390,705	426,527	481,078	494,827	492,389	506,014	451,641	475,625	5,224,223
1892.....(887 m.).	353,850	408,307	490,486	431,069	440,796	517,832	521,987	554,603	562,022	574,070	507,379	435,305	5,797,756
1893 ....(887 m.).	353,045	345,106	440,348	424,490	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Approximate figures. † And 66 miles of canal. ‡ Includes Wisconsin Central for all the years.

¶ $253,232 deducted from earnings on account of mail service not allowed.

a Western & Atlantic included from July 1, 1891.

c Embracing corrections found necessary after monthly totals had been published.

d Includes for the Coal & Iron Company the business of the Lehigh Valley and the Lehigh & Wilkesbarre departments from and after May, 1893.

§ Figures are given in Mexican currency.